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Pacific Islands Monthly

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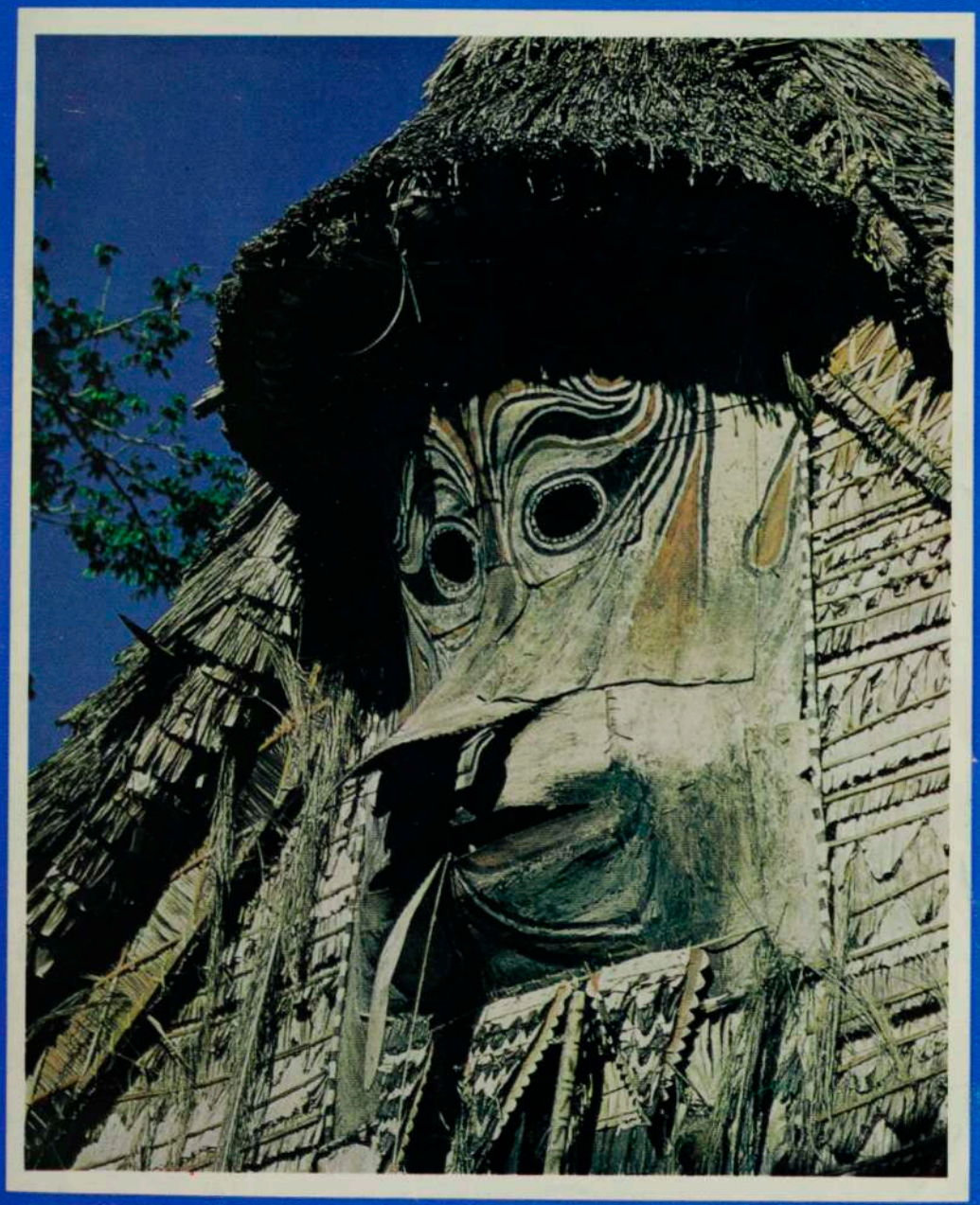

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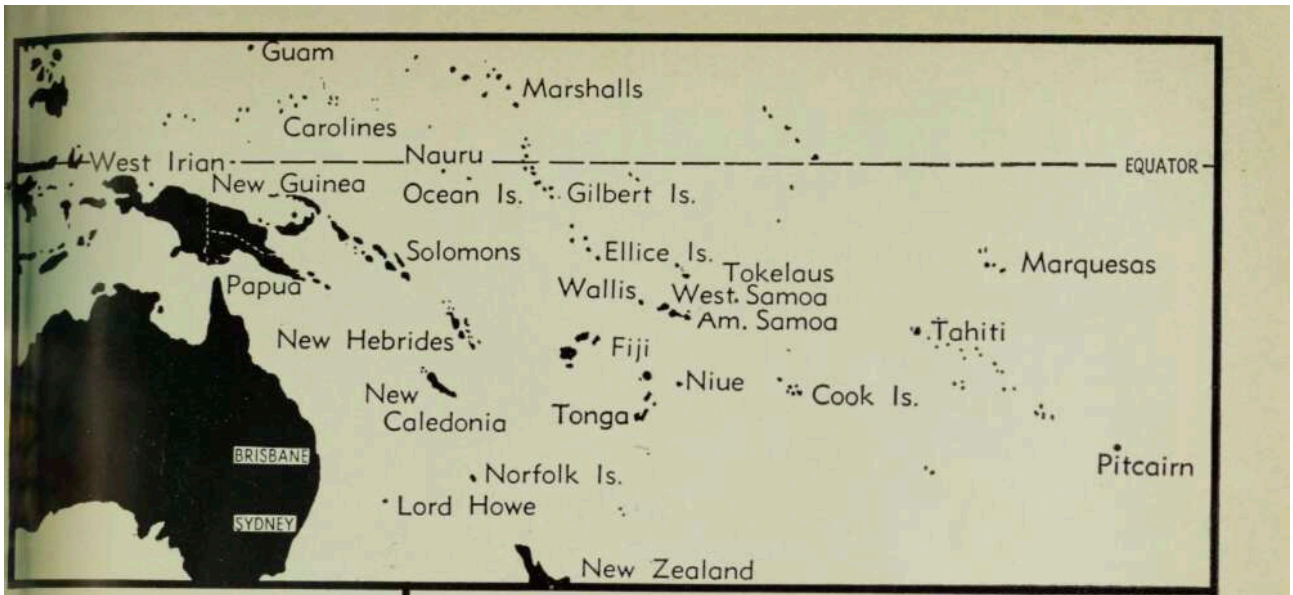

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OUR COVER

In the Angoram area of New Guinea's Sepik River there is a council-built house of New Guinean artefacts. The house is itself an artefact —certainly this detail from it, anyway. A benign face, only a little toffee-nosed.

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January, 1973
Vol. 44, No. 1

Up Front with the Editor

1973

What a new year it should be!

This is the year in which Papua New Guinea will formalise self-government and attack such sacred cows as land tenure, commercial investment, the public service and probably international boundaries.

This is the year in which the Gilbert and Ellice Islanders will decide whether to hang together or hang separately—whether the two peoples will tread different constitutional paths. This is the year in which the New Hebrideans will give hurry-up to the outmoded British-French condominium system. And the year in which the British Solomon Islanders will find themselves a new system of government. And in which the Dominion of Fiji gets a Fijian Governor-General.

This is the year in which the Micronesians and the Americans have to come to terms, or otherwise, on the status of Micronesia; and Micronesia itself has to come to terms with the Marianas people over the details of their breakaway proposals.

This is the year in which Western Samoa gets a new parliament; in which the Republic of Nauru takes stock of itself after five years of independence; in which the French will be under real pressure from new Australian and New Zealand Labour governments if they decide to go ahead with their atmospheric nuclear tests.

Australian and New Zealand attitudes to all Island problems will differ in 1973 from those of 1972; the two new governments assure that. Both are Pacific-orientated, and Prime Ministers Norman Kirk of NZ and Gough Whitlam of Australia actually know where the Islands are (although Gough's geography is not as good as Norman's).

There will presumably be changes in immigration procedures affecting Islanders entering both countries, particularly of Islanders entering Australia from New Zealand. New Zealand has been unhappy about Australia's attitude to these in the past.

Australia's new policy is not firm, but Mr Whitlam has said that people who are relatives or close friends of people already living in Australia will get priority to migrate. Whichever way it's done, if it is made easier for Islanders to live or work in Australia in 1973 then it gets my support.

The political pace in the South Pacific has been developing swiftly in recent years—I've said it often enough—but 1973 will show us the hottest pace yet.

CHANGES for PIM in 1973, too. After 42 years PIM has changed ownership. But the faces are still the same. PIM was founded in Sydney in 1930 by R. W. Robson, who built up Pacific Publications—a company which over the years acquired the Sydney and Melbourne Publishing Co in Sydney and the Fiji Times and Herald Ltd, in Suva. Between them they publish various technical and Pacific journals, books and newspapers in Sydney and Suva. It's been a private organisation, and operated very personally. To R. W. Robson, Judy Tudor, L. G. Usher (in Suva), Selwyn Hughes and myself, Pacific Islands affairs are our heartbeat.

They remain so, although in December the Melbourne-based company of Wilke and Co Ltd acquired all the shares in Pacific Publications as result of a contract made in 1970. The company was acquired as a very much going concern, and the people remain. R. W. Robson now becomes senior director and consultant. Who of us could expect to be as active at 87?

There are some new names. Charles McMillan, chairman of the Wilke group, and Ken Cathie, group managing director, are both fascinated by the Pacific.

The changes to PIM in 1973 had already been planned, and you'll notice them as we go along.

—Stuart Inder

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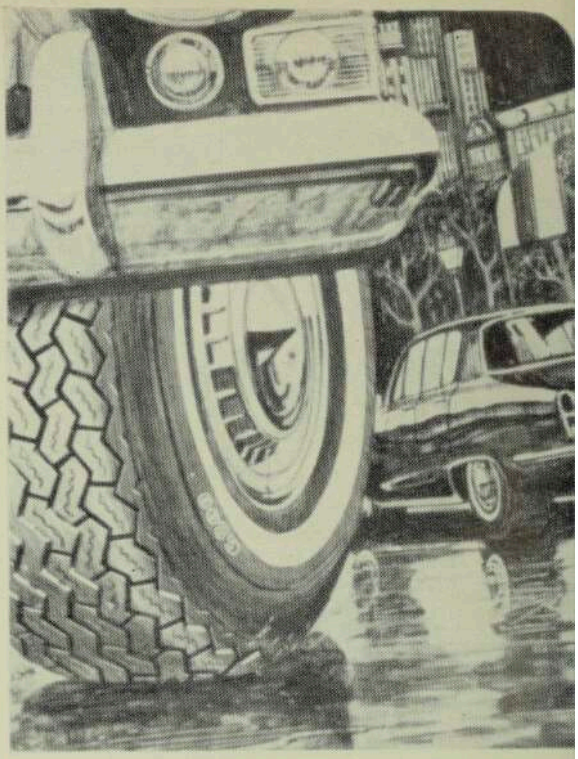

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NEW HEBRIDEANS TURN AN ECONOM CRISIS INTO A POLITICAL ONE

After gnashing its gums fruitlessly for years the New Hebrides Advisory Council last month found some teeth —perhaps a better word would be dentures, since the biting mechanism was somewhat artificial.

After five days of seemingly interminable discussion of the condominium estimates for 1973, the council told the French and British Resident Commissioners that the Budget was not acceptable and that they rejected it entirely. The move had obviously been pre-considered by Council members who were unanimous in their verdict.

More than a little taken aback the two Resident Commissioners, who are accustomed to having the game played their way and did not like seeing the ball removed from their possession, asked the Council to put on paper the changes it would like to see made in the estimates and then suspended the 24th session until February. They hope the re-examination and re-drafting of the year's estimates can be done by then.

There was more to this demonstration of disaffection than disapproval of the estimates (though that was certainly strong enough). It was the culmination of years of increasing frustration to Council members, not so much because their role is only advisory, but because the advice they give has not been listened to.

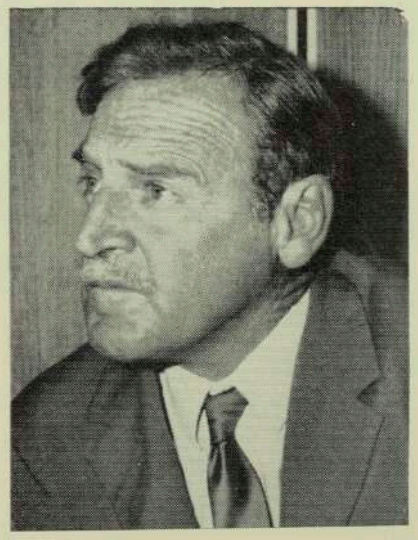
Two years ago they moved that a financial sub-committee should be appointed from among their members so that they could play a more active part in the preparation of estimates: this was not done and, despite the lip-service that the Joint Administration has paid to 'not governing in the face of opposition' from Adco, there is no doubt that it prefers to do things its own way. An example of this was the Joint Administration's proposal last year that, beginning in 1972, duty on imported goods and materials (by far the largest source of revenue to the territory) would be levied on the CIF (landed) value, not on the FOB (port of origin) value.

No matter how beneficial this might be to the Condominium's finances, the members of Advisory Council feared the inflationary effect, fears which have since proved justified, and voted almost unanimously against the proposal. The effect of this rejection? Nil. The Joint Administration cruised majestically ahead with its plans, firm in its belief in its own infallibility.

Even so, it took a hefty straw to break the back of the long-suffering camel.

In the earliest stages of the December Session, members made it very clear that they didn't think much of the idea of boosting the Condominium Budget from $4.4 million to $6.1 million when, as the Resident Commissioners themselves made clear in their opening speech, the territory is in economic difficulties due to low copra prices (and New Hebrides prices are the lowest of the low) and the continuing effects of the disastrous cyclones earlier in the year.

"The 1973 Budget has been pared to the bone" said the two administrators, but Council members questioned whether 43 new civil service posts



Advisory Council spokesman, Mr Bob Paul.

and an overall increase in expe of 26 per cent could be called there was a bit of fat left on where. So for five weary, consci days they sat and made sugg as to how cuts could be ac and listened to government explaining why the various in were absolutely essential.

At the end of the five da effects of their suggestions estimates were as one membe "precisely nil". Not for the fir the council's 'advice' had politely and studiously ignore this time it was ready. Inst going on to vote on the various of the estimates, as is the usu cedure, the members asked th dent Commissioners for an recess so that they could talk themselves and when the sess sumed, Mr Bob Paul, ap spokesman as the longest- member, read the following d tion.

"The members of this reject in its entirety the condon budget. The administration h acceded to our requests in th particularly with regard to the lishment of a finance committe does not feel obliged to accede way to the budget proposals."

Somewhat shaken, the R Commissioners sat in silence while and absorbed the impli of the statement. The estimat taken four months to prepa council couldn't mean it! But When the French Resident C sioner, M Langlois, asked for of hands, not a single one was against the statement and m made it perfectly clear that th no intention of changing their

So, adopting a positive ap the British Resident Commi Mr Allan, proposed that m should put all their suggestio changes in the estimates on pa present them the following da

When the Council met at next morning, Mr Paul was ag appointed spokesman. He said

"Mr President, for many

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members of Advisory Council have sat at this time for the purpose of debating the forthcoming year's budget.

"We have noted with distress the continuing substantial increase in expenditure over these years which has partly been due to the outrageous proliferation of condominium personnel and the simple fact that many of the recommendations made by members of council have been ignored.

"It is on these grounds, and the fact that you yourself Mr President have confirmed that the condominium is in a state of economic crisis, that members of council found it necessary yesterday to reject the draft budget for 1973.

"Members of council are genuinely concerned with the $783,779 proposed increase in expenditure over estimated expenditure for 1972 and call upon the Joint Administration to take into consideration the following views of Advisory Council members, which are constructively designed to curb this expenditure."

There then followed a long list of points which the council thought should be considered when re-drafting the 1973 estimates. Some of them were straightforward, others practicable but involving considerable problems, some—if highly desirable—were anything but practicable. Among the latter, it might be thought, were the suggestions that condominium civil servants should go back to a 40-hour week, instead of 36¼ hours, that a proposed pay rise for the same civil servants should be reconsidered, and that public holidays should be cut from 14 to 10 a year.

These proposals were admirable in their intention to increase productivity and reduce the need for more people, but knowing the attitude of the majority of condominium civil servants you might just as well suggest that pigs should be asked to fly. The only thing that the average condominium civil servant (there are, one is glad to say, exceptions to this rule) takes seriously is any threat to his conditions of service!

Several other proposals were good, straightforward ones designed to boost the local economy and stem rising inflation—protective tariffs on imported goods which compete with local produce, the dropping of export duties on copra, coffee, cocoa and other vegetable products, improved marketing of local produce throughout the islands using the co-operative network, and price control on basic commodities.

The two Resident Commissioners were determined to make the Advisory Council take its share of the lumps. They asked the councillors to appoint four of their number to a finance sub-committee to work alongside the finance sections and the condominium Treasurer during the seven weeks they thought would be needed to carry through the re-drafting. The request that took the council aback in its turn, but, recognising that it was no hoist by its own petard, it duly appointed its finance sub-committee and this is now slogging away.

Some Adco members hope that the 'rebellion', and the embarrassment it has caused the two administering powers will help shorten the constitutional road towards some form of legislative assembly.

IT WAS 'SNOW' THAT BROUGHT DEATH

From MIKE MALONE in Saipan

March 1, 1954, began like any other day for the people of Rongelap. The sun rose in the eastern sky over the flat, narrow, coral and sand atoll in the northern Marshall Islands, but none of the 82 inhabitants of the isolated atoll, least of all one year-old Lekoj Anjain, realized it would be a day that set them apart from the rest of humanity.

Before the sun had risen high in the sky that morning, a shock wave cracked across Rongelap's watery horizon.

Lekoj, who was probably playing near the lagoon with the other children, must have paused and stared at the distant brightness coming from the west. They must have wondered if it would happen again.

It didn't. But several hours later a snow-like ash began falling from the sky. Older children who had seen pictures of real snow were delighted and rubbed it on their skin. Lekoj must have done the same. But the village elders watched and wondered and thought about the distant brightness that appeared in the west.

As one Rongelapese man said years later, "We did not understand what could have made the bright light in the west. The sun was already up in the east. There was nothing in the west except Bikini."

Today Lekoj Anjain is dead. He died, November 15, of myelogenous leukemia at the US National Institute of Health in Bethesda, Maryland.

On that first day of March over 18 years ago, Rongelap and her people were exposed to the first shock waves of the first hydrogen bomb, a weapon so new and powerful that it out-paced man's technology.

Because of a freak wind shift, officials say, harmful radioactive fallout rained down on Rongelap that morning from a US Atomic Energy Commission test site on Bikini atoll, located only 100 miles west. By day's end, everyone on Rongelap, including little Lekoj, had acute signs of nausea, vomiting, and itching of skin.

Two days later, the US Navy evacuated Rongelap's ailing inhabitants to a hospital at Kwajalein Naval Base, about 250 miles south. The Rongelapese had been exposed to near-lethal doses of whole body radiation, suffered beta burns, loss of hair and pigment changes in the skin.

Since that time, the 82 Rongelapese have been subjected to yearly examinations by Atomic Energy Commission doctors. In 1962 they were awarded $902,000 (US) as compensation, but the following year thyroid nodules appeared, particularly in younger childen like Lekoj, who had been exposed at a very early age.

To date, 19 Rongelapese have received operations for thyroid abnormalities; three have proven cancerous. An American thyroid specialist, a member of the AEC team that visited Rongelap last March, prophetically mentioned to this writer during that medical survey trip that leukemia was "a real danger", although none had then yet appeared. However, Dr Robert Conard, a senior scientist from the Brookhaven Laboratories in New York who has headed the AEC's annual trips to the islands since the 1954 incident, denied this as a possibility.

Lekoj was the first known Rongelapese victim to die of the incurable disease. He was 19.

His body was flown to the Marshall Islands late last month for burial. Deputy High Commissioner Peter Coleman flew to Majuro to pay his respects to the young man.

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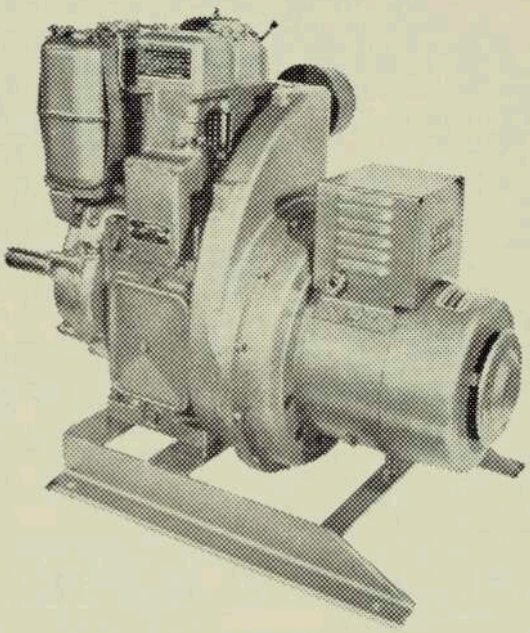

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tion of rations, a complaint
Rotuma that building materials
equipment had been returned to
and gaoling of a village *tura*
koro (head man) for selling
rations, were unpleasant featur
the aftermath of Hurricane Be
Fiji.

Two government officials,
Atafoa Varea, the Commis
Central, and Mr Isoa Ma
District Officer, Nadi, claim
Nausori politician was inter
with relief operations. The ma
advising people to demand ra
irrespective of whether they
eligible. Mr Varea said polit
from both major parties were u
people, as a political gimmic
claim rations.

The Hurricane Relief Comm
at the same time, announced
relief supplies were intended
people who had lost subsistence
crops on which they depended
had no other sources of livelih

The government was concern
the attitude of some people to
relief supplies. They appeared
gard them as a gift to which
were entitled. However, aid wa
plied as an interim measure to
people who would otherwis
hungry.

The *turaga-ni-koro* gaoled, V
Vodivodi, sold a carton of
rations to a Nausori shopkeepe
said he sold the rations to get
to pay for the cleaning of the
cemetery. The magistrate des
the offence as "despicable" an
Vodivodi to gaol for three mon

New Zealand, which contr
generously in cash, relief su
and physical assistance throug
army, also sent 1,000 dozen e
relief supplies. Two Auckland
Egg Distributors Ltd and P
man's Co-op Ltd, paid the c
packing materials and transp
Suva.

Some Rotumans complaine
timber, paint and a concrete
were sent back to Suva whe
could have been put to good
the island. The materials hac
shipped to Rotuma to repair g
ment buildings.

The Hurricane Relief Com
gave free roofing iron to help
or rebuild some bure-type s

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NEW ZEALAND PREPARES FOR A NEW LOOK AT SOUTH PACIFIC

From KATHLEEN HANCOCK in Wellington

The dust of New Zealand's landslide election is settling down; Wellington's "House on the Hill" is sorting out Labour names on office doors; and hints, but only hints, of the new government's Pacific policies are beginning to filter through.

Ministers most closely involved in Pacific affairs are, of course, Prime Minister Norman Kirk himself, wearing his Foreign Affairs hat, and Mr P. A. Amos, who will look after both Island Affairs and Education in the new government. The new Prime Minister is moving cautiously into an area of power new to him and to most of his ministers. There wasn't much said about the Pacific in the election campaign and Mr Kirk hasn't yet shown himself willing to commit himself on matters affecting New Zealand's relationship with her Pacific neighbours.

However, it's a safe bet that one thing will come up quite soon — Norman Kirk's idea of a Pacific Council, first put forward by him in 1968. At the next meeting of the South Pacific Forum the NZ Prime Minister is very likely to sound out Pacific leaders on this subject. His concept of a Pacific Council is unlikely to supersede either the South Pacific Commission or the South Pacific Forum, but would more closely resemble a meeting of Pacific parliamentarians.

Pacific trade will certainly occupy a place on the new government's agenda, though EEC problems will tend to overshadow trade matters closer to home. Pacific trade will also be overshadowed by the mushroom cloud cast over French-NZ relationships by French nuclear testing in the Pacific. With French Polynesia and New Caledonia ranking second and fourth as Pacific consumers of NZ exports, this is a touchy area. Already, as a result of last year's trade union boycott of French shipping, New Zealand's export figures in these two territories have slumped badly, with orders going instead to Canada, Australia, the US and metropolitan France.

Since the election there has been some modification (unkindly called "back-pedalling" in some quarters) of the Labour Party's proposal to send a New Zealand frigate into the danger area prior to the next spate of nuclear testing by France. It was suggested at first that the frigate should carry at least one cabinet minister, but Prime Minister Kirk seems to have had second thoughts about this venture. "I will investigate all other means first," he said recently. "If it gets to the stage where we have to take this action, we will ask other nations if they will join us."

This is more in line with the sentiments of another Pacific leader, considerably closer to the test area. The King of Tonga said, "I should be concerned indeed if he (Mr Kirk) personally decided to enter the test area, or expose the life of another colleague to the danger of fallout." He said that in view of the hardening of the French attitude he felt "that the dramatic move made by Mr Kirk might not achieve the deterrent many people expect."

The new Labour government has the question of Pacific immigration under close study and the Minister, Mr Fraser Colman, will meet the president of the Auckland-based Samoan Progressive Association Mr M. S. Fonoti, at an early date to discuss future developments. Mr Fonoti has been in the news lately with statements that New Zealand's immigration policy is "unrealistic" and that Samoans and Tongans are overstaying their work permits as a result of this. He wants the legislation reviewed and he also wants NZ's Labour government strongly to urge a change in Australia's immigration attitudes towards Pacific Islanders.

New Zealand Prime Minister Norman Kirk.

The matter of rates of pay for ships crews working the NZ coast will also come up for examination soon. Low rates of pay for Pacific Islander crews have been a thorn in the side of the NZ unions for some time and it's expected that the Minister for Labour, Mr Watt, the Minister for Island Affairs, Mr Amos, and the union leaders concerned, will be looking at this one in the near future.

The splitting of the former Ministry of Maori and Island Affairs into two separate portfolios caused comment when Cabinet was named. But the Labour Party has never particularly liked the lumping together of these two ministries. It has always considered there were more differences between them than things in common. Maoris also have their own seats in the House and their problems are not those of Cook Islanders or Samoans. New Zealand's relationship with other Pacific territories is close, but, with the exception of Cook Islanders, their citizens are not NZ citizens. So popular Maori MP Matt Rata has been appointed Minister for Maori Affairs and Mr P. A. Amos has been given Island Affairs, as well as Education.

The new Minister for Island Affairs is generally considered one of the new government's happier choices. As a former teacher at both primary and secondary levels, he has always taken a keen interest in the welfare of Island communities. His wife has also been closely involved with Pacific Islanders as a guidance counsellor at Auckland's Hillary College at Otara, one of the largest concentrations of Polynesians in the country. She was also a pioneer in the introduction of the well-known Tate Readers into Auckland schools with a large Pacific Islander roll. Mr Amos reckons his new job is "a very happy marriage of interests".

It's still early days for the new government. The next few months will no doubt clear away the fog of uncertainty that as yet clouds certain issues, such as a possible pull-out from Malaysia and the future of SEATO. New Zealand's Cabinet will be looking closely at Pacific affairs. And the stability of the Pacific will rank high as a priority.

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The Editor's Mailbag

OLAF RUHEN'S DENIAL

Robert D. West of Chillicothe, Ohio, perpetrates an unjustified lie when he claims, in a letter (PIM, December, p 49) I refuted statements made by the King of Tonga. At the time I wrote the book Minerva Reef, Salote Tupou III was Queen of Tonga. I understand that the annexation of the reefs to Tonga accomplished by Captain Tevita in 1966 was not refuted.

Certainly I support the excellent arguments of His Majesty King Taufa-'ahau Tupou IV in extending his sovereignty over these reefs and I have nothing but contempt for the unprincipled American adventurers —and I understand their conspirators of other nations—for whom Robert D. West is spokesman.

OLAF RUHEN

Sydney.

DR DAVIS'S CRITICISM

Our attention has been drawn to a letter under the heading "Doctor Davis's Criticism", published in the Editor's Mailbag (PIM, Nov, p 47). The correspondent states "Economic development has been encouraged, yet with falling prices of copra, refusals by New Zealand to take mandarins (although NZ originally encouraged the growing of such) etc, can only lead to the thought that there has been no encouragement".

The statement that New Zealand has refused to take mandarins is entirely incorrect. It is a fact that some 20 years ago our company suggested that more mandarins could be grown in the Cook Islands and as a result many thousands of dollars have been added to the economy. However, there is a definite limit to the quantity that can be absorbed by New Zealand at what are regarded by the Island people as payable prices.

Production proceeded on the assumption that New Zealand had an unlimited market and in 1960 it became necessary to advise the authorities that the maximum quantity that could be absorbed at present prices would be 5,000 cases per month. Apparently this information was not acted on and the development of mandarin production proceeded well beyond market requirements.

As a result of the very large quantities of fruit available, much beyond the suggested 5,000 boxes, an arrangement was made of graduated prices up to 10,000 boxes per ship and the price negotiated would be on any market in the world a very good one for the growers concerned. When quantities were raised beyond 10,000 boxes we had to advise that large consignments of this quantity would have to be sold on the open market and that we could not guarantee a price. At no stage however, have we refused to accept consignments.

The last 20 years have also seen the establishment of mandarin growing in various parts of New Zealand and it is true to say that the mandarins grown in New Zealand have better colour and better flavour than the Cook Islands fruit, resulting in the public neglecting the Cook Island fruit in favour of New Zealand fruit.

With rising freights it is necessary to ensure high quality produce so that these freights may be absorbed and there is still a market in New Zealand for good quality fruit. The market is wide open, but naturally if the fruit is going to be consigned to New Zealand in extremely large quantities, quantities never at any time suggested by our company, then it is necessary to sell this fruit at market value on the same conditions as fruit is sold in all parts of the world.

C. R. WALKER.
Managing Director.
Fruit Distributors Ltd,
Wellington,
New Zealand.

WEST IRIAN

I am a Jamaican living in England. I have read PIM regularly about two years.

I always thought your magazine provided valuable information about the Pacific islands, until I realised that you never say anything about the situation in West New Guinea. Surely West New Guinea is a Pacific territory like the eastern half of the island, or West Samoa.

A. FRASER.

London, S.W.5.

● *West Irian these days is an integral province of Indonesia, and if it ever had Pacific Islands status, it has lost it as far as we are concerned. We do refer to West Irian developments insofar as they concern its neighbour, Papua New Guinea— as for instance our frequent reports on border crossing, and PNG attitudes to it. Thus, for us, West Irian is rather in the category of Hawaii, a st America — whose domestic doesn't find its way into PIM but whose attitudes do when touch on the Pacific Islands.*

ONLY THE SWORD . . .

"ONLY THE SWORD HE ST UP IN". "Yesterday" column, September, recalled this headlin an advertisement for a tropica service uniform which was w urgently.

The advertiser could have none other than Hon. Cedric H then Director of Agriculture, Fi wife, Nell, having preceded hi leave to Britain, he was living porarily at the Fiji Club in Suv the residential section was demc by the hurricane of 1952. M Mr Harvey's personal belor including his white tropical un plumed helmet, gloves, etc., were the ceremonial unifor members of Legco in those had gone with the wind. S forays into the wreckage of th buildings produced little more the sword and a sock!

Mr Harvey is now living in ment near Truro, Cornwall, wit to devote to his hobbies painting and wine making.

(Mrs) TUI GARN

Auckland, NZ.

A GRAVE ERROR

I was interested to rea obituary of the late Dr W. Kenzie (PIM, Sept., p. 131). I was in the New Hebrides in this year I was able to visit I and to see the headstones ov grave of the Rev J. W. MacK children and over his wife Am grave.

There is an unusual error inscription on her headstone reads: Amanda Bruce, wife Rev J. W. MacKenzie died 30 1898 after 21 years of Christair on Efate.

I wonder how many visitor noticed the spelling of CHRIS

A. F. MACGILLI

London, N20.

JAPANESE WANTED

We'd like some help on infor for a history of the Au 6th Division Cavalry Unit. interested in hearing from a who knows about a Japanese possibly the last remnant of the Army, who was located in the celli mountains of New Gui 1956.

G. A. ROBI

9a North Rutledge St,
Coolangatta, Qld 4225.

Tropicalities

Too close for comfort

Australia's new Labour Prime Minister Gough Whitlam, elected in December, is sympathetic to New Guinean opinion in the Papua-Queensland border dispute. And since the Prime Minister is also the Minister for Foreign Affairs (as is New Zealand's new Prime Minister, Mr Kirk) one may expect that New Guinea will get a favourable ear in Canberra.

PIM last discussed the dispute in detail back in June, when it hadn't in fact developed into a dispute. Things have been moving swiftly in recent weeks.

Briefly, the Australian border with Papua New Guinea runs in one place within 200 yards of the Papuan coast, and traditional Papuan fishing grounds are within Australian waters. The strip also contains three islands, Saibai, Dauan and Boigu, with a population of about 1,000 islanders, who are Australian citizens, enjoying social service benefits from Queensland.

After independence, can New Guinea have three islands and their people smack up against its shoreline at belonging to somebody else? New Guinea government feeling is that it can't—that Australia should redraw the border to give the islands to New Guinea, with or without the people.

Queensland's Premier, Mr Bjelke-Petersen, doesn't like the sound of this and wants to dig his heels in. He may in fact have the legal right to do so.

Nobody yet knows how far he is prepared to go, how far Mr Whitlam is prepared to go, or how far the Papua New Guinea Government is prepared to go. But clearly it is a core point among many New Guinean ministers, and it's unlikely that an independent New Guinea would tolerate the present situation. Mr Bjelke-Petersen, we predict, is fighting a losing battle.

Papua New Guinea's coalition government has problems besides those of the Queensland border. One of them is a decision on its attitude to a takeover in December by a Japanese firm of Commonwealth New Guinea Timbers.

CNGT is 65 per cent owned by Territory Development Ltd, all of whose shares are held by Placer Development Ltd. Placer is selling its shareholding to New Guinea-registered New Guinea Sobu Pty Ltd —owned by a wealthy Japanese family group—subject to governmental agreement.

The point of the story is that the other 35 per cent shareholding in CNGT is held by the Investment Corporation of PNG on behalf of the PNG government, which is thus likely to find itself suddenly with a majority Japanese business partner.

The deal between Placer and the Japanese also includes Territory Fisheries Pty Ltd, all of which is owned by Territory Development Ltd.

PNG Chief Minister Michael Somare had hoped to get his statement on PNG investment guidelines out by January 1, but its been delayed. Meanwhile Mr Somare says that "several rounds of discussions might be necessary" over the Sobu deal.

Chairman of the PNG Investment Corporation, Mr E. S. Owens, is not perturbed. He says that although he is sorry to lose the old association, the new arrangement would offer benefits to the corporation. "It gives us access to the Japanese markets," he says, adding that the Japanese obviously saw tremendous opportunities in PNG in the long term. He understood that the price paid by the Japanese was in excess of the price paid by the corporation, which he sees as another example of the confidence the Japanese have in PNG.

US cuts out SPC ceiling

After 25 years of attempting to impose its own fiscal check on the South Pacific Commission's budget, the United States Government has removed the legislative ceiling on American contributions to the SPC.

The amendment, which limits the United States only to its assessed 20 per cent of the budget, has been signed into law. Now, there are no longer any artificial restrictions imposed by the US Congress on the American contribution as was the case at the conference at Apia this year when the United States delegation was tied to a miserly offer of an eight per cent increase.

Until the new legislation, the SPC's formula for contributions meant that, at times, when the American ceiling was about to be reached or breached, contributions from all the participating governments would be limited to the American peg. While this situation rarely developed openly, it did restrain the other governments behind the scenes. This was very evident when Fiji Prime Minister Ratu Sir Kamisese Mara before leaving Suva

Beautiful new asset to the Fiji modelling scene is Fiji-born Frances Sue, who has been living in Canada. She returned home recently with her husband, Dr Richard Sue, of Suva.

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for Apia, severely criticised the US (and France) for its close-fisted approach to the SPC.

Now, it seems, the US commissioners and their State Department advisers may be able to be more generous in their increases. This would help to restore the United States to a more purposeful role in the SPC. Although the new legislation does not guarantee that the SPC appropriation will be passed by the Congress, it does put the SPC in the same funding category as the United Nations since the American contribution to the SPC will have a continuing authorisation in the future.

In the past, the authorisation has usually caused far more difficulty than the appropriation.

The effect of the change is that whatever the size of the budget, the United States delegation can agree to pay its 20 per cent without recourse to Congress for a new authorisation.

Stamp bonanza

Dozens of new stamps have appeared on the covers of PIM's mail in recent weeks, so that we are able only to publish a modest selection of them. The 25th wedding anniversary of Queen Elizabeth and Prince Philip was the occasion of a flurry of issues, a basic portrait furnishing the central design for a number of British territories. The Cook Islands apparently went through the royal album for its set featuring 25-year-old wedding photographs.

Western Samoa has a beautiful new definitive set as well as the Christmas series which was quite striking (see below).

Two of the Western Samoa Christmas stamps.

Part of the 25th wedding anniversary series — from the top, Pitcairn, the Solomon Islands, the New Hebrides.

When you paint a princess

That well-known, colourful Pacific Islands painter Mary Edwell-Burke picked up her palette and her paints at her home in Suva in November and went off to Tonga on one of the most pleasurable commissions of her long career—to paint a princess.

A family, who'll be nameless, had commissioned the portrait of Princess Salote Mafile'o Pilolevu, daughter of Tonga's King Taufa'ahau Tupou IV, and it had to be ready for her 21st birthday on November 14. That meant fast work but Mary Edwell-Burke, painter of many striking portraits of Islanders, wasn't to be awed, even by a princess. The painting was finished on time and now hangs in the palace in Nukualofa.

What's it like to paint a princess? Said the artist to PIM: "Her Royal Highness was a wonderful subject, tall and dignified, retaining the pose without apparent effort, never troubling me with questions about the work, not once referring to her

The Cook Islands went back to 19 their wedding picture.

person; just doing her part in a royal way.

"A Tongan told me he was by the princess, 'Am I as beauti that?' indicating the portrait looked at her, then at the portra said, 'Both the same'. Posing portrait brings out the charact the sitter and often a sitter finc intent visual exploring of the p difficult to endure. Princess Pi showed no trace of the sittings an ordeal. I think I remembe saying that she found it very re just sitting and doing nothing while."

In the portrait the princess w simple tomato-red dress and over her shoulders is a short and cream ostrich feather cape to her by her grandmother, th Queen Salote. A heavy gold br is on her wrist and her hands, clasped pose, hold a semi-ci cream Tongan fan made arou piece of gleaming pearl shell. A base of the portrait there are dark red hippeastrums and son via, its yellow leaves showing the black and cream of the cape background shows a glimpse o harbour and palms. The frame dull green in polished wood.

It is the second portrait sh painted of a member of the T Royal family. The first was present king—in 1934 in Sydn the age of 16. It had not been missioned by anyone and it sell. The royal portrait was l her hands.

Came World War II and a sh of canvas for artists. Miss E Burke had a portrait which w pendable—the royal portrait.

"No one took the slightest of it after I had done it," say Edwell-Burke. "I had it photogr by the best photographer in S

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Monty Luke, but still no one took any notice. It was just as though it didn't exist."

So, she painted another portrait over that of young Prince Tupouto'a-Tungi, one of a "Spanish-type of girl" in Sydney who often sat for her. She sold it.

Where it is, she doesn't know, but someone has a painting of a girl. Underneath is another painting of a prince who is now a king. In the background is the Tongan Royal coat of arms and in the foreground a table and on it a tray of tropical fruit.

Fiji's own strolling players

Senivauvula Fijian Play Group (the only Fijian drama club in the Fiji Islands) is doing very well at present in showing some exciting plays produced and directed by the artistic mind of Mr Ligavici Kautoga (43) of Sorokoba, Ba.

He formed the group a couple of years ago in his village before he moved to Suva after resigning from his permanent job as a bandsman in the Royal Fiji Police Band. He was given a piece of land by the Tui Lami (head of Lami village near Suva) where he lived with some of the members of the group.

So far the group has more than 50 Fijian members—30 females and 20 males. The youngest is about 12 and the oldest is over 40. Most of them work in the Lami industrial area near the group's headquarters.

All of them are amateurs and all hope to become professionals. There is no proper road to the headquarters —only a bush track. They meet three nights a week under kerosene lamps, on Tuesday and Thursday for rehearsing, and Friday is workshop day.

Since last October they have produced more than 10 plays, all written in Fijian language. Some of them are: Vola Tabu (a bible story from both Old and New Testaments), Tui Solomoni kei na Ranadi ni Sipa (King Solomon and the Queen of Sheba), Sucu ni Turaga (Birth of Christ), and Senivauvula.

Mr Kautoga said he formed the group mainly because he wants native Fijians to enter the theatrical world. The Senivauvula group was originally Suva Fijian Drama Club before it changed to the present name. At the beginning the group was small and unheard of, like the beginning of all great things.

But in May this year the company had its debut at the Suva Grammar School Hall, in a play called Senivauvula (named after the company)

Ligavici Kautoga.

for the first South Pacific Arts Festival. Minutes after the curtain rose it was obvious that the Senivauvula Fijian Play Group was something special.

At the final curtain there were cheers from the enchanted audience. The next morning the Fiji Times and the Fijian Language newspaper Nai Lalakai, came out with warm comments about the group. During the second Fiji Independence Day holiday last October, the company continued its successful tours of the Western side of Viti Levu.

Besides acting they had an entertainment group which raised a little money by performing in some hotels and during festival time. Recently one of their actresses (Ruci Vunisa) won second prize in a Fiji queen contest. She also played the leading role in Senivauvula during the South Pacific Arts Festival.

They are currently working on two other plays. One is a historical story of a great war between two provinces in Fiji and another is called Koula na Tadra, which means Dream is Gold. Both were written by Mr Kautoga himself.

A royal house for the Cooks?

Mr George Brocklehurst the new High Commissioner to the Cook Islands had hardly settled into his duties as representative of the Queen, when Premier Albert Henry began speaking of a successor to replace him at the end of his term.

Using Western Samoa, which already has a Samoan representing the Queen, and Fiji, soon to have home-grown Ratu Sir George Cakobau as Governor-General, as examples, Mr Henry, in his speech at the swearing-in of Mr Brocklehurst, said that over the last three years, discussions between New Zealand and the Cooks have led to the choice being given to the Cook Islands of deciding in the future that the representative of the Queen would be a citizen of this country.

"The position of High Commissioner then will be divided into two," said Mr Henry. "The High Commissioner will be appointed by New Zealand as her diplomatic representative in the Cook Islands, and the Head of State would be appointed by the Queen on the advice of the Cook Islands Government. The name for that position will yet have to be decided."

At this point, it appears only too clear that Mr Henry himself is desirous of that second appointment. If he did happen to achieve this goal, more power would be in his hands, and the way would be clear for yet another Henry to step into the premiership. This, of course, would not be too difficult as there are in the Legislative Assembly at present, the Minister of Public Works and Internal Affairs, Tupui Henry, son of the Premier, and the Minister of Education and Justice, Geoffrey Henry, a cousin.

Hefner's bunny in parliament

Hugh Hefner, the man who built an empire on the curves of his Playboy bunnies, must have smiled when he heard—as he was sure to do—of the happening in the Fiji House of Representatives on December 1 which gave his magazine an official place in the dominion's parliamentary records.

The budget debate was droning on for the umpteenth dreary day when a vision of a nude girl was wafted in front of members' startled, or intrigued, or disgusted, or thrilled, or bored eyes. It was the centre-fold from a Playboy magazine and the wafter was Mr Apisai Mohammed Tora, Opposition member and militant trade unionist.

It was just another of Mr Tora's little eccentricities which are making him a character in the House. It was

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his way of protesting against a government member's attack on the importation of the permissiveness of the outside world. Earlier, Mr Kishor Govind had criticised the wearing of hotpants and miniskirts, the exhibition and sale of pornographic literature and the showing of indecent films.

Waving the tasty bit over his head, Mr Tora declared: "I see no reason why sexy films demonstrating the art of love and sexual intercourse should not be shown on our screens to adults." Then he brought the Kama Sutra into the act and, when challenged to show under which head of the budget proposals he was speaking, said, "The Perfumed Garden" (which, surely, wasn't in the Agriculture Ministry accounts.)

Deputy Speaker Ratu David Toganivalu warned him he was verging on indecency. That might have brought on a recurrence of an incident which earned Mr Tora headlines a week before. He had called the Minister of Finance, Mr Charles Stinson, a liar and had refused to apologise. Ratu David suspended him and ordered him to leave the House. His leaving was tardy, so he was helped out by the sergeant-at-arms, a policeman, and two other policemen.

Because Mr Tora tabled his Playboy picture, which he called "one of the most beautiful things I have seen," it will have gone into the official records. Somewhat ambiguously, The Fiji Times headlined the incident "NFP man tables a nude in the House."

Volunteers' place in Samoa

An Apia correspondent reports:

Are United States Peace Corps volunteers really needed in Western Samoa? Opinion is divided. Some say yes, others say no, that the volunteers either do not have a sufficiently high standard of education, or that they help to displace Samoans from many jobs.

The critics do not deny that Peace Corps volunteers are very often graduates and highly qualified by American standards, but they contend that these are not up to British standards and hence do not meet local requirements.

Others are worried that government encouragement of Peace Corps activities will lead to displacement of qualified Samoans from government positions. They say the government is trying to save money by requesting more volunteers and that in the long run Samoans will suffer because they

Hints for a Lovelier Complexion

By a leading Skin-Care Consultant

A SOFT, dewy complexion that is cared for and pampered all through the year is a foundation on which you can confidently build your beauty. Here are some suggestions for skin care beautifying that will make you even lovelier tomorrow and the days ahead.

A Lovely Lasting Bloom

PAMPER your skin every day with a tropically moist oil blend to bring out a lovely, fresh bloom that never fades. Smooth Oil of Ulan lightly over every inch of your complexion, so that its special properties can assist Nature to maintain the natural oil and moisture balance of the skin. Oil of Ulan not only helps to keep the skin soft, supple and more youthful looking, but used as a protective skin-cherishing base beneath make-up, it will endow the skin with the very foundation of breathtaking beauty every woman desires.

A Beauty Facial

AN occasional facial steaming will do wonders for your complexion. Commence by cleansing the face and neck thoroughly with a mild cleansing milk, then lubricate the skin with Oil of Ulan moist oil blend. Pay particular attention to the sensitive areas surrounding the eyes (crows feet lines) where a little extra Oil of Ulan should be gently tapped in.

With a towel over your head, steam over a basin of hot water for a few minutes to soften the skin and clear the pores.

When the warmth has stimulated the circulation dry off with a soft towel and then massage in a futher film of this moist oil blend to give the surface skin silky softness and youthful loveliness.

A Beautiful Neck

A BEAUTIFUL face deserves a beautiful neck . . . routine toning is of immense value for it prevents the neck and throat from becoming slack and lined. Soak a pad of cotton wool in Lemon Delph Freshener and briskly pat both neck and throat in an upward and outward direction, whipping up the circulation so that sluggish skin cells are reactivated and any tendency to sallowness is corrected. Follow this with a smoothing of moist Oil of Ulan to give the neck clear, smooth beauty.

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will not be offered jobs, as tea for example.

The criticism that the Peace volunteers are not highly qualif not based on truth. Many o volunteers are highly qualified in special fields and include PhDs rest are BAs and MAs from v universities in the US and degrees are certainly not rubbis

Most often they are assign teachers to the Departmen Education and they certainly se be doing a good job as teache maths, science, etc., in seco schools. The Education Depar is requesting a further 30 teacher volunteers for 1973.

However, the complaint volunteers may displace Samoa a legitimate one, and one tha government must look into. Cer there is room for volunteers in ern Samoa, especially now i Department of Education reports a shortage of secondary s teachers. But, at the same volunteers must not displace Sa from jobs.

Volunteers will be needed long time as specialised skills short supply in Samoa.

A new handout

Forty Hereford yearling h five Hereford bulls and the Zealand High Commissioner Western Samoa and Tonga, M W. Thorp, arrived at Nukualofa in December. They didn't all together but there was a conne Mr Thorp had come to talk NZ aid to the kingdom, and the were part of that aid.

Selected Tongan farmers w trained under the aid scheme i basic skills of pasture and beef management.

Mr Thorp, who talked with Prime Minister Tuita and othe ernment leaders, told them New Zealand's first-ever aid gramme for Tonga would be about $750,000 between now March, 1975.

NZ was showing her inter Tonga because the kingdom was Zealand's closest neighbour an establishment of diplomatic rel between the two countries wa other important factor, as well natural increase of New Zea global aid under UNDP require

About a third of the total ai be used to establish a livesto dustry focused mainly on cattle ing. Telecommunications and a tation are other probable areas o

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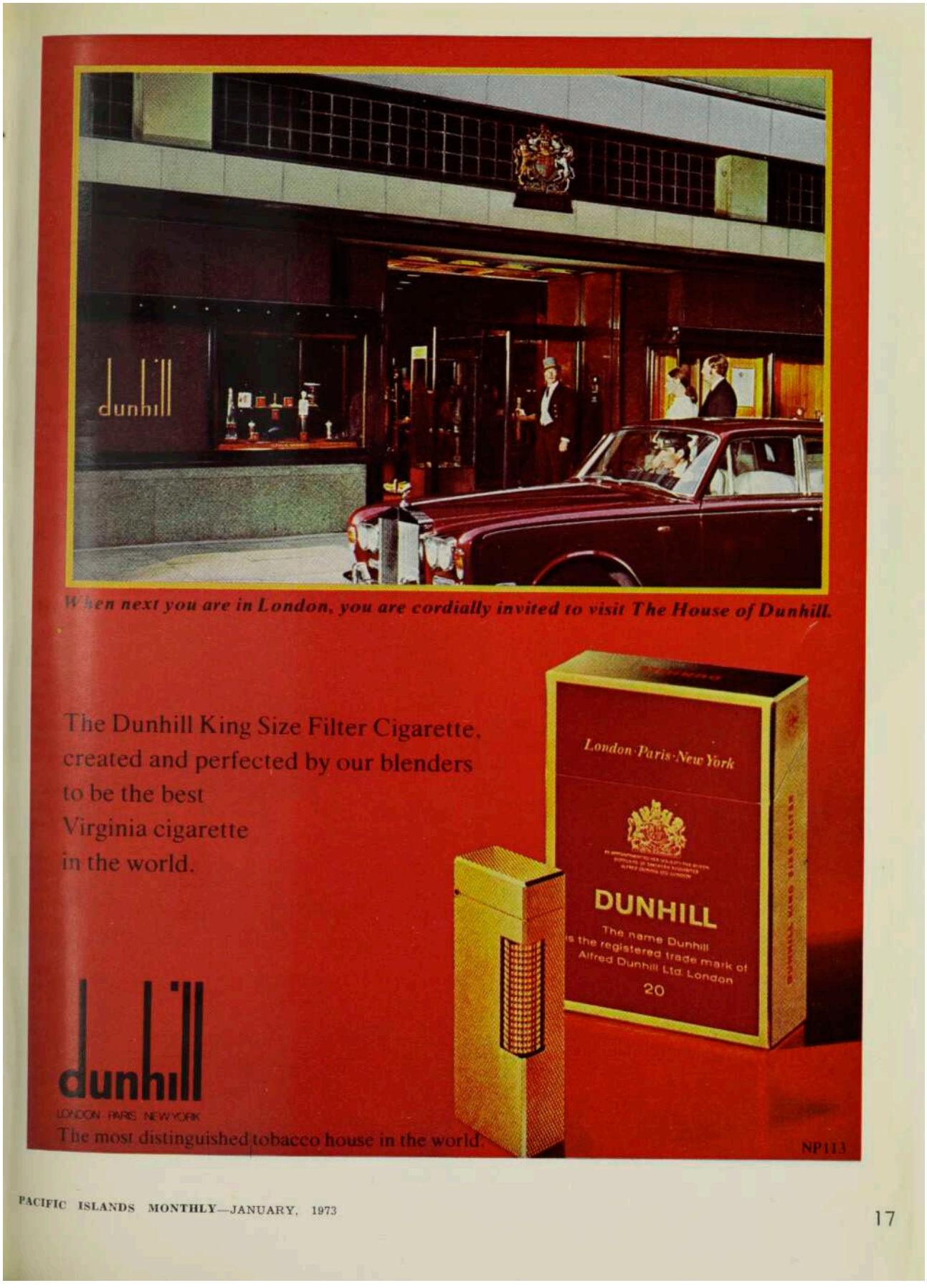
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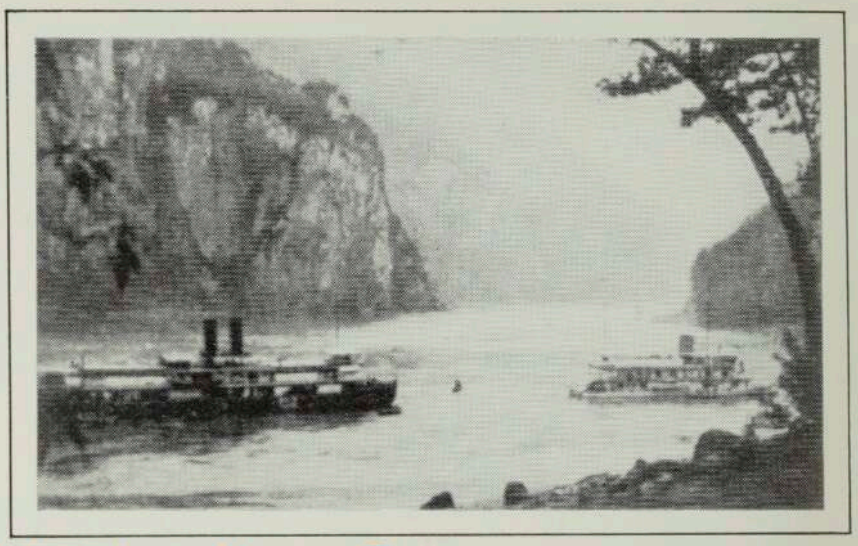

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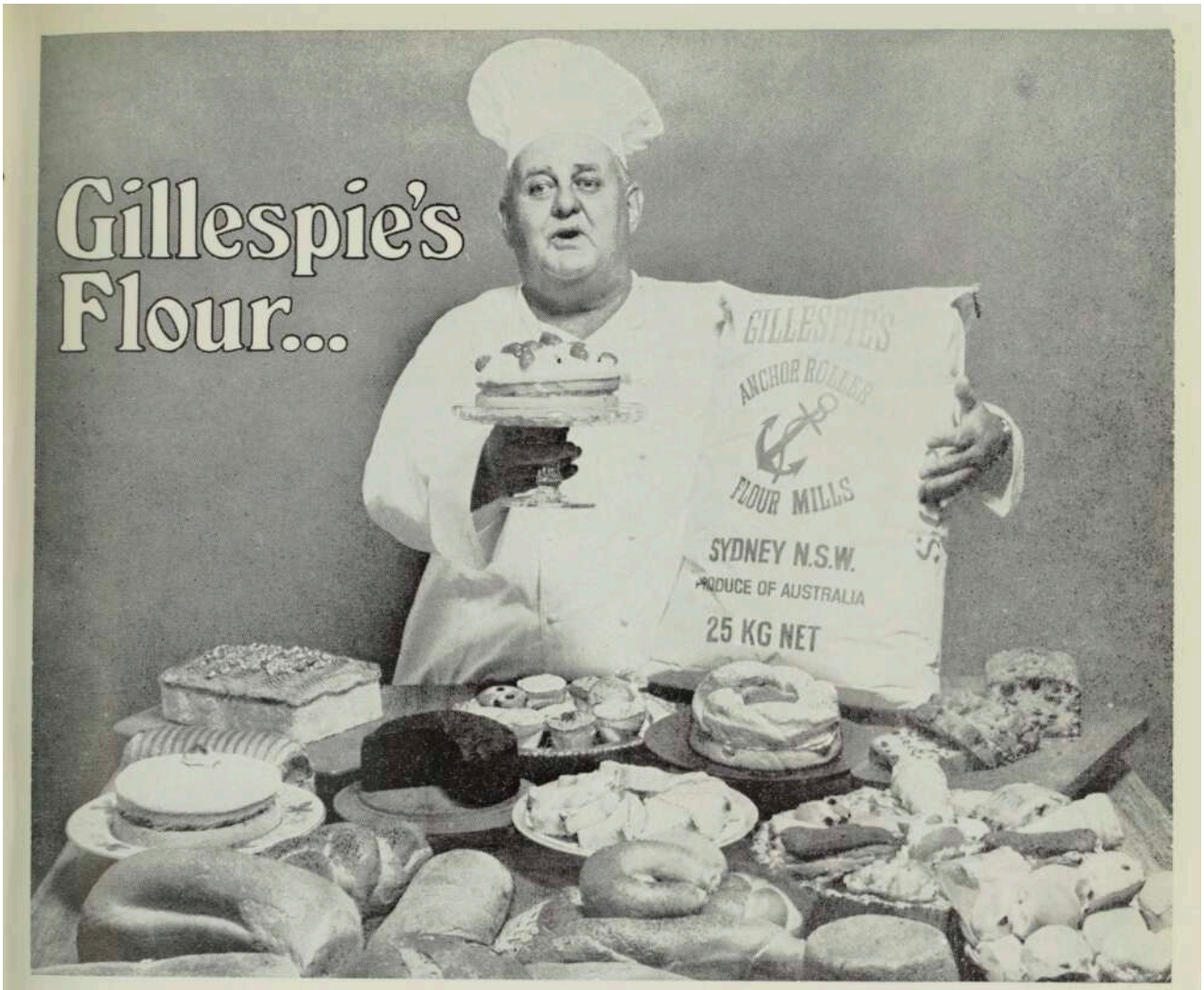

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Tie collars around 2 small souffle dishes so that mixture comes above lip of dishes. Melt 1 pkt. NESTLÉ'S CHOC-BITS over hot (not boiling) water. Dissolve 1 tbsp. gelatine in ¼ cup hot water. Add to melted chocolate. Beat in 1/3 cup sugar. Beat 1 cup well chilled NESTLÉ'S IDEAL MILK until doubled. Fold through cooled chocolate mixture. Pour into dishes. Chill. Remove collars. Decorate. Serves 2.

JELLY TOPPED CHIFFON PIE
Combine 12 crushed chocolate flavoured biscuits, 3 oz. melted butter. Press over base of 8" spring form tin or a foil lined 8" tin. Chill. Dissolve 1 pkt. strawberry jelly in cup hot water. Partially set. Beat 2 x 4 oz. pkts. cream cheese with ½ cup sugar. Gradually beat in jelly, finely grated rind of 1 lemon. Beat 1½ cups well chilled NESTLÉ'S IDEAL MILK until doubled. Gently fold jelly and ½ cup chopped maraschino cherries (optional) through whipped IDEAL. Pour over crust. Refrigerate. Dissolve 1 pkt. strawberry jelly in ¾ cup hot water. Chill. Chop jelly. Place over pie. Refrigerate. Serves 6 — 8.

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WESTERN SAMOA CAN EXPECT MANY NEW FACES IN PARLIAMENT

From FELISE VA'A in Apia

Western Samoa's general elections are expected to be held on February 24. Campaigning by politicians and would-be politicians has begun to intensify. Campaigning usually starts off in a secret manner and then, as election time gets nearer, it becomes more open until opponents are practically hurling challenges, sometimes insults, at each other face to face.

Some of the campaigns have long been out in the open. Presents were being handed out to the matai voters and golden promises and concessions have been made. "Elect me and you will get this and this" has been said. The voters, themselves are in a quandary. Since there are so many candidates, who should be elected? Without doubt some candidates will be elected who are not necessarily the best available, if "best" means well educated, honest and forthright.

It is very hard to make predictions in Western Samoa. There are no Gallup Polls and the basis for statements is usually hearsay. However, sometimes it is possible to make a general prediction based on what has been said and observed.

One can predict that there will be a lot of new members; many of the present members are expected to lose their seats, possibly up to 50 per cent. This has always happened in the past —and there is good reason to believe that this trend will continue in the future.

If it does, the chances of the present government being returned to power are slim. If many of the present members lose their seats, the controlling element in the power base of the present government will have been removed. Shorn of established supporters, the government could very well be defeated, and a new one come into power next year.

The present government can still campaign hard after the elections to be returned to power—but, then, the chances are equal for the other candidates too. And it would probably be found that the new members would desire a change in government —that would mean an opportunity for some of them to become cabinet ministers. So a big swing towards Mata'afa or Tupuola can be expected if these premises hold true.

By early December it looked as if the political campaigning was getting hotter, judging from recent events in parliament. It was not just that the politicians were fighting hard to be re-elected. Many were campaigning hard to gain cabinet positions in the next government. It would not be at all surprising if the three top contenders, Mataafa, Tamasese and Tupuola already have their shadow cabinets.

One of the leading contenders for the post of Minister of Finance is Mr Sam Saili, one of the two members elected on the European roll, now called the Individual Voters' Roll. Saili was educated mainly in New Zealand where he qualified as a professional accountant. Returning to Samoa, he worked for the Treasury Department and then started his own accounting and auditing firm in partnership with his brother and sister. Then last year, after at least one unsuccessful attempt, he was elected to parliament to fill the vacancy left by Mr G. F. D. Betham, now South Pacific Commission secretary-general.

Saili is one of the most outspoken critics of the financial policies of the present government. He has strongly denounced government action this year to increase duties on most of the imported foodstuffs and materials. He said the government was trying to solve a complicated problem in a manner which was patently too easy, that other measures should have been found to gain more government revenue rather than having the public bear the unnecessary burden of increased taxation.

Perhaps indirectly, as a result of public outcry against the increased import duties, the Minister of Finance, Tofa Siaosi, recently announced in parliament that primage duty on fish, flour, meat, rice, salt and sugar would be removed by December 1.

But in parliament, this belated government measure was condemned by Saili as a brazen campaign move. He told the minister that if the minister was going to drop duty on certain items, he should drop duty on all the rest.

Tofa found Saili's sarcasm a bit too much, and his reply was full of emotion. He called Saili's allegations irresponsible and said, "The primage duty was introduced as a temporary measure only to be abolished when the economy picks up".

In other respects, Tofua defended some of his important actions, loans for example, clearly a move to maintain the trust of his colleagues in parliament.

The Chamber of Commerce has opposed government importation and distribution of alcoholic liquor. The chamber felt this could be better handled by commerce. Also, club owners had opposed the midnight closing of beer clubs. There was no necessity for this, they argued.

Further, the government has been criticised for not only poor relations with the public, but also for a poor and hostile attitude towards the press.

Admittedly, the government has also had some achievements but many of these, like the telecommunications project have not yet borne fruit—and some are continuations of old projects under the Mata'afa government.

If the present government, however, is returned it would be on the basis of its general economic development efforts, past and promised. The fish cannery proposal should have been brought in much earlier during the government's term, however, for it now seems as if it is a price for the government's return to power.

There is a real possibility of a change in government after these elections.

Polynesian's *Pili*

Polynesian's new HS748, named *Pili*, arrived in Apia in November and was commencing service December 16. Polynesian Airlines now has two modern HS748s. The remaining DC3 was scheduled for return to National Airways Corporation, Christchurch, early in January. During December Polynesian commenced charter flights to Rarotonga and twice weekly flights to Nadi.

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NOT MUCH MONEY BUT LOTS OF FUN IN THE SOLOMONS

From a Honiara correspondent

The longest sitting in the history of the Solomon Islands legislature (3 weeks, 1 day), dealt with a budget which revealed the awful facts about the Solomons' financial state (if they were not obvious already), and several associated events—all of them vital to the future of the protectorate.

An obvious highlight was the walk-out by the 12 so-called "back-benchers" of the Governing Council on Tuesday, Nov 21, the first time Govco has been forced to suspend proceedings for such a reason.

The sudden rising and dispersal of the members through four doors, bags, papers and all, at 3 pm caught the chairman, High Commissioner Sir Michael Gass, and the house leader, Chief Secretary Mr Tom Russell, by surprise, and somewhat flat-footed as to procedure.

There had been unilateral decision by Internal Affairs Committee chairman, Mr Mariano Kelesi, to allow broadcasting hours on the Solomon Islands Broadcasting Service to be reduced (no lunchtime programmes, evenings cut by an hour or so) without referring to his committee of five.

Seeing Govco was sitting, and all committee members were present, it can only be assumed Mr Kelesi was flexing his muscles in preparation for the new constitution under which he could be a minister if he were to survive the April-May, 1973, general elections. But it was asking for trouble when one of his committee men is the respected and honourable Dr Clement Ofai and the young semi-reformed firebrand, Solomon Mamaloni, is roused.

These two suddenly brought tension to the house. Dr Ofai with quiet anger said there was no use having a committee if the chairman made decisions on his own. Mr Kelesi, tried to bluster his way out in reply with a series of largely incoherent statements about the situation.

When he sat down, another of his four committee members, Alfred Maeke, reiterated more angrily Dr Ofai's question, and was followed by Mamaloni who spoke with quiet menace briefly about failings of the broadcasting service and the lone decision by Kelesi, then stated, "If we backbenchers are to mean nothing to the government of this country then let us walk out".

Sir Michael Gass was chairing the Committee of Supply debate on the Budget. After searching Standing Orders, he concluded that the remaining members—five chairmen of committees and two ex-officio—and himself had to sit out 15 minutes of somewhat embarrassing inactivity, then resume the Governing Council itself, find it without a quorum and adjourn until the next day.

The importance of this little drama lay in what had been said the week before by David Kausimae, chairman of the Natural Resources Committee and of the present members probably the most likely choice for the first Chief Minister (in 1974?).

Speaking on the report of the Select Committee on Constitutional Development which recommended a Westminster system, he was convinced that only a political party could form a government with staying power. He picked one or two holes in the report, perceiving that a recommended Advisory Committee of all backbench members of the new Legislative Assembly could unite easily to defeat their numerically smaller executive of Chief Minister and Council of Ministers—unless there was a party to discipline backbenchers.

If nothing else would have revived the Solomons United National (SUN) Party, this opening seems to have inspired its founder, David Kausimae, to really work for its transformation from steering committee stage to active party.

BSIP Financial Secretary, Mr John Smith.

At least among sophisticates and among those who see meal tickets in commercial fishing, Kausimae has gained considerable prestige by sticking to his belief in the joint fishing venture with Japan's Taiyo Fishery Company, in the face of almost total opposition from members and Solomon Islanders at large. To follow this with a party election campaign based on unity for the Solomons to demonstrate his leadership qualities may well swing his own rural, conservative and reputedly still resentful Are Are, Malaita, electorate behind him. Kausimae, the devil who allowed foreigners to fish the Solomons' deep blue sea, may yet be seen more widely as his country's financial saviour (with the behind-the-scenes leadership of his chief apostle Financial Secretary, John Smith).

The Solomons Government has apparently done very nicely out of its agreement with Taiyo to form the joint commercial fishing company Solomon Taiyo Limited. Taiyo puts up all the money after paying royalties to carry out a survey (admittedly they also exported $4½m worth of skipjack while surveying); Taiyo *gives* the Solomons immediately a 25 per cent share in return for exclusive foreign fishing rights to skipjack and other tuna-like fish for the next 10 years; Taiyo must sell a further 25 per cent share to the government at any time the government wants it; Taiyo must localise, beginning with 10 per cent of catcher vessels next year and going to 90 per cent by 1982, and beginning with 30 per cent Solomon Islanders at sea (86 per cent on shore) next year, and going to 60 per cent at sea (90 per cent on shore) by 1977; Taiyo must maintain shore freezers and cold storage and other on-shore processing, establish a cannery, provide all expertise and management personnel, pay 10 per cent export duty on all skipjack exported (with a three per cent concession the first two years, and one per cent the third year) based on f.o.b. value, and pay tax on eventual dividends as well as 15 per cent tax on interest on overseas borrowings.

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Civil servants march into Mud Alley to the Secretariat demanding a cost-of-living allowance. Sashed female marshals flank the column.

John Smith believes it to be an example to other developing countries, which need not sell their very valuable natural resources cheaply. His negotiating and presentation to the house reportedly earned him the apt nickname of "Sweet-Lip" Smith, after the local fish!

Taiyo gets in return the opportunity to catch 30,000 metric tons of skipjack (*katsuwonus pelamys*) a year. The Solomons will earn from duty, probably even in the first year more than $300,000.

One could read recently of how the Bougainville secessionists in PNG have to all appearances cooled after years of intermittently fiery debate. The Bougainvilleans were said to have become too interested in making money, and coping with Bougainville Copper's impact on their lush island.

Commentators of this kind lack an understanding of the persistent bloody-mindedness of the Melanesian, or perhaps it was wishful thinking; try to suppress a heart-felt Melanesian cause, and it will simmer, gathering force, like a volcano with a stopper in it.

The Governing Council of the Solomons in November unanimously rejected a motion passed in October, 1971, by a combined meeting of Bougainville local government councils, suggesting that the British Solomon Islands' western district break away and join Bougainville. But it was merely a ploy to record members' strong—passionate, among western district members—desire to see Bougainville join the Solomons!

The motion came from Remisio Eresi, whose mother was from Bougainville, and who is the member for Choiseul and the Shortlands, the islands adjoining Bougainville. He blamed quite reasonably the colonialists of Germany and the United Kingdom, for dividing the people of southern Bougainville from their close relations in the Shortlands by erecting a Bougainville-style Berlin wall out of their selfish colonial indifference. No colonial powers had been able to break these ties of blood, he declared, using his well-practised singing voice and his angry black face to good effect.

The Administrator of Papua New Guinea, Mr Leslie Johnson, was holidaying in Honiara, and sat poker-faced in the Govco chamber to hear members sympathise to varying degrees with Eresi, who said unabashedly that the Bougainville people hated New Guineans (note: not *other* New Guineans) and did not want to remain part of Papua New Guinea.

Most countries find they cannot raise enough revenue to do what they want or need to do, but the Solomons next year are in the position of having to spend less than this year in actual dollars, even before inflation has cut into the value of the dollar.

The United Kingdom is choking off grants for recurrent expenditure, with self-government now looming, even if it is continuing the flow of development capital. If it were not for copra being so hard hit on world markets, timber exports devalued because of a recession in the Japanese markets, cyclone damage, bauxite and nickel mining prospects being very indefinite because of current over-production, and there being a civil service which has waited more than four years for a wage increase, nobody would mind too much.

The civil service's patience finally wore out waiting for a reply from the Secretary of State for Foreign and Commonwealth Affairs in London, or the BSIP Government itself, on an interim cost-of-living award. A wage review is promised for this year, following a review of all civil service posts now being carried out.

Civil servants throughout the protectorate did that rare thing in their tradition—they stopped work and marched in protest.

In the capital, Honiara, almost all Solomon Islander civil servants—more than 600 of them—marched about half a mile under excellent control, flanked by a few unnecessarily clucky police bearing two-way radios. Orders by a local inspector that they must keep the peace, etc, were greeted by exasperated gestures. A good 20 per cent of the marchers were women, and two of the red-sashed marshals appointed by the Civil Servants' Association to keep themselves in line were pretty young women.

The Solomons government had asked London for an answer by November 29. The march was held December 1 after well over a month's notice was given. London's reply came that evening, and was passed on to the Civil Servants' Association on December 4.

Yes, they could have the interim award, and no, the UK would not pay for it—the Solomons government would have to find it from present revenue, which it decided it had better do. The government, through the Chief Secretary, admitted openly the justice of the claim and knew it had a very unhappy service which now threatened to hold a general strike in January if nothing came through.

The petition presented to the Chief Secretary was simple: frustration at waiting since January for a yes. It read: "We request that the Solomon Islands' Government stop pretending and come to recognise the human suffering endured by the Civil Servant workers; that the 7 per cent cost of living allowance as has been promised to the public service workers be given before the end of 1972 . . . to avert a major stoppage of work at the beginning of 1973. God Save the Queen."

The award was just another demand on scarce finances, but the Budget brought no nasty financial impositions such as Fiji felt necessary. Mr Smith probably read the country's mood, and in fact took off a 1 cent per gallon tax on diesel fuel to give that much impetus to the timber industry and copra, as well as a 5 cents a gallon duty on aviation spirit which might have hampered the "useful social effect" churches pioneering air transport was having. Other operators were largely exempt.

He introduced no excise or import duties, but his hope of raising some "modest additional revenue" from a reduction in personal allowances under an Income Tax Ordinance amendment was doomed.

Members would not even consider the 25 cents *a month* extra tax that the bulk of taxpayers would pay was reasonable, with rising prices and static wages making urban life harder all the time. This would have been raised by reducing personal

Continued on p 92

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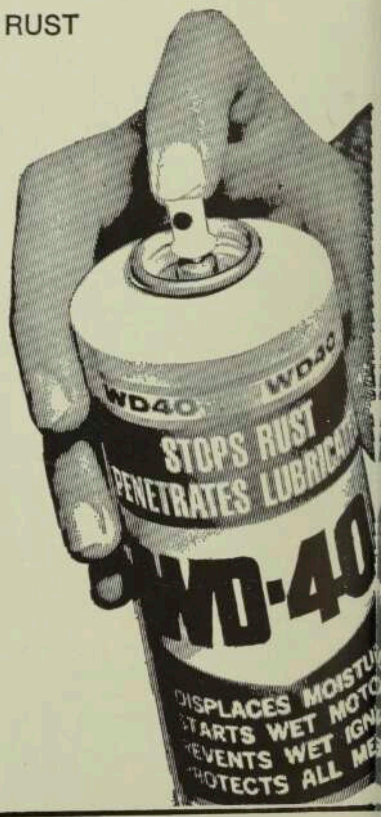

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The gentlemanly touch in PNG'S politics

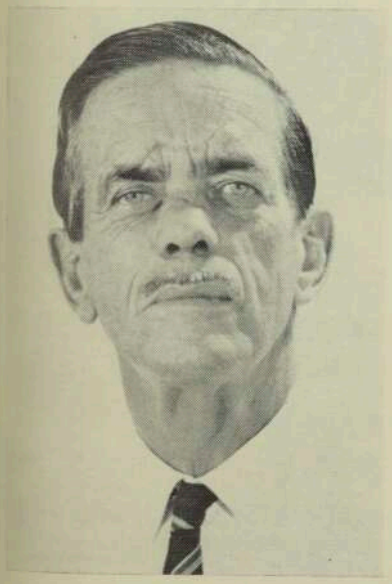
From PERCY CHATTERTON, in Port Moresby

Last month I suggested that the kind of opposition most likely to commend itself to Papuneans would be an urbane one. This view was confirmed during the November meeting of the House of Assembly when the Opposition moved to censure the Minister of Agriculture, Stock and Fisheries, Iambakey Okuk, for what it alleged had been his unseemly behaviour in a Port Moresby restaurant.

No one seemed to have his heart in the exercise, and after 40 minutes of desultory debate the government applied the gag. The Opposition did not call a division; the closure was agreed to and the motion defeated on the voices. Evidently this kind of political in-fighting just doesn't go down in Papua New Guinea.

The result of the Kairuku-Hiri by-election could be another straw blown by the same breeze. Ron Slaughter, well-known Kairuku businessman, won the seat in the general election, but by such a small margin that his Papuan runner-up was able to challenge the result on the plea that the contents of several ballot boxes lost in a river-crossing mishap could have affected the result.

The Court of Disputed Returns ordered a new election, which Mr Slaughter has now won with a lead of more than 1,000 votes over the same runner-up he so narrowly defeated last March. I think that the most likely explanation of this landslide victory is that the voters were embarrassed by the course of events and felt that they must do the right thing by Mr Slaughter so that he should not suffer loss of face. Papuans are very polite people.



Mr Ron Slaughter, MHA indeed.

The meeting was a brief one—10 sitting days spread over 2½ weeks. But in that time some very important business was dealt with.

First, there was Father John Momis' motion, setting out, in a 13-point policy statement, guidelines for future mineral exploitation in Papua New Guinea. The most controversial clause in the motion, that concerning re-negotiation of agreements, was first withdrawn by Fr Momis and then put back in a modified form by Mines Minister Paul Lapun. In its final form the motion was passed on the voices, with not more than a handful of dissentients. The effect of the motion on the economic development of the country remains to be seen.

The Bougainville Agreement is not directly or immediately affected by the Momis motion. But Chief Minister Somare has made it clear that while future mining agreements will be honoured, his government does not regard the colonially-negotiated Bougainville Agreement as sacrosanct.

Opposition Leader Matthias Toliman, in what is possibly his party's first constructive contribution to government since it found itself in opposition, has suggested that the government should retain the services of overseas consultants to study and advise on the agreement.

After the Momis declaration, the most important act of this meeting of the House has undoubtedly been the passage of a bill providing for the setting up of village courts, authorised to deal with certain minor offences and disputes. The fact is that village "courts" have been operating outside the official legal system during the greater part of the colonial period. This move to regularise and control them and to bring them within the official system is long overdue.

Fr John Momis, MHA.

An amendment to the Local Government Ordinance has removed the requirement that council rules (ie by-laws) must be passed by a three-quarter majority to be valid. This will save some councils, among them the Port Moresby City Council, from the frustration of having revenue-raising plans blocked by a small but determined minority.

The Gazelle Peninsula Bill, the government's attempt to bring peace to Tolailand, has been deferred till next year in the face of determined opposition from those members who regard the measure as a sell-out of the law-abiding to the lawless.

It is certainly an odd piece of legislation, designed as it is to give official recognition to the unofficial "councils" set up by opposing factions, and to give them certain powers, including the power to levy taxes, but only over their registered members. It is difficult to see how such an arrangement could work satisfactorily except as a very temporary measure.

On the self-government front the transferral of a further substantial block of powers from Canberra to Port Moresby has been approved by the House, though not without some protest from the go-slow brigade.

Finally yet another attempt, the third, to repeal the notorious Gaming (Playing Cards) Ordinance, which makes playing cards an illegal import, has failed. It was defeated on a division, in a little more than half-filled House, by 34 votes to 24. Nevertheless, a recent court ruling

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MAJOR SHARE WANTED IN MINING

has largely drawn the ordinance's teeth.

A magistrate has ruled that to be in possession of playing cards is not in itself an offence, and that a prosecution can therefore only succeed if it can be proved that the cards in question were imported subsequently to the coming into force of the Ordinance in 1965.

On November 29 the House adjourned to "a date to be fixed" — rumoured to be February 23.

THE RESOLUTION

There were 13 clauses in Fr Momis's motion in which he called for major participation by Papua New Guineans in any mining ventures in the territory.

The motion reads: That this House, recognising the vital role which mining will play in the economy of Papua New Guinea; that control of the economy is essential to national self-determination and real political independence; that in many developing countries the effect of major mining ventures has been more detrimental than beneficial to these countries; and that it is in the best interests of both Papua New Guinea and potential investors that government policy regarding foreign investment be as clear and explicit as possible, calls on the government to formulate and adopt certain investment principles relating to mining ventures, such principles to provide for the following matters:

(a) The equity of Papua New Guineans in any major mining venture should be as great as possible and normally should constitute a major holding;

(b) Such equity should normally be held by the government or a government instrumentality;

(c) The terms of any mining venture should provide—(i) for the maximum employment of Papua New Guineans; (ii) that the venture should, as far as possible, be labour-intensive rather than capital-intensive; (iii) for employee participation in decision-making, and; (iv) for the development of secondary and tertiary industries in connection with the mining venture, including the maximum feasible processing of ore prior to export.

(d) Any corporation engaged in a mining venture should be obligated to train or arrange for the training of Papua New Guineans to take over managerial and technical positions in accordance with a definite timetable established for each venture;

(e) In the setting-up and conduct of any mining venture maximum use should be made of goods and services produced from resources within Papua New Guinea and provided by Papua New Guineans;

(f) Any ancillary economic activity generated within Papua New Guinea by a mining venture should be conducted as far as possible by Papua New Guineans;

(g) The terms of any mining venture should aim to preserve racial harmony in the area of operations and to maintain and repair the physical environment;

(h) In negotiating the terms of any mining venture, the Government would seek to obtain the maximum collateral advantages in terms of trade and assistance for development;

(i) An agreement setting up a mining venture should include formulae agreed to by the parties which provide for changing circumstances, such as price fluctuations, variations in profitability and development of new techniques;

(j) To the maximum possible extent, government purchases of equity in mining ventures should be paid for out of future earnings of the mine, instead of large initial cash outlays and commercial loans;

(k) Any agreement for a mining venture should provide at least as much revenue for the Papua New Guinea Government—as is provided on the average by similar ventures in other developing countries;

(l) Mining agreements should provide that disputes between mining companies and the government will be settled in accordance with Papua New Guinea's legal procedures, and not by resort to outside arbitrators;

(m) The offering of tax holidays and other investment incentives should be balanced against the nation's need for revenue and equitable treatment of all industry, both foreign-owned and Papua New Guinean,

and recommends that the government recruit a specialist team to engage in the negotiation and supervision of mining ventures.

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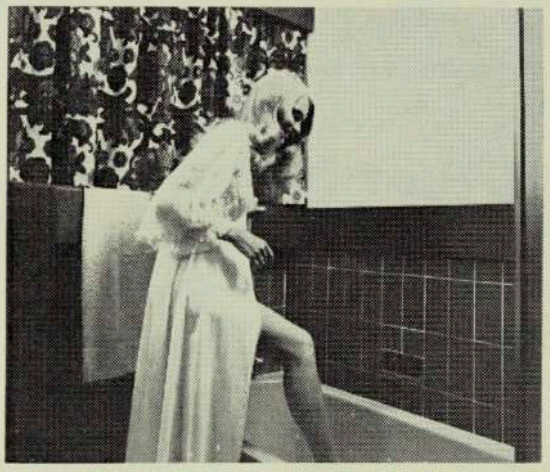

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THE WORST OF THEN FOR THE WORST OF NOW

WITH PERCY CHATTERTON in Port Moresby

IN November, 1872, the first LMS missionaries arrived in what is now the Papua Region of Papua New Guinea, declaring, it is said, "We have come in peace".

In November, 1972, the Minister for Agriculture, Stock and Fisheries in PNG's National Coalition Government, excusing himself in a radio interview for an alleged lapse from ministerial dignity, declared, "Everybody gets drunk".

In the century which has passed between these two declarations, Papuans and New Guineans have been busily engaged in abandoning the worst of their own bad habits and adopting the worst of ours.

Those first missionaries, however, were not white men from the west but brown men from the east—Melanesians from the Loyalty Islands and Polynesians from the Cook Islands.

In the November and December issues of PIM, Marjorie Crocombe has given us a fascinating picture of the celebrated Ruatoka, whose portrait appears on a recent PNG stamp, and his Cook Islands colleagues. One suspects that her study has been a labour of love as well as a painstaking piece of research. It is much to be hoped that someone will give us an equally sympathetic study of the Loyalty Islands pioneers in the Torres Strait islands and western Papua.

There is one point, however, at which Marjorie Crocombe's interpreters have not served her well. The people of Manumanu are reported to have said of Ruatoka and his colleagues, "They are gods who have come down from Tauru, the spirit world".

Back-translating into Motu, it is a fairly safe guess that what they actually said was, *Idia na dirava, Tauru amo vada e diho*.

But Tauru was not "up there"; it was "out there" over the western horizon. In fact, primarily, the word simply meant the horizon; its secondary meaning was the abode of the spirits of the dead which lay beyond that horizon.

It is true that *diho* can mean "down". But it can also mean motion from seaward to landward, and clearly that is the meaning here.

Finally *dirava,* in 1872, meant "the spirits of the dead" (as distinct from *lauma,* the spirits of the living)—and nothing else. It was W. G. Lawes, the first white missionary to British New Guinea, who, arriving two years later in 1874, adopted the word *Dirava* to mean the God of the Christians and their Hebrew forerunners, and *dirava* to denote the pagan gods who intrude from time to time into the Bible story.

This piece of linguistic hijacking was so successful that later generations of Motu have tended to keep *Dirava* for "God", and to use *Lauma* to denote the spirits of the dead as well as those of the living—a usage which their ancestors would probably have regarded with horror.

If, therefore, the people of Manumanu did indeed use the phrase I have suggested they used, what they meant by it was, "They are the spirits of the dead, who have come across the ocean from Tauru, their home beyond the horizon".

In the same way, the phrase translated "the people of God", an expression completely anachronistic for 1872, was probably *mase taudia diravadia,* that is, "the spirits of dead people".

Come to think of it, what is more natural than that the people of Manumanu should come to this conclusion. Here were brown skinned people not unlike themselves in appearance who had appeared from the direction of Tauru, and who spoke a strange language which was nevertheless interlarded with occasional Motu words, showing that these *dirava* had not completely forgotten their mother tongue during their sojourn in Tauru. Who else could they be?

(over)

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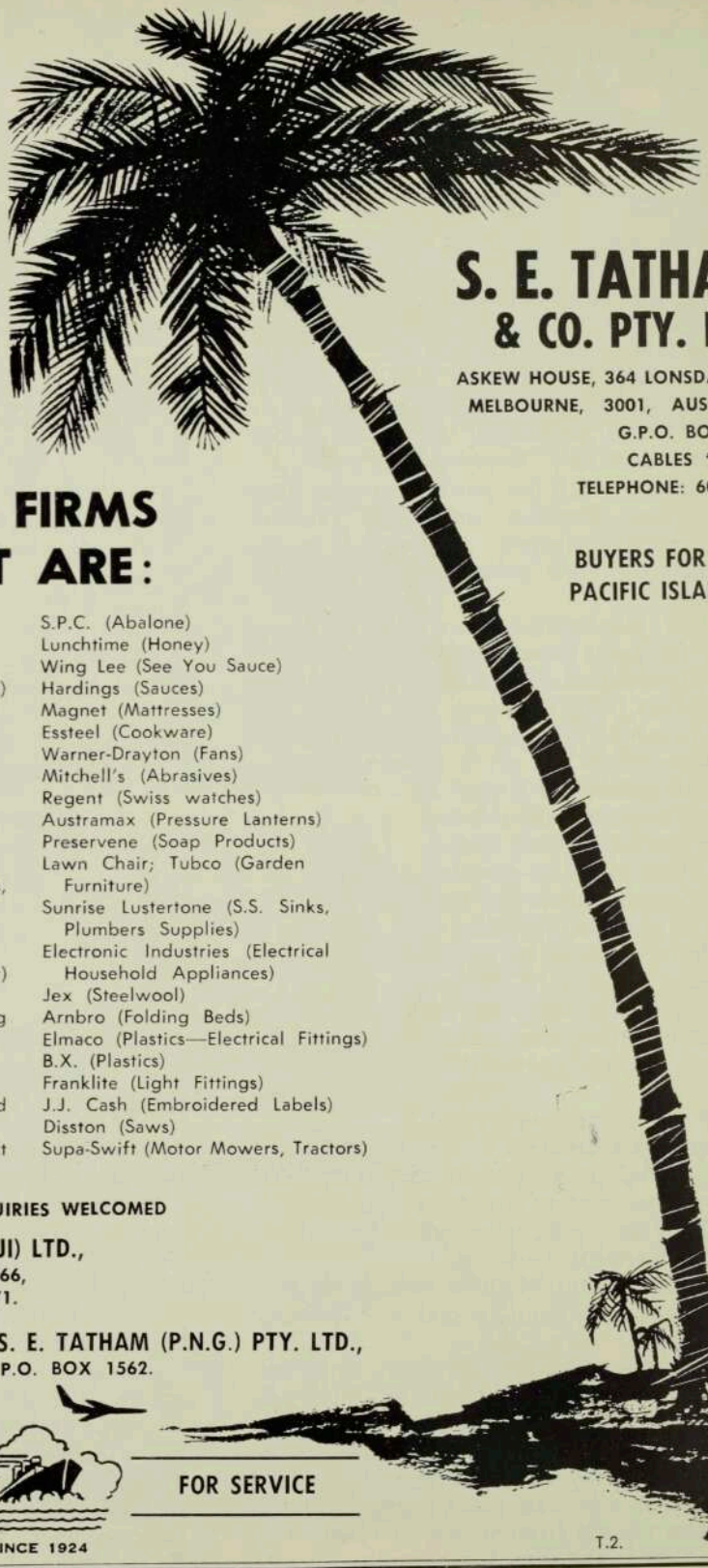

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When the Minister for Agriculture, Stock and Fisheries said, "Everybody gets drunk", his words, of course, were not strictly accurate. I don't get drunk. Tens of thousands, probably hundreds of thousands, of Mr Okuk's compatriots can't afford to get drunk. And at least one of Mr Okuk's fellow parliamentarians has decided not to get drunk. He is Mr Toni Ila, member for Lae. A non-drinker at the time of his election to the House, he has given it a go, but has now decided to give it away, and has taken a pledge of total abstinence.

It is a pity that an aura of alcohol surrounds our legislature. "I hope he doesn't win", said the wife of one candidate to me at election time. "Why?", I asked in surprise. "He drinks too much as it is", she said tersely.

The demand of some MHAs for drinking facilities within the precincts of the House, though resisted so far by the Chief Minister, can only serve to imprint more deeply on the minds of the voters an image of our legislators as a hard-drinking bunch of guys.

It is now a year since the Commission of Inquiry into Alcoholic Drink, the membership of which, apart from its chairman, Mr Justice Clarkson, was entirely indigenous, turned in its report. It made a number of sensible suggestions for dealing with the problem of excessive drinking. The government's failure to date to bring down legislation to implement these suggestions re-enforces the impression that our parliament does not regard the promotion of sobriety as having a very high priority.

When, not long ago, a group of young Highlanders formed the "Highlands Liberation Front" many of us wondered what the Highlanders wanted to be liberated from. It soon became evident that they wanted to be liberated from domination by the people of the coast. They may rest assured that the feeling is mutual, and that the people of the coast are equally concerned about the possibility that in the long run it is they who will be dominated by the Highlanders.

But now a spokesman for the "Front" has declared that this is not the only kind of liberation it wants. It also wants liberating from centralism and individualism. It calls for regional autonomy and communalistic development.

Its programme for regional autonomy is far reaching. If it doesn't want the Public Service structure regionalised, it at least wants public servants to work in their own regions. It wants taxes to be spent in the regions in which they are raised. It even wants the country's armed forces (and presumably the police, though this force is not specifically mentioned in the statement I have seen) regionalised.

This may seem to be going rather far, and one envisages each region having its own mini-army, poised to resist aggression by other regions. I think that the "Front" will have to think out a better solution to the problem of the Army than that. But at least its proposal is not more devilish than that of those Australian academics who envisage the PIR being used to massacre separatists. And if the UN can't make up its mind which are the terrorists and which are the heroes of the resistance, and apparently it can't, we can hardly expect our own Highlanders to have the answer.

Leaving the details aside, I can only applaud the "Front's" programme of regional autonomy and communalistic development. And if the Highlanders can use the weight of their numbers to achieve these aims, I believe that many coastal people will rise up and call them blessed.

Little did I think that I would ever find myself agreeing with Highlanders!

At Pindak Village about eight miles from Kandep, in the Western Highlands, 300 people line up for government food rations. A field worker with a census book checks who is entitled to food. In December, Chief Minister Michael Somare appealed to people affected by food shortages to continue to utilise their traditional links with their more fortunate neighbours. He applauded the Papua New Guinean custom of sharing food surplus and helping in food shortages.

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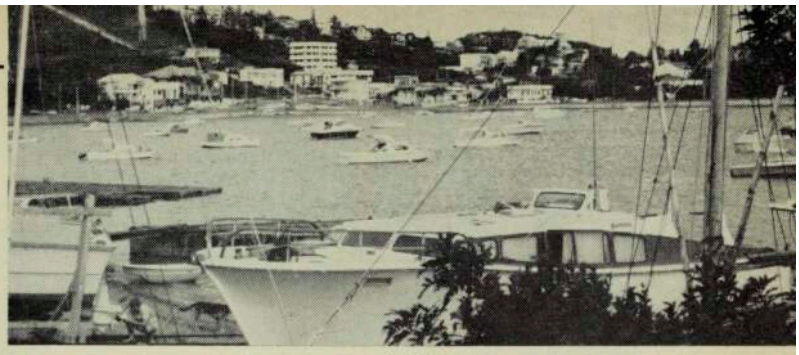

Orphelinat Bay, looking south from town side.

New Caledonia diary

. . . with Helen Rousseau, who after 10 years in the Pacific, from Tokyo and Kyoto to Noumea, has returned with her family to Sydney.

The brisk tempo of an expanding Noumea is catching up with the Caledonians these days, and rapidly changing their older patterns of living.

Now that workers drive to Noumea each day from half an hour away in Dumbea, Paita or Mont Dore, there is less chance to return home for a leisurely midday lunch and siesta. So the almost sacred ritual of family eating is being sacrificed in favour of *la civilisation moderne*. This is not to say that Caledonians are reduced to a city milkshake and bite of sandwich for lunch—sandwich bread is even something of a luxury for the French. But snack bars and cafeteria-style eating are becoming more accepted.

This should be a help for overseas visitors to Noumea, since many foreigners are disinclined to spend either the time or the money required for a gastronomical French meal in outer bayside suburbs.

When all the rest of the city closes down from 11 am to 1.30 or 2 pm, visitors may enjoy a variety of midday meals in the growing business community around the new central post office ie in the Quatier Latin-Baie de la Moselle area. Closer to the cruise ship wharves, a snack bar has now opened on the main street, Rue de l'Alma, near the Avenue Foch corner. Here "Le Bearno" serves a hot dish for about $A1.70. Visitors should note the large document prominently displayed just inside the front door: this is a lengthy reminder of the French "Law for the Suppression of Public Drunkenness" . . .

One block away, on the Rue Georges Clemenceau, the "Kings Cross" tearoom continues its popular light luncheons, while at the top of the Rue de Verdun, beyond the Australian Consulate office, the first cafeteria-cum-coffee shop has opened. You can pay almost 80 cents Aust for an ice-cream, but with it comes a balcony view of St Joseph's Roman Catholic Cathedral, some quaint old colonial houses and the passing parade of all-Noumea, speeding below in the latest European automobiles and "baby-car" buses.

All this, as the neon sign boldly proclaims, at "Le Drop" (no connection with *la bombe*).

The more the metropolitan French move out to Noumea, the more English words seem to become fashionable. So around the corner, Caledonians may buy gifts at "Gentleman", while fashion goods are offered at "O'Clock", "Bus-Stop", "Mylord' and "New Look". Out in the bayside suburbs, "Le Sydney Snack" is near the Baie des Citrons beach, while those willing to make the climb can wine and dine high above Orphelinat Bay at the "Town Top".

None of this is intended to suggest an Anglo-Saxon takeover of the island: all these English names are pronounced with the best French accents. In fact, anything more Anglo-Saxon than an odd printed word is likely to raise strong suspicions over coming months, as the French steel themselves against the fresh burst of anti-French feeling being aroused in view of this year's planned nuclear tests in the Pacific.

Despite the outward appearance of defiance and nonchalance, sensitive French pride is being severely pricked on the bomb protest issue. Under the present Paris regime, anything critical of the authorities in power is regarded as "anti-French" ie highly subversive, whether the criticism comes from Caledonians or outsiders.

The recent election victories of the Labour parties in the Australian and New Zealand national parliaments were noted by the Noumea press, together with the Australian Labour Party's threat to break off diplomatic relations with France over the tests. Previously, only a week before the New Zealand elections, the nickel company press in Noumea hastened to reassure the Caledonians that they had little reason to fear any unpleasant boycotting action from New Zealand workers this year, since the dominion's retiring (later defeated) prime minister was to introduce legislation to ban "political" strikes by unionists.

By election day, the same paper obviously had second thoughts, and in a front page editorial diplomatically recommended the observance of "politeness among nations" together with expressing the hope that French embassies in the region would succeed in putting across reassuring propaganda on the tests problem.

Some of the bomb issue even backwashed onto the poor old South Pacific Commission. In a recent assessment of this regional body, the daily "Les Nouvelles", which frequently reflects official French government thinking, said:

". . . The work of the SPC results mainly in meetings, conferences and seminars etc, meetings which end in "recommendations" or "conclusions" lacking in originality . . . and only providing masses of roneoed documents . . .

"Moreover, it must be recognised that the French territories of the Pacific (Tahiti, New Caledonia) are the most developed. They are 20 years ahead of the other South Pacific territories, whether they be independent or under mandate. Most of the problems they face have already been solved in the French territories long ago, by metropolitan France alone, without the help of SPC.

"Although there is no advantage for France, she continues to contribute about $A150,000 (annually) to the SPC. So on top of that, it is important that this money should not be used against

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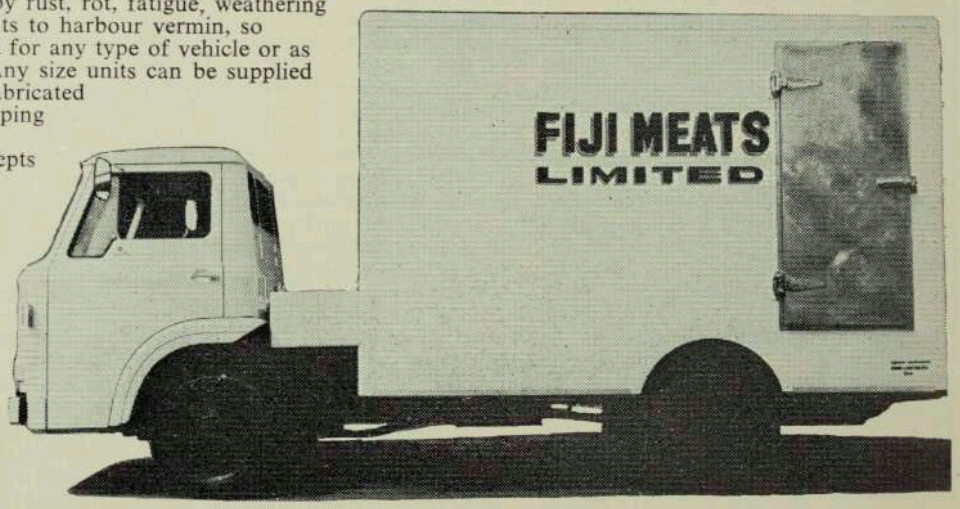

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NEW CALEDONIA DIARY

Continued

France, to spread the abusive campaign continually waged against her by the Anglo-Saxon countries, especially over recent years.

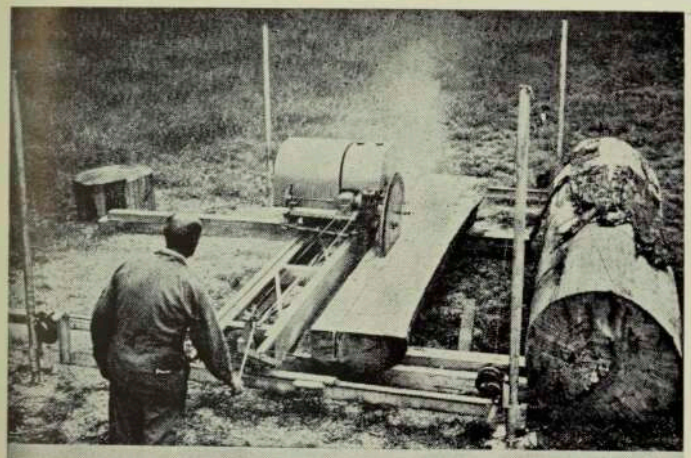
"The French presence in the South Pacific greatly bothers Fiji for example, as well as Australia and New Zealand in (their) bid for supremacy in the South Pacific. Suva, guided by Auckland and Sydney, would like to become the capital of the South Pacific".

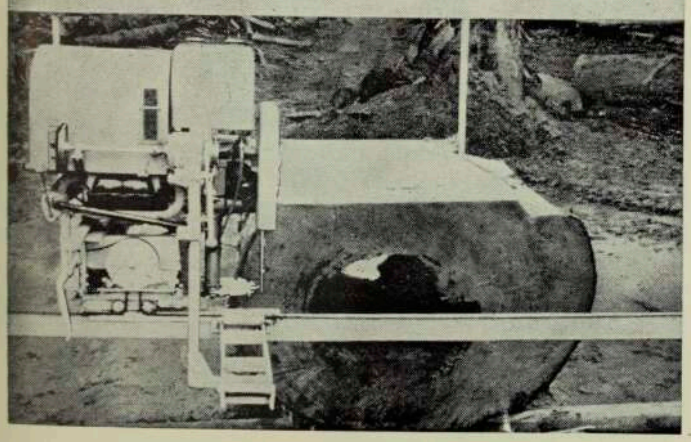
As Caledonians themselves are the first to admit, life is changing fast from the old days. The massive influx of metropolitan French, attracted by promised nickel developments, has brought extensive changes, being superimposed on old Caledonian habits. The culture shock has been felt on both sides, together with greater competition for jobs, during the current recession, between the locals and the *metros* ("invaders", "zozos" or simple "strangers" as they are referred to). Some of the islanders' hostile reaction is highlighted in an advertisement published regularly by the oldest bank in Noumea, which now entices local clientele with the reassuring words, "Each day, from north to south, in every branch of the Banque d'Indo Chine, a Caledonian replies to a Caledonian". That is, there are Caledonians on both sides of the counter when you do business.

For the Caledonians, despite all their recent prosperity, seem to feel they have lost something, as Paris takes a keener interest in controlling the island's development. Gone is the spirit of the old days, when an island man like the late Edouard Pentecost could carve out a whole business empire for himself in the true pioneering style. Caledonians now seem to feel that their days of unlimited possibilities are ended, that it is the national French Plan which must be respected above all. The plan calls for the island's industrialisation, "and only big French companies can do it", they have been told.

Some of the local nickel tycoons are facing it philosophically; after all, life has been very generous to them and all good times must come to an end. Others, particularly younger men, cannot easily bear to be thwarted in their ambition. As the power of Paris public servants and big business increase, these Caledonians are looking to more distant horizons, not only to develop their pocket books, but to secure a more expansive atmosphere, a happier *ambiance* for their children.

Thus, many Caledonians, who are after all children of the Pacific, are developing more business and social interests among their Australian and New Zealand neighbours, while Noumea's short-term settlers from France keep their thoughts turned to a more distant home, in Europe.





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"FREEDOM – WHATEVER THE COST" SAY THE ELLIS ISLANDERS

From JOHN CARTER in Tarawa

Separation, federation, or as you were. These are the alternatives which have been put to the 7,000 Ellice Islanders who want to go it alone instead of as partners — unequal partners they say—in a self-governing or even an independent state with the 40,000-odd Gilbertese. The Ellice Islanders fear domination in any partnership.

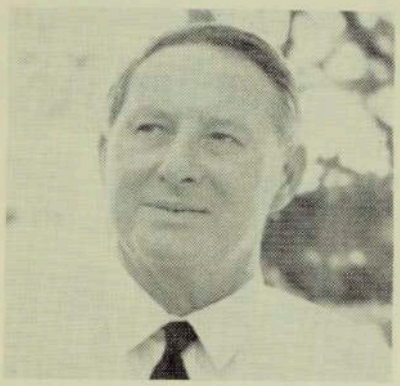
The Gilbert and Ellice Islands have been a colony since 1915 and before that, in 1892, were made a protectorate.

Mr Anthony Kershaw, Parliamentary Under-Secretary for Commonwealth and Foreign Affairs, heard all about it from the Islanders' own mouths when he visited the colony in October (PIM, Nov p 9) and Britain is now studying the position. He passed no opinions. They had already been told the pros and cons by the Governor, Sir John Field. For instance, as a separate state the Ellice would need $1 million for annual running costs. Sir John based his figures on such places as the Cayman Islands, Turks and Caicos Islands and St Helena of Napoleon Bonaparte fame. Revenue at present rates of taxation would amount to about $200,000 a year, leaving $800,000 to be raised.

"To raise this sum," the islanders heard, "an Ellice government would have to impose additional taxation amounting to about $230 a year on each adult Ellice man and woman, which is obviously more than the average man and woman could afford to pay." Again, $700,000 would have to be found at the outset to build housing and office accommodation for the staff and a ship would have to be found to service the islands in the group—another $120,000. Which means a total of at least $800,000 to be found before the state of Ellice can be set up as a going concern.

"The inescapable conclusion is that a separate Ellice government would not be viable and could only be set up, and thereafter continue to exist, with the help of massive aid," was Sir John's verdict on the go-it-alone plan. "There can be no guarantee that aid on the scale required would be forthcoming."

On the debit side, the effect of separation on the Gilbertese, although not as great as on the Ellice people, would be far-reaching and far from



Sir John Field.

beneficial. They would be a smaller political unit; the recurrent cost of running a government for the Gilberts alone is not likely to be appreciably less than at present and about $100,000 would be lost in revenue—a frightening thought for the not-far-off days when phosphate revenue ceases.

Sir John also pointed out that the Gilberts would be short of some serving experienced Ellice civil servants and they would also lose the benefit of any fishing industry that might be established in the Ellice. Small-scale industries might not be viable if a sixth of the internal market was lost to them.

So, there wasn't anything good to say for separation for either group. What about federation? That was a possibility, said the Governor, with the Gilberts and the Ellice each forming a state with its own government and a joint Gilbertese-Ellice government responsible for central affairs previously agreed between the two. Sir John wouldn't hazard a guess at the cost of such a federal government but it "would be substantially more expensive than a single government for the whole country since there would be three governments to run instead of one". For one thing, he pointed out, there would be more civil servants with more office and living accommodation.

"On the other hand," he said, "a federal form of government might have certain political advantages. The virtue of a federal system is that, where there are differences of interest and outlook between one part of a country and another, it leaves to local, ie, state, control, those affairs which most closely touch the people in their day-to-day lives, thus permitting variation between one part of the country and another, while broader issues are left to central control thus ensuring uniformity in those matters which affect all the people equally and as a whole. It is a system that enables unity to be maintained while recognising that a certain degree of diversity is necessary."

Then there was a variation on the theme—a regional system, with different parts of a country having limited rights to regulate certain local affairs, without creating separate states. The cost would be less than the federal system.

But to go on as at present, with a unitary form of government, was what Sir John really plumped for. "There may be political advantages in looser ties between the Gilberts and the Ellice than those at present but there can be no real doubt that, at any rate, for the foreseeable future, the greater economic advantage lies in both groups remaining together under a single government. It is economics which, in the last resort, provide the people of a country with the things they want—better education, better medical services, better communications, in fact a better standard of living."

But the Ellice Islanders weren't plumping for it. After they had heard all the arguments, they stuck to their guns. They were reluctant to remain as part of the GEIC but thought that was better than nothing provided the colony didn't become self-governing, and that's a foregone conclusion.

The Ellice representatives had their say to the Governor before Mr Kershaw arrived. Telavi Fati, of Nanumea pleaded for help from Britain to launch projects like fishing, tourism the sale of handicrafts and postage stamps, and asked for the transfer to the Ellice of the Phoenix Group or some of the Line islands.

"The steady changes in the government setup and the policies do not favour the Ellices in the long run, so we have to decide for our own future freedom as a separate colony under Britain at whatever cost," said Telavi.

Pie Palako, of Nanumanga, com-

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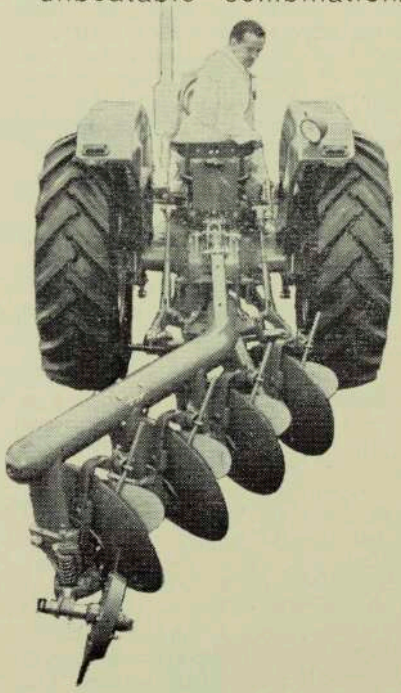

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A PLATE OF FOOD FOR EACH

plained that the Ellice people never got a chance to work as labourers in the Phoenix or Line Islands and the argument used by Benjamin Kofe, the member for Funafuti, was that they were a separate people, "much different in many ways from the Gilbertese." He was also not satisfied with the system of sharing out the colony's representation in the Legislative Council and the Executive Council and jobs in the civil service, although all these are apportioned according to population—seven Gilbertese to one Ellice Islander. Benjamin thought that the job should go to the most reliable man and the best student. He obviously thought one Ellice islander was worth seven Gilbertese.

Language was seen as the obstacle to union by Maheli Naniseni, also of Nanumea. The Ellice language was rarely used, he said, even in schools, churches and on the radio and, if that continued their language would be lost for ever.

Another representative, Tapu, put their case to the Governor this way: "When a father gives a plate of food to his two sons, we do know that the two won't eat peacefully, for one son would like to have more than the other. From that we can see the difference in behaviour. What must the father do? Each should have a plate of food so that each of them will be pleased and happy."

At the close of the October meeting with Mr Kershaw, Telavi Fati summed up the feelings of the Ellice people with a lengthy statement in which he stressed the threat which continued union with the Gilbertese posed for the existence of the Ellice language and culture. Despite their wish to maintain their relationship with Polynesian stock everywhere, they would never forget their much closer ties with the Gilberts. However, in the long run they wished for freedom and happiness in accordance with their own customs and culture.

Where do the Gilbertese stand in all this? Reuben Uatioa, Leader of Government Business and, almost certainly, the country's first Prime Minister, summed up the Gilbertese position to me as, "We would like to continue with the Ellice but under this present system and constitution. They don't want to change, so it is either both under the existing type of unitary state, or separation."

Both sides have bent over backwards to prevent any ill-feeling arising. The actual negotiations, the speeches in the Legislative Council when the Ellice members introduced a motion calling for separation, and the meeting with Mr Kershaw have received no publicity at all in the colony's weekly newspaper, the Atoll Pioneer or on the radio.

Both Mr Uatioa and Mr Sione Kleis, one of the Ellice leaders, told me that they had avoided publicity to keep it out of the public arena. Open discussion in the street or bars could create arguments and bad feeling and, so far, all that had been avoided. There is no ill feeling at all between the two peoples and both sides, if separation came, wanted to retain their close ties.

The motion which was put to the Legislative Council called for separation of the two territories by 1974. It was pointed out that Britain was responsible for the fusion of the two territories into one when it created the protectorate in 1892. Therefore, it was Britain's problem and not one for the Legislative Council, so the motion was withdrawn. The decision now rests with Britain.

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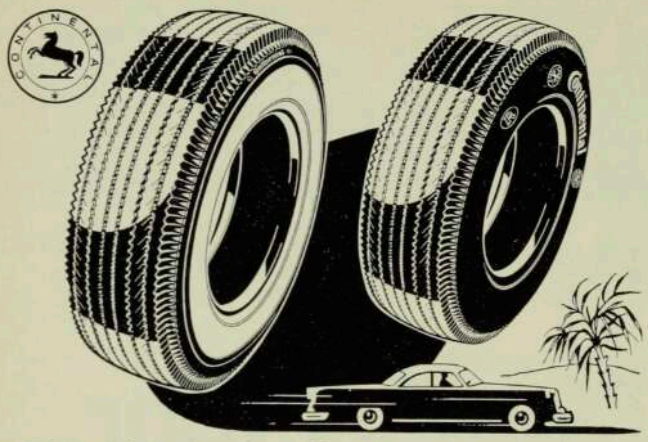

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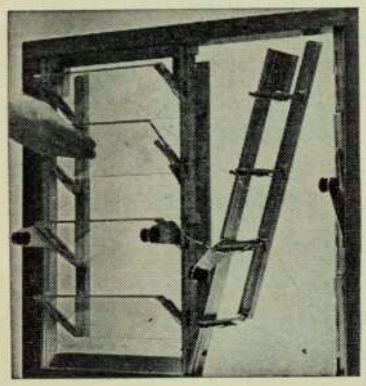

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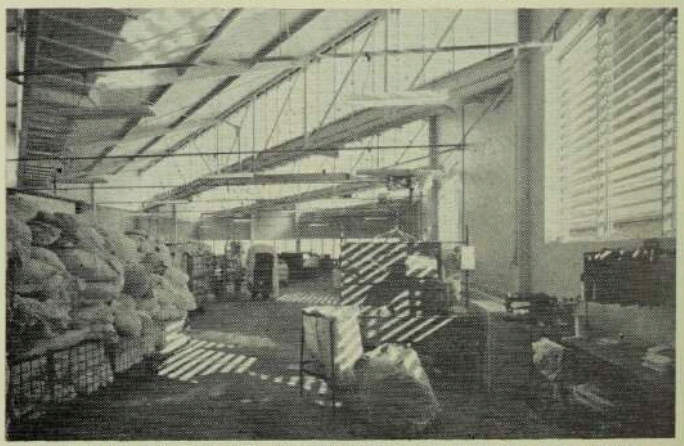

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Some of the 60 bures at $1½ million Mana Island Resort, envisaged by the developers as Fiji's "premier international offshore resort."
— Photo: Alex Wendt.

Yen for a share in tourism is a billion dollar reality

From SUE WENDT in Suva

The enormously wealthy Japanese consortium, Toyo Ocean Development and Engineering Company of Tokyo, will this month launch what it calls a "major propaganda programme", publicising its latest South Pacific acquisition—51 per cent of Mana Island Resort, Fiji's newest tourist playground.

With combined assets of $US60 billion (according to Sydney stockbroker Graham Ducker, one of the original Australian investors and developers of Mana), the consortium's $1 million takeover is a drop in the ocean. But it's likely to be the thin end of the wedge of Japanese investment in Fiji tourism.

Japanese companies have shown interest in operating major hotels at both Pacific Harbour and Denarau resort developments. The Toyo consortium, consisting of 31 companies, including such giants as Nippon Steel, the Sanwa Bank, the Hitachi shipbuilding company, Ohbayashi Construction and the Teijin textile company is already looking for a site at Lautoka for a 400-500 room hotel to feed tourists to offshore Mana. And it has various other Fiji tourism projects in mind.

Mana Island, 19 miles from Lautoka and described once by Finance Minister Charles Stinson as a "jewel of an island", boasts powdered beaches and a magnificent lagoon containing the proverbial crystal-clear waters and fish-filled reefs. Part of the island is regarded as sacred by the Fijians and will remain undeveloped for at least 10 years.

Mana Island Resort (Fiji) Ltd, formed in 1970, holds a 99-year lease on 150 acres, about half of the Fijian-owned island.

The original investment in the $1½ million resort came from Australia after Irishman Jamie Clarke discovered that the land was available and contacted stockbroker Graham Ducker in Sydney to get the ball rolling. Other Australian directors were Errol Feifer, Stanley Howard and Michael Hershon, of Sydney. Local directors were Noel McFarlane of Suva and Ratu Jeremiah Matai, representing the Fijian landowners.

Under lease terms, the *mataqali* Ketenamasi of Yaro village received 5 per cent of the issued capital and the option to buy a further 5 per cent. Annual rental is $17,000. In 1975, this will increase to $30,000 or 2½ per cent of the gross, whichever is greater—up to a maximum of $70,000.

It is anticipated that 250,000 shares —representing 25 per cent—will be offered to the public early this year. Bridging finance is being provided by Partnership Pacific Ltd, merchant bankers involving the Bank of NSW, Bank of America and Bank of Tokyo. PPL will acquire 7½ per cent shareholding.

For the Australian directors, the dream resort was something of a toy, an experiment in a new field of investment. During construction, the company received approaches from both Toyo and a company involving BOAC, Qantas and UTA, which wished to finance an offshore hotel with Club Mediterranee management. The Australians decided to sell a majority interest to the Japanese consortium—and in December, when the purchase agreement was being completed, they had reason to be pleased with the results of their experiment.

"We're all amateurs at this game, it was a gamble that seems to have paid of," said solicitor Stan Howard.

The difficulty with that sort of arrangement, of course, is that with so many directors, all enthusiastic and eager to have a say, running a resort can be a frustrating business for management and staff. It's a situation that has occurred before in Fiji.

The Japanese directors in December were Mr S. Itoh, who heads the Hitachi organisation and is president of Toyo, Mr K. Majima, managing director of Nichimen Co, one of Japan's largest industrial companies and Mr Y. Tsuji, who is manager of Nichimen branch offices and resident director of Toyo in Fiji.

"Although, contrary to reports, Japan Air Lines is not involved in the consortium, the Sanwa Bank is banker for JAL," director Ducker told PIM. "Through this connection Mana expects to have a valuable association with JAL in future.

"The company intends to make Mana the premier international offshore resort in Fiji—certainly not a little Japan in the Pacific.

"It's anticipated that the directorship will change early in the New Year when certain Australian directors resign and further Japanese directors are appointed. But I think we all agree that our marketing aim is to attract the professional and executive type of visitor."

Mr Tsuji, who has a three-year residential and work permit for Fiji, says the dominion can't expect large numbers of Japanese visitors until excursion fares are introduced:

"It's very expensive to get here from Japan—the return fare is about $US2,400. Of course, we will get more Japanese visitors in Fiji when JAL flies here from Guam, but people are often surprised to learn that some 1,000 Japanese tourists came to Fiji during 1971. The total for 1972 is likely to be about 2,000."

Mana got off to a bad start when

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Hurricane Bebe roared through Fiji two weeks after it opened in October, playing havoc with the landscaped garden and eroding the beach. But the 60 cottage units were undamaged and by December, new planting was underway.

It is planned to start stage 2 of the development in April or May, adding a further 60 units. The resort already includes facilities for day trippers, who are transported to the island in the 87 ft diesel-powered cruiser South Sea Mana. The vessel also carries fresh water to the island, which has a storage capacity of 108,000 gallons, all of it transported from Lautoka.

Samoan airline workers' walkout ends in the air

From FELISE VA'A in Apia

Strikes are uncommon in Western Samoa. But they have happened in the past, often with disastrous results. This was mainly because such unions were informal ones not registered according to law, were unorganised and ill led. Such strikes were often restricted to ordinary labourers who felt they were underpaid and exploited in other ways. They did not trouble management much for the str could easily be replaced, a moment's notice in fact, throug plentiful labour supply.

When white collar emplo strike, this is something else; impact on management is more a So when about sixty blue and w collar employees of Polynesian lines went on strike recently management found it could no place the strikers at a mom notice.

The strike was sparked off union opposition to three app ments to middle manage positions made by Polynesian. union, Samoan Employees Ass tion Inc of Polynesian Airlines tended that two of the posit cargo and hostess supervisors, not advertised in a public ma at all. Furthermore, the appoi were brought in from outside. union felt that there were al capable and experienced people i company who could have taken the positions. The third post, boo supervisor, was given to a Polyn employee from another section. union again felt there were ca and experienced people in the b ing section who could do the w The general manager of Polyne Mr Marsden R. Stanton, said the management's point of view people already in the organis were not qualified enough.

He said: "It is the responsi of management to ensure that best available people are empl particularly in supervisory posi In the long term interests of company promotions cannot al be made from within a section as is normal practice overseas also in the commercial field he Samoa, positions are not a advertised."

The union also complained o crimination against Samoan empl by New Zealand supervisors. one union member. "When a Sa employee breaks a regulation, fired. When a palagi (Europ breaks one, it is overlooked." union alleged that grievances Samoan employees, submitted supervisors were often not dealt and many were not passed o higher management. The union this state of affairs was as o Polynesian's 10-year history.

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union's central committee opted to strike. On November 10, Mr George Tuitama, president of the union, sent a letter which was delivered on the same day, to Mr Stanton, outlining the union's opposition to the appointments and notifying Mr Stanton that the union would go on strike at noon November 13. And strike that day it did.

The effect was immediate. At least one flight had to be cancelled that afternoon owing to lack of air hostesses, the majority of whom joined in the strike. The remaining staff of Polynesian, some 25 per cent of the total staff, were redistributed to fill the more important gaps. Fortunately for Polynesian, both commerce and government provided assistance, so that though the paper work was slowed down, flights functioned normally afterwards. The strike did not achieve a total stoppage of work, but the union did manage to make its grievances public.

Mr Stanton also had a grievance. He said: "The one and only communication from the association was the ultimatum to stop work; and this without any prior attempt to discuss the alleged grievances either by the association or by those whom the association claims to be better suited to the positions. Such an action is intolerable and unacceptable to the company."

During the first week of the strike, the parties were not able to reach any agreement. Though some of the strikers, pressed by lack of finance, had gone back to work, the union was determined to fight through to the end.

Mr Tuitama announced that the union had applied to a government Conciliation Committee to settle the dispute—a meeting with the Acting Commissioner of Labour, Mr George Fepuleai, had failed to achieve any concrete results. Mr Fepuleai merely told the contending parties to try to reach an agreement between themselves. This they failed to do. The union was demanding. The management was haughty.

Meanwhile things at Polynesian apparently went back to normal. Positions vacated by the strikers were readvertised in the Samoa Times. Next week the story disappeared from the pages of the Samoa Times. Union power in Western Samoa is not yet up to the level of industrial nations.

• Polynesian Airlines has announced that it would operate between Fiji and the Cook Islands under charter to Air New Zealand. It is expected that two round trips will be made each week.

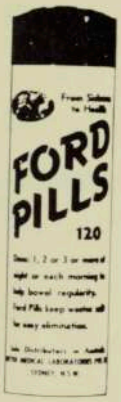
SO THE AMERICANS AREN'T BULLIES!

Western Samoa's Minister of Civil Aviation, Tupuola Efi, returned from Washington DC with what were apparently "the laurels of victory". For, the minister announced, the American civil aviation authorities have agreed to delay PanAm's entry to the Apia/Tafuna air route by at least 12 months, after which the civil aviation authorities of both countries will reconsider the impact of PanAm competition on Polynesian.

"I was under the impression that the United States were bullies but it was certainly not the case in this instance," Tupuola happily remarked.

In Washington, the minister told officials of the State Department, the Civil Aeronautics Board and the Federal Aviation Agency that there was insufficient traffic to support services by two airlines, and that PanAm's involvement at this stage would have a deleterious effect on Polynesian.

Tupuola had felt it necessary to go to Washington to present Polynesian's case before the American civil aviation officials, especially as there was a very likely danger that the Americans might withdraw Polynesian's landing rights in American Samoa.



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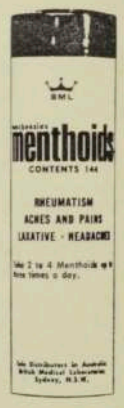

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From the Islands Press

From The Fiji Times:
Girls who wore hotpants and miniskirts were asking to be molested, Mr Kishor Govind (Alliance, North-Central national) said in the House of Representatives yesterday. Hot-blooded young men could not be blamed for failing to resist the temptation of such clothing, he said. He complained that a flood of imported pornographic books and films were corrupting the youth of Fiji.

From the News Bulletin of American Samoa:
American Samoan voters showed their interest in their government by turning out for the general election in numbers which probably rival those registered anywhere in the US. Of the 6,302 registered voters 5,718 cast ballots. That represents a participation of 90 per cent which is much higher than shown in most US voting areas.

A with-it advertisement by a well-known bank in the Fiji Photonews:
Don't dream it baby! Do it. All you need is the bread baby. The mazuma. The loot. And you know where it's at? In the bank. No fluff. Where else? But don't blast, baby. Ask the Man. Cooler still, check in the coupon with the chick at the counter. Could be they talk your language. Like, Money!!!!

From a report in Otahiti of a visit to Sydney and Melbourne of 157 Tahitian members of a Papeete athletic booster club:
Before leaving each member of the tour was given enough "pareu" material to make himself either a shirt or a dress. They were also given a 10-point list of instructions for proper decorum by the tour leaders. Some of the regulations decreed "Don't fight in the street. There will be no jealously shown over women. Don't feel the waitress's leg when in a restaurant."

From the New Hebrides Group News:
A pineapple weighing 42 lb was harvested recently at Namberungwele village on Aoba. Mr Obed Natu, who grew this pineapple says it's the first time he has come across such a big one in his garden. He says the pineapple measured 18 inches in length and 24 inches round. Another unusual plant was a manioc dug up at Liro on Paema on Tuesday. Mr Walter from Liro says the manioc was more than four feet long and 37 inches around its body. The people made two big lap-lap out of it.

Extract from the budget debate in the Western Samoa Parliament reported in the Samoa Times:
Seiuli (Taulafo) called on the government to do something about the "foreigners" who are using marriage to Samoan women as a method of entry to set up business in the country. "We have seen the effect of outside control of a country's economy in other countries. We don't want that to happen here even if we have to expel foreign firms from our country," Seiuli said. These people may be making a contribution to the country's development but not at the price of "defeat for the true Samoans," he said.

From the New Hebrides Group News (radio):
Most garden crops have dried up and livestock are being affected by the long dry spell at Vao, Espingel Bay and Tenmaru. . . . The people in the area have expressed their concern at this unusual dry spell which has been affecting them for several months now. And if rain doesn't come soon, the people of Vao have decided to bring it down their own way. Mr Ligo says, at a meeting he attended yesterday, the people collected $60 to pay a professional custom rain-maker. If all goes well, it's hoped he'll persuade rain to fall on Vao in a few weeks' time.

From the Cook Islands News:
Word was received by the Manutea on Saturday morning that a lot of improvements have been carried out on the waterfront of Mauke as a result of the work being carried out on the harbour. . . . There was all round damage to nearby buildings and government offices where stones from the blasting have gone through the roof, walls and also broke windows. Considerable damage was also done to the radio building from the vibration and debris of the blasting. Some private homes, which are of considerable distance from the harbour, also suffered damage, mainly broken windows.

From the Papua New Guinea Post-Courier:
It's true—convicted killers do make the best guides in Biami country. Tour organiser Mr Rick Furlong said today that last week's British tourists had been taken aback when they found that six of their carriers in the Nomad area had "done time" for murder. "It was the only solution," Mr Furlong said. "In that part of the country, there are no schools. The only men able to work as interpreters in Pidgin or Motu are those who have been to prison."

Extract from a speech by the GEIC's Leader of Government Business, Mr Reuben Uatioa, complaining during the debate on the new Development Plan of a possible postponement of parts of the plan because of a shortage of funds from Britain, reported in Atoll Pioneer:
What is the use of them trying to tell us progress on this, progress on that; one of these days we will be very happy to see you take over the responsibility in your hands, and have independence. How could we have independence if they are closing their hands and not giving any further aid to us. They might as well say: Gilbert Islands stay where you are because you are a damned poor country. We are not going to give you any more. Stay poor. That is all. Finish.

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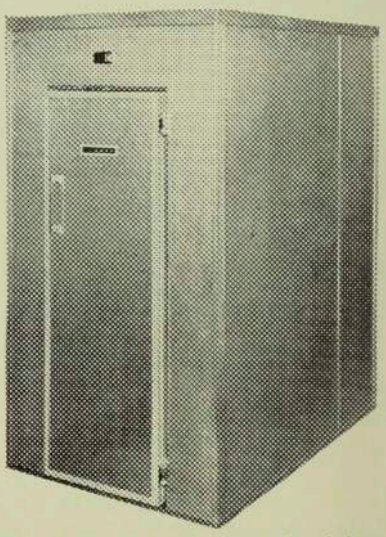

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More Pacific jet travel on the way

This scene at Nausori Airport near Suva was a sort of farewell ceremony put on by Air Pacific to bid goodbye to the DC3 (upper left) which had been borrowed by the airline and was no longer needed with the arrival of the BAC One-Eleven (right). Centre is one of the HS748s, a turbo-jet, forming the fleet along with the BAC and several of the old, popular Herons. A second BAC One-Eleven will come into service in September. — Photo: Nitin Lal.

Air Pacific, the Islands' regional airline, has plans to extend its jet coverage next year with the introduction into service next September of a second BAC One-Eleven jet. It is also hoping that some airstrips in the region, notably at Nukualofa in Tonga and Tarawa in the Gilberts, will be upgraded to take the BAC and so allow even greater extension of the service.

The airline had a Christmas present for the people of Labasa, Vanua Levu's sugar centre, in the shape of an improved service. December 25 was to see the start of a new HS748 direct service to the town from Suva and Nadi. At present the town is served by Herons. This will also help to improve the services to Matei, on Taveuni, and Savusavu on Vanua Levu.

The BAC is expected to fly Fiji/Tarawa when the airstrip at Tarawa has been rebuilt and given a tarmac runway at a total cost of $230,000, a bill which is being met by the British taxpayer. The improvement to the airstrip is being viewed with mixed feelings by the people of the GEIC. Britain is expected to pay the bill by diverting funds which were intended for other projects in this year's programme in the colony. Some of them may have to wait until another year, but the colony's government is expected to approach London for an extra grant.

The people are also worried that the faster BAC with its greater passenger capacity may reduce the frequency of the service from Fiji, through Funafuti, which at present is three times a fortnight.

Certainly, Funafuti will be overflown by the BAC which, the Ellice Islanders fear, may leave them without a direct service and require them to fly on the internal service to Tarawa to catch the BAC. To fly the Heron, which is the colony's internal carrier, as far as Funafuti another staging post would be needed. Nanumea, which has a wartime strip, is expected to be the extra stop, in which case Air Pacific would need more than one pilot on the internal service.

Air Pacific, however, may have other plans which could set the colony people's fears at rest. An HS748 could still operate from Fiji to Tarawa via Funafuti, perhaps.

Whatever happens, Air Pacific assured PIM that a service to Funafuti will be maintained and that the Ellice Islanders will not be "any worse off". Their communications will continue to be at a satisfactory level.

The airline is looking back with satisfaction at its operations last year, when it carried more than three times the number of passengers on its regional service than it did five years ago. Total last year was 32,977, 6,915 more than in 1970 and 22,000 more than in 1967. Passengers carried on the domestic service last year totalled 146,163, 32,168 more than in 1970.

Work is continuing on Nukualofa's new airstrip at Fua'amotu but bad weather and a shortage of plant has slowed down operations. Completion date is now expected to be the middle of 1973. The new strip will be 5,800 ft between thresholds and with a two-inch bitumen seal over 15 inches of compacted coral will be capable of taking the BACs.

This last 12 months has been frustrating, both for travellers into and out of Tonga and Air Pacific. Bad weather has closed the airstrip on numerous occasions and several times Tongatapu has been without air links for four and five days at a stretch. Apart from heavy rain directly on to the old strip, which was built during the war by the United States forces, water is also draining from the new strip onto the old strip.

When the new strip is in service Air Pacific will be able to maintain its schedule.

...and so are the Pacific's own airline pilots

Localisation is moving fast in Fiji—too fast, complain some people including trade unionists—but there is one well-paid job which won't be fully localised for some years and its total strength at present is only around 50—all men.

That job is up in the air as a pilot. It is being localised but at the rate of not less than two or three a year. So far only six out of 41 pilots flying with Air Pacific are locals and none is an aircraft commander. But no one could sustain an argument against it. The Fiji Government and Air Pacific refuse to be hurried over localising air services—it's a life or death matter, a job where there's no room for mistakes, but when the job is completely localised Fiji's fliers will be second to none. That's the guarantee from those who handle the training scheme, from the government selection board in Fiji, through the flying school in England and through the seven or eight years which elapse after a pilot has got his commercial pilot's licence before he can take control of Air Pacific's more sophisticated aircraft. The waiting's worth it for then the local lad, at today's rates, is earning around $9,000 a year. It has cost $10,000 just to transport him, clothe, feed and train him in the UK flying school for a little over a year—at no cost to himself.

Psychology allied to commonsense and the usual methods of choosing

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NOT FOR MONEY

people on an academic yardstick are used by Fiji's selection board to pick out the two or three lads who, each year, are sent to the flying school, usually the one at Kidlington near Oxford. Maybe a dozen or more young men are chosen from those who respond to the advertisement inviting applications from would-be fliers. The applicant who hasn't got his university entrance certificate hasn't much chance of going to the school. If he's bright and measures up to academic standards, then the psychological side comes into the picture.

If he's applied for the job with a big salary in mind, he's out before he's even in.

Says Controller of Transport and Civil Aviation Jim Verran, a wartime pilot and flying instructor, "We can spot the one who's only after the money right away. It's surprising how some of the lads who come for interview before the selection board indicate from the word 'go' that they are wasting their time and ours. All that has attracted them is the money.

"The likely candidate we can also spot. Not only has he the educational background—and he must have maths and physics among other things to be able to understand everything said in the classroom—but he must want to fly; must be interested aircraft and flying.

"If he's already in an aero then, all other things being e he's in. He wouldn't be in the if he wasn't interested in flying."

After adaptability tests, which another weeding-out process, the goes to the flying school, does intensive course which takes a over a year and returns to Fiji a with about 250 hours flying perience, a commercial pilot's lic an R/T licence and has also pleted a course on Rolls Royce turbine engines.

Then he's only beginning. A are other courses in Fiji—additi navigational training, conver training on the HS748, as he's on small planes up to then, a technical course on the 748 follo by an airworthiness examinatio the type, which really proves worth. After the conversion c on the 748, usually after 15 h flying, he puts the first officer's up and joins the flight crew, at with a training captain and after about 100 hours, goes on t normal first officer pilot's roster.

Every six months, the young p in common with every other mercial pilot, has another hurdl clear—a searching medical chec For several years he flies as a officer and, as Captain Neil Ga Air Pacific's operation manager, "He has four or five years first of training under his belt before H likely to take command of an H so that, altogether, he has some like 2,000 to 3,000 hours flying perience before that day come

A wartime bomber pilot us qualified after 250 hours. "They their crews were expendable," Captain Ganley. "Passengers a expendable and the Fiji Governm certainly encourages us to mai proper standards and there are pressures on us to localise service beyond a lad's capabil These lads are just as capabl every way as any in the world. have very high standards and lads have to keep up to t standards. We haven't had a fa yet!"

Fiji's flying students have ea high praise at the flying school everyone has done better average in classroom work, says Verran.

At present there are five Fiji at the Oxford flying school. W they return home with a comme licence they will be paid $3,3 year—but that is only a six w job. Then, as a first officer in the his salary jumps to $4,311 with a scale of $5,691.

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Must a constitution be prepared constitutionally?

From a Port Moresby correspondent

An innovation of the third House of Assembly in Papua New Guinea has been the appointment of committees which do not conform to any of the patterns laid down in Standing Orders. One such is the very important committee set up to prepare a draft constitution.

This situation has arisen from the fact that since its establishment in 1964 the House has had to choose between appointing a select committee composed exclusively of members of the House, or asking the Administrator to appoint a commission of inquiry, a request which can be, and has been, rejected. Even if it is acceded to, the House has no right to a say in the selection of the commission's members.

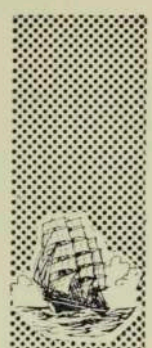
In 1967, former MHA John Stuntz brought down a private member's bill designed to give the House power to set up its own commissions of inquiry, but the official members opposed this move and secured its defeat. There seems to be a good case for reviving Mr Stuntz's proposal or for amending Standing Orders to provide for a new type of committee.

In the meantime the appointment of a constitution-drafting committee itself unconstitutionally constituted has a somewhat Gilbertian flavour; and a conscientious auditor might well challenge the expenditure of public money (and this committee is likely to need to spend a lot of money) on a committee set up neither under Standing Orders nor under any existing ordinance.

Members of the committee are:

Mr Michael Somare, chairman, Fr John Momis, deputy chairman, and Messrs John Kaputin, John Kaupa, Matiabe Yuwi, Paul Langro, Paulus Arek, MacKenzie Dauga, Pikah Kasau, Sinake Giregire, Stanis Toliman, Tei Abal, Toni Ila, Angmai Bilas and Dr John Guise. The three permanent consultants to the committee are Professor J. W. Davidson, Dr D. J. Stone and Mr E. P. Wolfers.

Among the various people who will help on aspects of the Constitution are Professors Y. P. Ghai, of the International Legal Centre, United Nations, and A. Mazrui, of Makerere University, Uganda. Mr John Ley, counsel to the House of Assembly, is the committee's legal officer.



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FROM BATTLEFIELD TO RICEFIELD

From DENIS FISK in Honiara

Mechanised paddy rice farming is alive and recovering nicely on the Guadalcanal Plain. This unique Pacific project is at last proving itself viable after seven years of trying, despite pests which finally killed off dry-land rice farming last year as a commercial proposition, and the three cyclones which decimated the paddy crops from December last year until September this year. (In August, the Solomons Government lifted the duty of 2½ cents/lb on Australia rice because local rice production had fallen so far).

But now parent company Guadalcanal Plains Limited, and the rice project company subsidiary, GPL Agriculture Limited, are guardedly delighted at the yield in September of a good two tons to the acre, from land which is allowing 2½ to 3 crops a year with fertilisation. The September harvest was about 220 tons.

If they could be certain of getting the remainder of the wet weather harvesting equipment they need by injecting new capital into their now slim capital resources, most of that guardedness would disappear, they admit. It could be said that the company now resembles a child about to get its second teeth, a relatively painless process in which mainly care is needed to ensure they come through as expected.

Guadalcanal Plains Ltd is willing to offer up to 50 per cent of shares to get money for re-equipping, and to repay some of the capital to the parent after such a long period of non-earning. A public issue could be planned well into next year.

GPL had about 750 acres under paddy rice at the end of October. It was confident of increasing this to 1,500 acres by the end of 1973.

It has always been the aim of GPL to satisfy the entire Solomons demand for polished rice—about 3,500 to 4,000 tons yearly—and to leave a small surplus for export to other Pacific countries and Territories.

Small export quantities have already gone to Fiji, and Micronesia has enquired about taking some, Mr Carson said.

"As well as these, there are the other Pacific markets, including those closest to us—the Gilbert and Ellice, Papua New Guinea, and the New Hebrides—which we could send rice to, but we cannot imagine ever being able to produce enough to satisfy any one of the bigger markets such as Papua New Guinea, even if it weren't already interested in growing its own rice," he said.

"Mainly we regarded this sort trading as an example of what th Pacific countries must do in the own interest—trade among ther selves, and not rely on one sourc Australia in this case, for supplies.

"In the Solomons, and in th closer markets, GPL can beat Au tralian rice on price. This was r cognised by the Chairman of th Australian Ricegrowers Co-operati Society, Noel Hogan, who visite us this year. He was surprised at th advances we had made and hope for his members' sake we wouldn be too successful.

"Our mechanised methods are st fairly unusual in the world becau of the scale we're working on, an there's a lot of interest in wh we're doing." Dr William Golde Jr, head of the Ford and Rockefell rice project in Ceylon, was makir his second visit to the Solomons the end of November.

The "we" who are "doing" on th former vegetable garden for Amer can troops during the Guadalcan campaign are an Australian-le miniature united nations, of main young people.

Keith Carson, general manager ar company secretary of Guadalcan Plains Limited, is a 29-year-old fro Sydney. General manager of the ri project itself is Geoffrey Mitche 32, raised on a wheat and she property near Gunnedah in Ne South Wales. Carson has a Bachel of Commerce degree, while Mitch has tertiary qualifications in bo farm mechanics and managemer supplemented by an innate practic ability essential where services a often difficult or impossible to obtai

Francisco Gorrez, who contro the technical side of tropical ri growing, is a Filipino aged 40 fro the International Rice Researc Institute in the Philippines, where worked for six years after completi a BSc in agriculture at the Unive sity of the Philippines.

Support comes from Australi David Hall, Irishman Anthony McG lick, Dutchman Bernardus Verme Fijian Vilikesa Saronicava, a Solomon Islanders who are movi

Curving bunds divide the paddies young rice into a striking pattern on t Guadalcanal Plains Ltd mechanised fa near Honiara.

upwards in the work force while handling all harvesting and transport machinery and most of the workshop activity.

The irrigation project was relying on pump-fed water last year. The pump was installed at a cost of $20,000 on the Mbalasuna's bank, to avoid diversion of the river for a gravity feed system preferred by the company. The government was advised at the time that diversion could cause problems on customary land lower down.

Two crops yielding 2½ tons to the acre of rice were harvested amid triumphant cries in October-November, 1971. The cries were soon stilled by a cyclone which crushed the December crop and others planted to be harvested in months to come. In January, cyclone Carlotta brought flooding and swept away the expensive new pumping station while diverting the river into a course which suited the company's original plan for gravity feed.

Now the irrigation channel is capable of carrying in excess of 100 cusecs (2,250,000 gallon an hour). Flooding caused by any future cyclone should be prevented from reaching the paddies by a ready made diversion from the channel into another stream.

And the bonus of the gravity feed is that the weir to control it cost only $2,000 to build, while the former diesel fuel bill no longer exists.

Production is highly mechanised, with the Fletcher agricultural aircraft on permanent hire, three combine harvesters, three bulldozers, a 60 foot land-plane, and tractors, trucks and other equipment.

The company carries out all operations from preparation of the land right through to marketing of polished rice to stores, because the Solomons are so isolated from agricultural services.

Weeds are controlled by careful land preparation and good water control. Sometimes aerial application of chemicals is necessary. Control of rapid weed growth on the bunds is more of a problem, and a concern because of the harbour they give to pests.

Contract labour has been used to weed, but in 1971 the company introduced 11 Corriedale sheep from Australia, and they have been very effective in eating everything on the bunds while shying away from the water, and consequently leaving the rice untouched. Six lambs have been born, and this could well be the most economic means of weed control of the bunds.

A total flock of 1,500 sheep would be needed to blanket the entire

GPL's crop duster/sprayer banks over the flock of Corriedale sheep which have been completely successful on a limited scale in keeping bunds, or levees, free from weeds.

A unique sight in the Solomons is the Guadalcanal Plain, approached by a broad dirt and gravel road south of the Solomons capital, Honiara.

Within a few miles of the town the road leaves the sea shore, turning inland, at the same time the ridges crowding the shore to within 50 yards of the sea in Honiara itself, recede inland as the wartime Henderson's Field (now the Solomons' main international airport) is approached, the first major feature of the plain.

Immediately before and after are the Levers' coconut plantations, and then come the newer agricultural activities taking advantage of this extraordinary 25 miles by five miles plain—the new and thriving oil palm project, the cattle and poultry at Ilu Farm, and then the uncharacteristic paddies of GPL's rice project 22 miles from Honiara.

The startling bright green of healthy young rice undisturbed by pests lies in a pattern of the land's own dictation. GPL have built up the bunds, or levees, according to the contours of the plain's small rises and falls to save moving earth to achieve neat rectangular paddies. The channels with their small timber gated weirs run straight through them, fed by the Mbalasuna River through a cost-saving gravity feed system.

The earth itself is black and plastic, mouldable in the hands.

Mostly visible, but often disappearing behind rain clouds, is the Mbalasuna's watershed, the steep mountains which give the plain its certain water supplies whatever the plain itself may get in the way of rain—and that certainly is unreliable, if at times more than plentiful.

Workers on the rice project are constantly reminded of the wartime history of the land they are now farming.

The American armed forces were quick to realise the potential of the plain, and during the war irrigated 600 acres to produce vegetables for troops on Guadalcanal and other parts of the Solomons. This production continued from the time the Japanese were evicted in 1943 until American troops eventually left the area in 1946.

Today, GPL has 10,000 acres on which workers are opening up new areas. They first have to clear unexploded mortar shells and grenades as well as discarded ration cans and pop bottles. Bombs occasionally detonate in burning off a field. There is a rusting collection of 50 amphibious landing craft on the property, and a useful leftover is the airstrip laid by US marines and now used for the New Zealand based aircraft which dusts and sprays the rice with fertiliser, weedicides and insecticide.

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MARKET MUTTON AS A SIDELINE

acreage planned for the end of 1973, and the company could market mutton as a sideline since sheep are found nowhere else in the Solomons these days, despite several efforts to raise them successfully since the 1920s.

Meanwhile, sweet potato is being planted on some bunds as a very effective means of keeping weeds down.

Harvesting in wet weather has been and continues to be a problem, despite the harvesters' rice tyres. Whenever there has been plentiful rain, the 10 ton trucks cannot move across the paddies to where the harvesters are operating, and the harvesters have to take time out from their urgent job to trundle across to the transport.

To overcome this bogging problem, Geoff Mitchell said they were trying to get tracked trailers pulled by a tractor, and to convert a 20-ton field bin, used in the original dry-land farming, to tracks. Also being investigated were hover trailers, which obviously would be able to operat in any conditions.

Three rice varieties are grown— IR8, IR22, IR661—all developed a the International Rice Researc Institute in the Philippines.

IR8, the well publicised "miracl rice", has become a minor variety a GPL because of local tastes whic demand a rice that is sticky when is cooked. The truly Asian type, IR2 long grain and sticky if wanted, i the major one produced now.

Coming up is IR661 which wa developed for GPL by the institut after samples of Australian rice wer sent for study, since Australian ric has been preferred by Solomo Islanders because of its stickiness whe cooked. Its introduction was delaye by cyclone Carlotta which wiped i out but for 16 bags saved for seed and it was being harvested for th first time in September.

Another possibility is a new variety E666, sent to GPL for testing. I its test paddy, next to other varieties it had held up as virtually pest free despite the fact that other varietie have been badly affected right along side it. The only help it has had ha been nitrogen feeding, and it wa showing beautifully even green, afte 50 days growth. It could break down but it was very promising, if only ex perimental so far, Geoff Mitchel said.

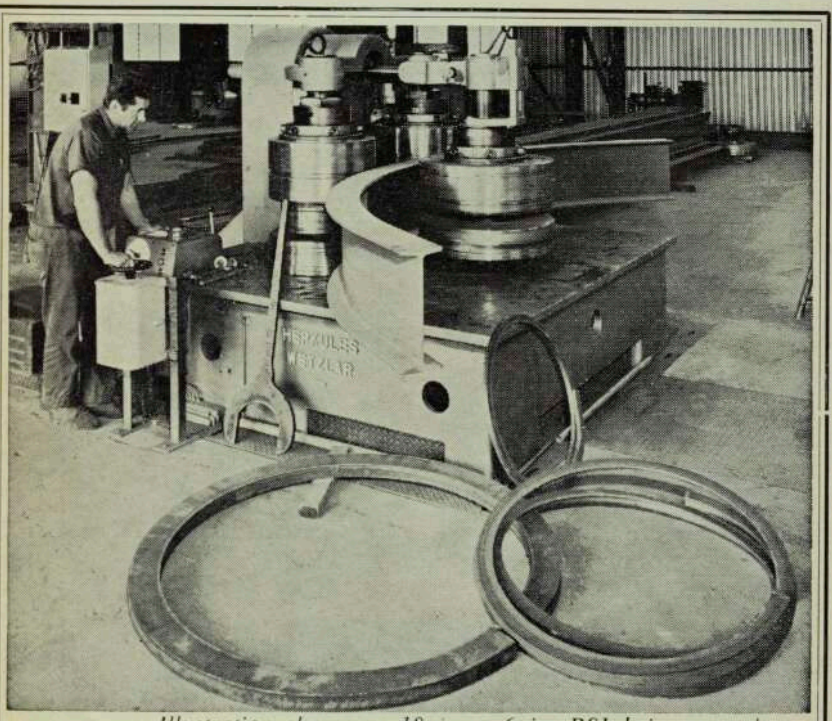
"I think we have proved tha rice growing is practicable in th Solomons, and the Pacific for tha matter, having survived the wors imaginable year", Keith Carson said

"We've still had some reasonabl yields from the paddy rice, despit cyclones and lack of the most suit able machinery. We now can't se how we can fail with all we know.

Geoff Mitchell is even talking o possibly returning to dry land ric farming, which had become a dirt word at GPL after six years o trouble. But a pest free variety lik E666 could give the entree back int it, and a more profitable means o production.

Paddy rice growing always was th more expensive alternative, althoug satisfactory if all goes reasonabl well. But its need for more specialise machinery in harvesting does mak the prospect of dry land farmin still attractive, even if Keith Carso shrinks visibly from the suggestio of his manager.

● Despite a fall in the price c rice, the retail price index produce by the Government Statistici showed an overall one point rise i the BSIP cost of living during th third quarter last year. Local stapl item, sweet potato and imports wer both up.



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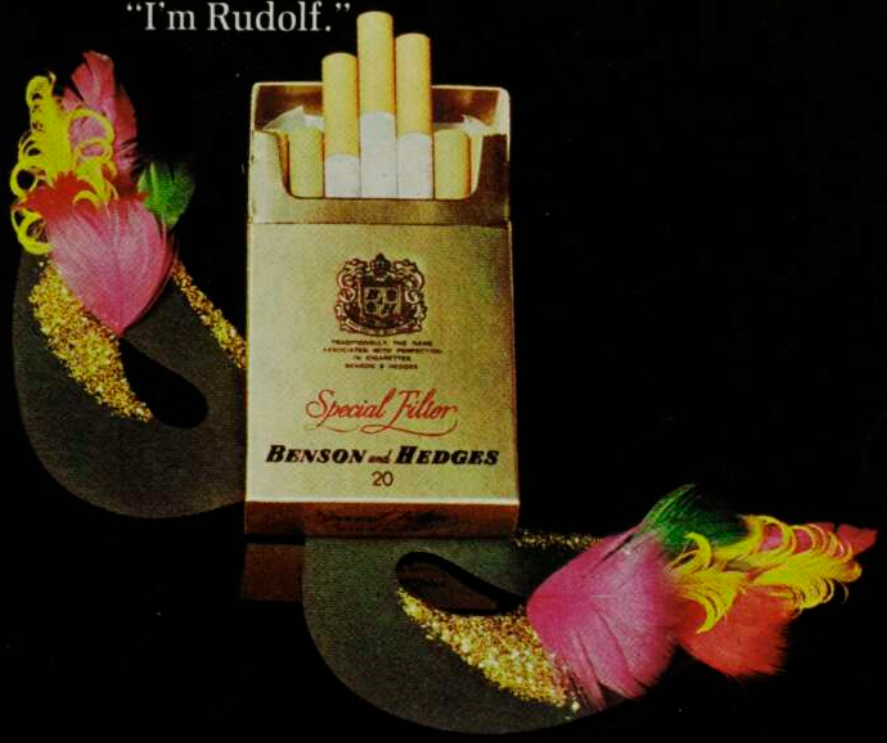
"Let's see. Six feet tall, red hair...
it must be Rudolf," she said.
"It could be Simon," I suggested,
offering her a Benson and Hedges.
"Of course it's not! Simon's not nearly
that tall! The trouble with you, Peter,
is that you don't notice things."
"I'm not Peter," I said.
"No?"
"I'm Rudolf."



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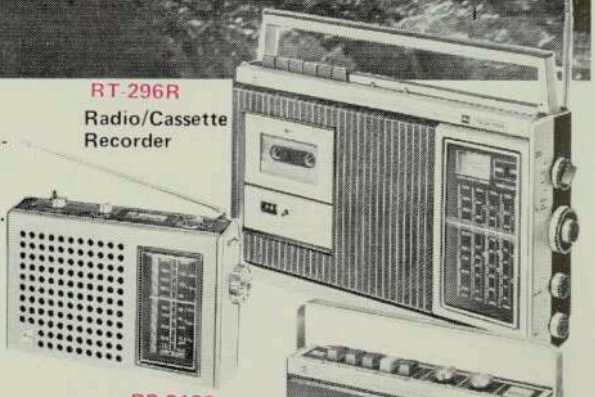

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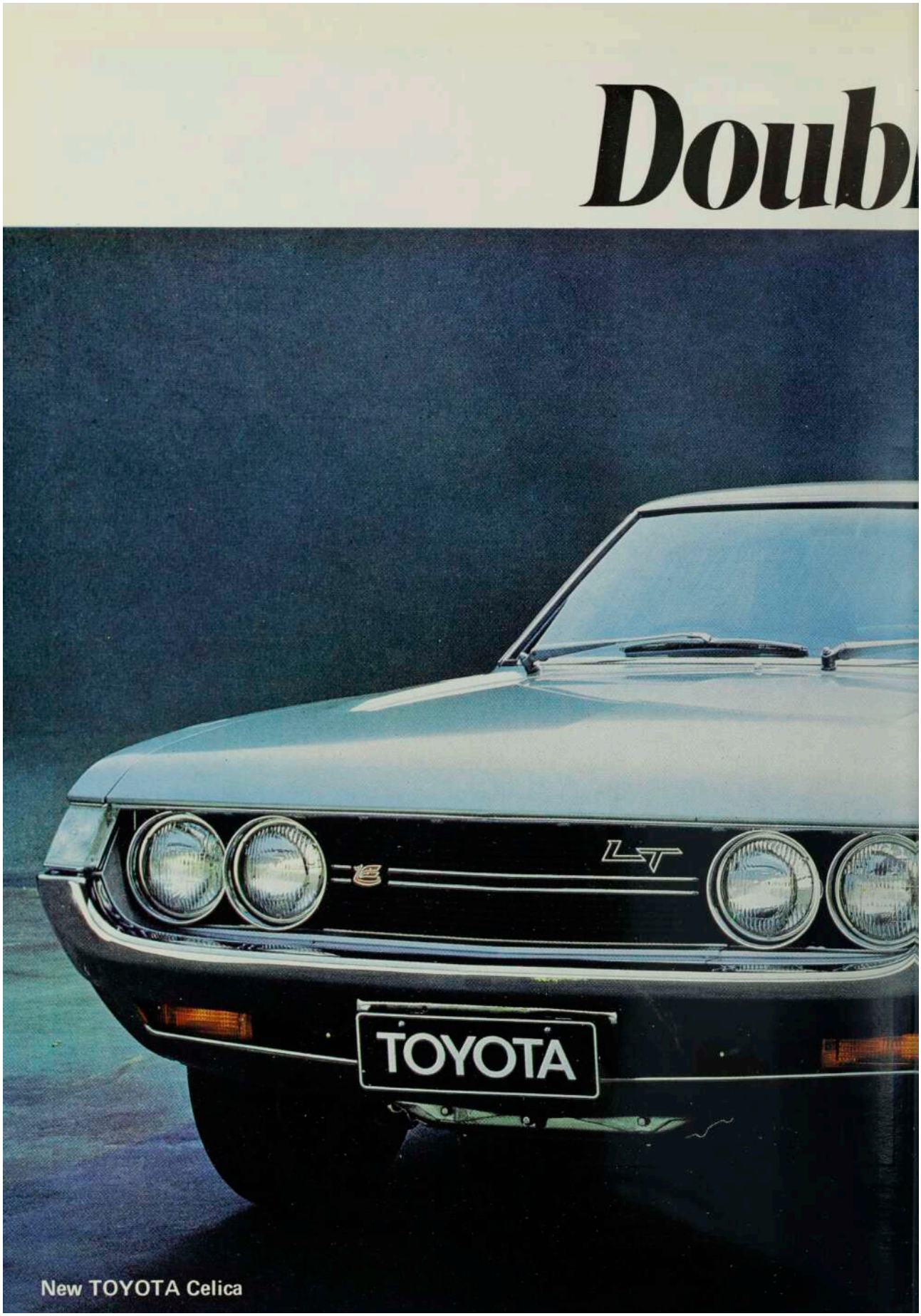

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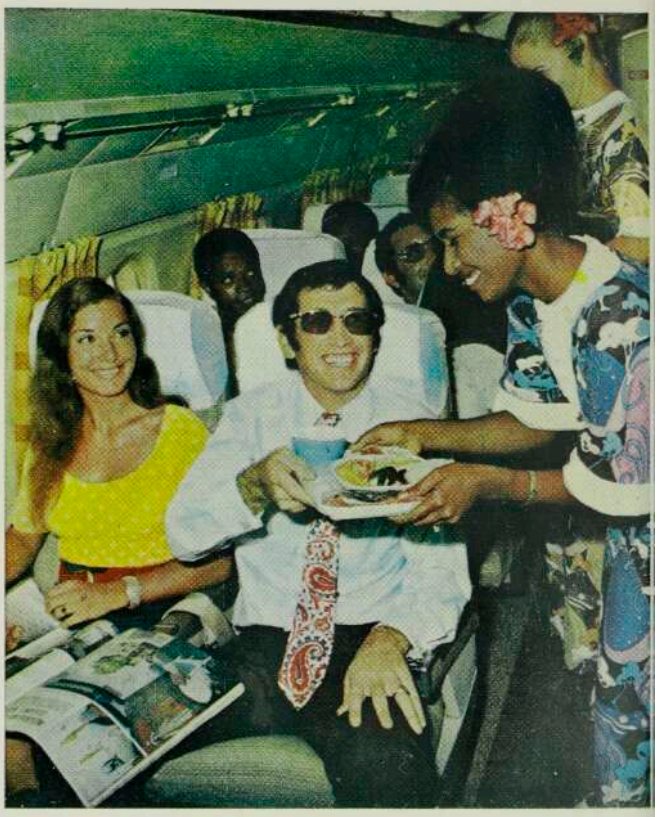

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Magazine Section

SAN JORGE'S GHOSTS AND THINGS THAT GO BUMP IN THE NIGHT

By JOHN GROVER

A newspaper story of seven Japanese soldiers believed to be still hiding on San Jorge Island reminded the author of some unusual happenings there. He wonders now whether a Japanese soldier might not have accounted for at least one of those experiences.

The Spanish Explorer Alvaro de Mendana discovered the Solomons in 1568, 200 years before Captain Cook, and reported a population of about 5,000 people on San Jorge, an island of roughly 60 square miles, rounded in profile. When the British Protectorate was declared in 1893 the entire population had gone and the island was tabu. The mystery has never been explained.

Ernie Palmer's father established a coconut plantation there alongside the narrow Ortega Channel, but no Islanders would stay the night on the island with him, always preferring to leave before dark in their canoes, to cross the channel to Isabel. Palmer found minerals, so the islanders tell, but one evening went for a walk, broke his leg, and had been eaten by ants before he was found.

And so San Jorge was still deserted and tabu when Roy Hudson, Owen Jones and I arrived there in 1949, accompanied by the Commissioner for Lands, Peter Hindle. The government had asked us to look at this strange island, so different to all others in the protectorate.

The Islanders warned us not to sleep there, quoting the end of Palmer. They believed that this would happen to us, too. Medical Practitioner Bogesi, a well-spoken erudite Islander who had spent some time in Australia, told us of the singing and the night lights that could be seen across on San Jorge. We slept on our small ship Nancy.

Next day we set out through the swamps, cutting our way, led by Constable Sakabose—and eventually we returned to Honiara, plucking as we went the pigeons we had shot. It was some years before I experienced the unusual happenings on that strange island.

Far from it bringing bad luck, the reverse seemed true as far as I was concerned. In Honiara the Resident Commissioner Mr Germond invited me to consider the post of Senior Geologist and initiate a Geological Survey. Declining the invitation then, I promised to consider it when I returned to Australia

Several weeks later, in August 1949, I wired advising my interest but inability to begin before April 1950, which drew perhaps the most unusual Colonial Service appointment of the post war years: *His Excellency the High Commissioner for the Western Pacific has appointed you Senior Geologist to the British Solomon Islands Protectorate subject to you obtaining a first class honours degree and commencing duties in April, 1950.*

Then in my final year at the University of Sydney, this trip to San Jorge had led to my association with the Solomon Islands for the next two decades to explore and map them in an effort to assess their mineral potential.

However, San Jorge did not allow me off scot-free—it was responsible for my first red-faced encounter with the Press. On our return to Sydney, Roy Hudson had suggested that we should be kind to the reporters and give them a fair and factual statement concerning our gold-sampling expedition. He, Owen Jones and I composed it; duly signed, it was handed over to a man from a Sydney paper.

We had described how we had gone to Gold Ridge, resampled the gold bearing country, and had then been asked to look at the strange Island of San Jorge where the Spaniards had reported 5,000 people.

Next day in the Melbourne Sun with a map of San Jorge and Santa Isabel, headlines: "5,000 NATIVES DISAPPEAR FROM THE SOLOMON ISLANDS" as though it had happened last Wednesday. In need of advice I telephoned my old friend R. W. Robson and asked what I should do.

He told me the facts of life. There was nothing that could be done. And so the San Jorge story reverberated around the world. Someone said that a question had been asked in the United Nations as to what the awful British had been doing, but I don't know whether this is true. In any event the report came back to Sydney several weeks later in a small paragraph from an overseas agency.

I sailed for the Solomons in the old SS Morinda, arriving in April 1950 and beginning what appeared to be a monumental task of exploration that would take about 70 years. I had not then reckoned with electronics and the explosion of knowledge that would come from its use in collecting data; nor had I thought of using warships and aircraft.

In November 1950 additional support arrived in the person of Professor Charles E. Marshall of the University of Sydney in response to my proposal for a collaborative venture. We went to San Jorge as part of our reconnaissance and noted the "gibber desert" kind of terrain, and a footpath on the ridge crest probably worn by the population that the Spaniards saw 400 years before. Inside small pyramids of piled stones alongside the path the Professor observed that the ground level was about 15 inches higher than outside, suggesting that those stones had been there a long time. John Proud joined us and we camped ashore on the west coast of San Jorge.

Each evening four large crocodiles would line up offshore watching us. As darkness fell they would close in. With our Guadalcanal bushmen bearers (who did not know of the

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island's reputation, or did not care) we would stand on the beach in the gathering darkness, watching the beasts approach, throwing stones without effect, and then all together retire into our camp as the beasts came ashore on both sides of us.

We were not attacked, but were told later that this was par for San Jorge and that we could only expect them to gang up on us if we shot one. In our years on San Jorge we never did and the crocs obeyed the rules very well. We were only attacked by sharks who knew no rules. I escaped one by the skin of my heels much to everyone's mirth; Dick Stanton, examining a cliff base up to his waist in the sea, fought off one with his geological hammer.

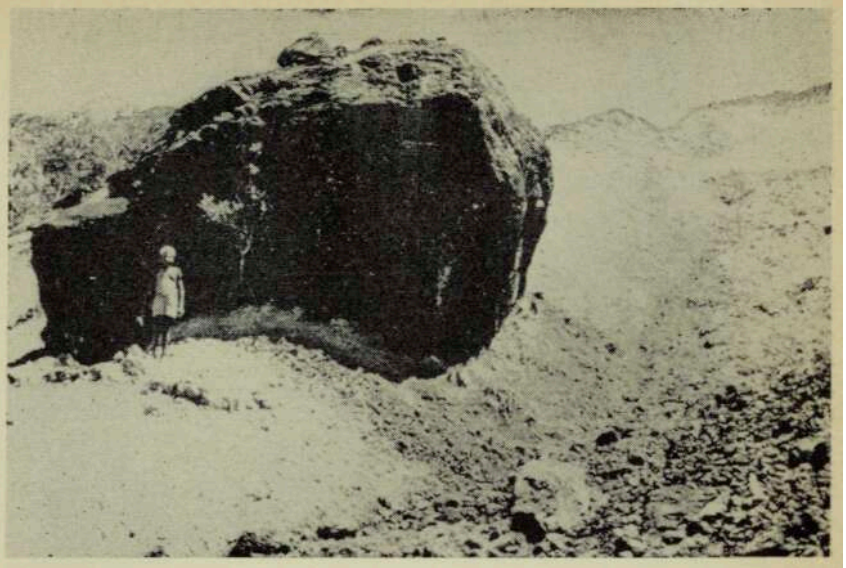
After Professor Marshall's reconnaissance, Dr Stanton undertook the exploration of Santa Isabel and San Jorge, beginning a remarkable association with the Solomons that was to last for 15 years. On his first of many expeditions we noted the presence of nickel as well as chrysotile asbestos which had been John Proud's main interest.

Subsequently I lunched in London with Frank Howard-White (author of "Nickel") and my return to the Solomons was the signal for two representatives of the International Nickel Company to join me on San Jorge—to begin hand-drilling the laterites. Thus began the work carried on by my Department of Geological Surveys when the company withdrew. It came back again on the basis of our assay results.

By 1969, 42 million tons of nickel oxides had been outlined, of grade 1.00 per cent or better, half this quantity going 1.3 per cent or better. Only recently INCO withdrew, having so much more easily accessible nickel sulphides available elsewhere for mining. If only Kambalda's nickle sulphides had *not* been found, San Jorge might have been the scene of mining operations similar to those of New Caledonia. The men from INCO and Geology were to have strange experiences, only some of which I can mention here.

In 1958 we had managed to obtain the Royal Navy's collaboration in the shape of HMS Cook towing a new-fangled "fish" behind it which mapped the magnetic intensity of the region. From this work in the Solomons and subsequent discussions during my leave in London came the eventual decisions to equip HM Hydrographic Survey Ships in the future with such proton magnetometers and gravity meters.

We were to be most grateful in the years that followed, for the excellent geophysical survey work undertaken aboard ships of the Hydrographic Department of the Royal Navy. The San Jorge story concerned Fred Gray, geophysicist and electronics wizard from the Royal School of Mines who had equipped and come with HMS Cook, using funds we had arranged. We asked him to bring his shore magnetometer to make a survey of the nickel and asbestos-rich rocks, to see if we could recognise any relevant "signatures" indicating asbestos mineralisation.



A physical oddity of San Jorge Island, one of many peculiar features of the place which captured the attention of the geologists was this large rock, described by them as a remnant fault attrition boulder on a fault zone.

We all camped alongside a small stream at Bungasele, 600 feet up on San Jorge's laterite plateau overlooking the wide sweep of calm, island-studded Thousand Ships Bay across to rugged, jungle-covered, saw-toothed volcanic Santa Isabel on the other side. What a contrast in land form! For San Jorge was 1,300 feet high and rounded in profile with vast areas too poisonous with nickel to grow forest and covered with bracken. Other older nickel areas grew forests of ebony, so hard that Australian iron bark was soft by comparison.

At Bungasele Camp we peeled back the bracken, rotting vegetation and moss carpet, rolling it into the tall slender trees that nearly surrounded us. Three tent flys for sleeping, one for mess tent, several lean-to bush leaf shelters comprised the camp—all of them close to the trees, for the area was not large.

We all experienced strange feelings that first night. I had a vivid dream of pigs in large numbers trotting past, their hooves thundering on the laterite, one came into my tent and was standing at the foot of my stretcher outside my mosquito net. It didn't worry me; but I shone my powerful torch to chase it away. Nothing moved. I got out to check, walked into the forest and saw nothing so got back into my blankets.

At the same time I thought I heard a voice saying quite clearly "This was a village time before". I looked with interest toward the enormously tall palm with its solitary white trunk gleaming in the moonlight and thought what a convenient, well-watered site it was, as I dozed off to sleep.

Unbeknown to me at that time John Latter was sitting up in his bed thinking "this place is strange". John Hill was pacing up and down in the middle of the camp saying "this place is strange, I can't sleep"—and John Hill was a man who usually goes out like a light, sleeping without dreaming. Suddenly the night silence was shattered by a scream of terror ending in a gurgle.

Grabbing my machete and torch I leapt out of my blankets and converged with the others on the shelter occupied by John Teaitale, the Senior Geological Assistant, to find him rolling on the ground entangled in his green mosquito net, perspiring profusely. Disengaging himself he stood up in the midst of us and said "I'm sorry, sir, but I had a dream that pigs came into the camp and one boar attacked and was goring me".

I remember his words well, for he and I had the same dream—but I never told him this, as we did not want

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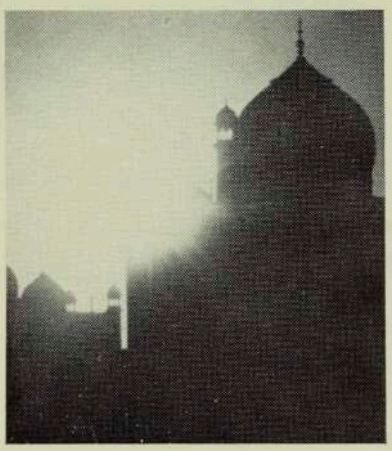

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APPARITION IN THE MOONLIGHT

to cause concern about the strangeness of the place, as we had work to do.

Next night I had a strange encounter with a black snake, one of the only deadly variety, and the next night with a large centipede nearly a foot long. Stranger by far was the experience of John Hill.

I should explain that through our camp site went that ancient track that crossed the island, coming up from the Astrolabe Bay, passing into the tall trees. John's tent was astride this trail. His bed was on it and along it. Anyone wanting to use the trail would have to detour past the tent pegs and walk past John's bed. He awoke at something after midnight to the apparition of a man standing at the end of the tent, looking down at him from a few feet away.

The moonlight was shining on his face. John, his hand on torch, ready, watched him through his mosquito net without moving, studying his features, carefully pinching himself to be sure that he was not dreaming. He was sure that he was wide awake.

Eventually feeling that he could hardly stay there all night watching like this, he lifted up the net and got out. Nobody was there. He came and mentioned it to us explaining that it was unusual for him to dream. He described the man: "He was not an old man, he was only about forty". I had reason later to remember John's words.

Thereafter the trees began to fall —all night long, about three every two hours, without apparent reason —70-odd feet high, crashing around the camp. We began to get jumpy.

Next night, I had retired at 9 p.m. but wakened at 11.30 p.m. when John Latter passed by with his bright pressure lamp on his way to bed. For no reason, and quite unable to control my words, it seemed, I called out "John, come here a minute with that lamp! There is a big tree leaning over one of the tents!". This was also news to me for I had not seen it and could not explain why I should have talked thus.

Sure enough we found one leaning about 30 degrees to the vertical, resting against another tree in line with the centre of one of the tents. John Hill said to me "It's all right, it won't hit the tent". I looked and reckoned it would if it fell. Chuchu was called up with his axe, everyone got out of his way, and the supporting tree was felled.

The big one crashed into the fork of yet another tree on the far side of that tent, being held about six inches above and across its ridge-pole. "That's O.K." said everyone. But I can remember, as though a debate were in progress, voices saying "It is all right let them stay" and another "No, get them out!".

Eventually I ordered everyone out from that tent, into the others. At 3 a.m. down thundered the heavy rain on our taut canvases. A couple of minutes later there was an unholy crash as the supporting tree split and the tall one flattened that empty tent!

The next night John Hill awoke about midnight and in spite of saying to himself "this is bloody impossible" he could see this apparition again— the same man—this time with a malevolent expression on his face, frowning at John from where he stood on the ancient trail on the outside of the tent.

John could see him through the canvas, in spite of pinching himself and telling himself that it was ridiculous. There he was. They watched each other. Eventually John had to do something. He lifted his net and got out. Nobody was there. But the trees continued to fall—about three every two hours during the night.

We were all relieved when the time came to leave the strange island and returned to Honiara. But it was not the end of the story.

I met Rev. Father de Theye in Chinatown and broached the subject: "Father, did not the Catholic Mission have a bishop murdered on San Jorge in 1845?". "No, Mr Grover, Bishop Epalle and Father . . . were murdered on Santa Isabel, but were buried at Astrolabe Bay on San Jorge because the island was tabu. We had their remains removed in 1902 for decent burial at Rua Sura when the mission was re-established." I asked him "What kind of a man was Bishop Epalle?" He replied "Well, he was not an old man, he was only about forty" . . . the exact words John Hill had used! I then ascertained that there was a photograph of him in the Mission Library.

The pressure of our duties caused us to forget these events until several months later, the day before John Hill was due to leave the Solomons. I remembered that we had not looked at the photograph of Bishop Epalle. I phoned Father Moore and arranged for a loan of the book from the Mission library and had it brought up. We opened at the page and John Hill looked at it. "Yes," he said "That could have been the man." The 113-year-old graves of Bishop Epalle and his martyred colleague had been at the foot of that trail that passe through John Hill's tent.

Exploration on San Jorge continue for another ten years. INCO took ov from the Department in 1963—the did a sterling job of assessment. W dropped out. Eventually I went t Fiji, and to Australia. In mid-197 I was at Kalgoorlie in Western Aus ralia and met Bro Palmer, an em ployee of INCO, grandson of Palme who had died on San Jorge. We ha not met for about a dozen years. H told me the story of Bill Heseltin on San Jorge.

Bill was in charge of operations, solid citizen, ex-paratrooper/com mando type, casual and fearless. Br told the story how one evening wit darkness falling, Bill was alone an headed back to Bungasele camp fo lowing the ancient trail, a roll of map under his arm. A sixth sense warne him that he was being followe silently by something close behind he increased his pace and dared no turn around.

The tall trees were close at han in the gathering darkness and so wa the follower. Bill broke into a trot He dropped his maps but did no pause, running through the trees t the camp, arriving with evident re lief. He even discussed it with hi colleagues. What was it?

And so in far away Kalgoorlie the last account of strange things o San Jorge was told. But these thing are not only recent or post-war. The were happening long before that. Fo once, while the island was being ex plored, a bottle was found on th peak of the highest hill and in it wa a piece of paper with words to th effect that *"I, Father . . . Tinoni o the Melanesian Mission did on thi day . . . 1922 hold a service on thi hill to lay to rest the spirits tha haunt this island."*

What happened to the population that disappeared? What are the night singing noises and the ghostly lights seen by the islanders? Why did so many feel that the place was strange? Why did two men dream the same dream? Why did the tall trees keep falling for days on end? Was it the spirit of the Right Reverend Bishop Epalle murdered in 1845 or was it a Japanese soldier?

Exploring the Solomons was never dull and we geologists learned a great deal from the Melanesian people. We learned to accept things as they happened without bothering ourselves by trying to fit these happenings into pre-conceived European pigeon-holes that might satisfy our urban-bred friends. Many things happened that defied explanation but added to the richness of our lives in those quiet and lovely islands.

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Yesterday

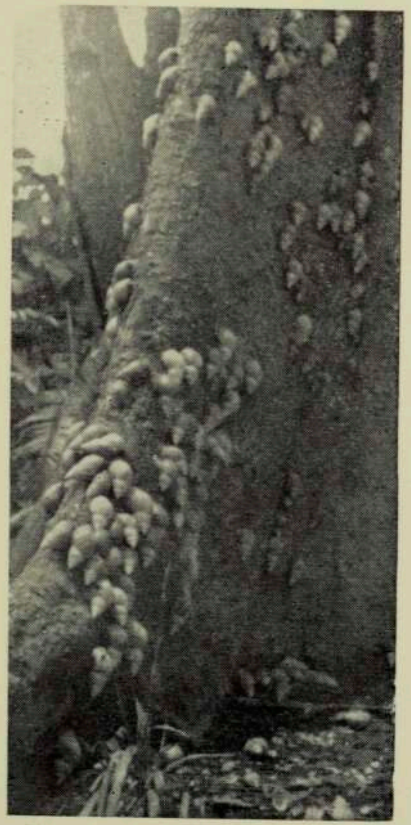
A funny story in PIM, January 1953, which had been in circulation in the Grand Pacific Hotel in Suva said that "Jim" Borron and his wife had just returned from a visit to the US and Britain. In New York he called on a broker, on the 4th floor of a 45 storey building; and he told the American that he had a plantation—a "copra" farm, he called it—on Mago Island, in the Lau Group. The interested broker asked how he kept his stock under control—what kind of fences did he use. James said he had no fences—Mago was a self-contained island. "Well, that must be very handy," said the American. "But, tell me, how do you breed the things?" "What things?" asked James, puzzled. "These cobras," said the American. "Guess you must have one of the biggest snake farms in the world." It took some sorting out, but the explanation is simple enough. "Jim" Borron was of the old school of Pacific planters, who still pronounced the word "copra" as if the p were a b.

PIM received a letter from Rev Father A. McDonald, SM, the only European resident in the Tokelaus—those three small atolls lying north of Samoa—reporting the events of 1952 while waiting in expectation of a ship from Apia in October. He said the Tokelaus had been the "Isles of Isolation" with a vengeance that year. "We've had only one boat and one plane since December, 1951. The last mail was in May—the next in early October—if we're lucky! The reason—a bad year for coconuts due to drought. Thank God, there has been enough for food, but the surplus for export has been very little. Usually we export about 2,400 sacks of copra—this year we've shipped 300. Needless to say, it's been a hard year for the people." The water ration per person per day was about two quarts for all purposes—hardly enough for drinking—and some of that small ration was being used for bathing the babies.

Private Jone Ruwei, 22, of the Fiji Infantry Regiment serving against the terrorists in Malaya was killed in an enemy ambush on December 16, 21 years ago. He was the first battle casualty of the FMF in Malaya.

PIM reported 20 years ago the list of graduates and special prize-winners, issued at the end of that year by the Central Medical School, Suva, Fiji. were from "the American contingent"—students from the American Trust Territory of Micronesia, which decided, only two years before to support the Suva institution. The other was the issue of diplomas to two of the six young men sent to the school four years before from Papua New Guinea. One of the successful students was Reuben Taureka, now PNG's Minister for Health. Education in PNG was not then of a high enough standard to provide a wide choice of Papua New Guinea lads for the Suva School, and a system of training selected young men for medical service was being developed within Papua New Guinea itself. It's moved ahead since then.

A hurricane had struck Nissan—a small island about 100 miles east of New Ireland and 80 miles from Buka, in the first week of December, 1952. The excessive damage was done to houses and gardens but there was no loss of life. Nissan's population was about 1,500, and there was a Catholic Mission Station there. All the roads on the island were blocked by fallen trees, and apart from wind damage many gardens were ruined by salt spray. A government trawler and a mission vessel had set out for Nissan with relief stores and staff.



Giant snails on a tree trunk near Rabaul, attributed to the Japanese occupation, were seen as New Britain's number one post-war curse.

In Auckland, December 22, 1952, Leonard Alafurai, of the Melanesian Mission, was ordained a deacon of the church. He was a native of Malaita and the first Melanesian to be ordained since 1872, and the second in the history of the Mission. Alafurai went to New Zealand four years before that, going first to Te Aute Maori boys college in Hawke's Bay, and later to St John's College, Auckland. Before retiring to Melanesia he created another precedent by becoming the first Melanesian to serve as a curate in an Anglican Church in New Zealand—St Mark's of Auckland. The Rt Rev L. Alafurai is now assistant bishop at Auki, BSIP.

Tasman Empire Airways (old name of Air New Zealand), in its first year operating the Coral Route to Tahiti in 1952, carried 250 American passengers who brought $NZ30,000. The company anticipated that the current advertising drive, backed by Tahiti film publicity, would reap more dividends.

On December 14, 1952, the 35 ft workboat Calais, which had been missing since November 9, while en route from Rabaul to New Ireland, was sighted and taken in tow by the coastal ship Morova, which was proceeding from Karkar Island to Madang. Four native women and two native men were on board. Another woman had died and had been buried on a small atoll in the Bismarck Sea. The survivors had kept alive by eating copra, which they were carrying in the vessel, and by catching rain water.
In Madang they were admitted to the Native Hospital suffering from exposure and malnutrition. The native skipper, Medili, had become ill at the Duke of York Islands, and went ashore leaving the vessel in charge of the engine boy. Later, the ship broke down in the St George Channel, and a native rowed ashore for spare parts; on his return the ship was not in sight. In the ensuing five weeks the Calais drifted 400 miles. The boat was owned by Mr Martin Chan of Rabaul.

Apakuki Tuitavua, captain of the Fijian Rugby Union team which toured New South Wales and Queensland in July-August, 1952, returned to Fiji in December. When the rest of the team returned to Suva, Apakuki remained in Sydney to study meat inspection methods. Today he holds a major post in the Agriculture Department in Fiji dealing with animal inspection.

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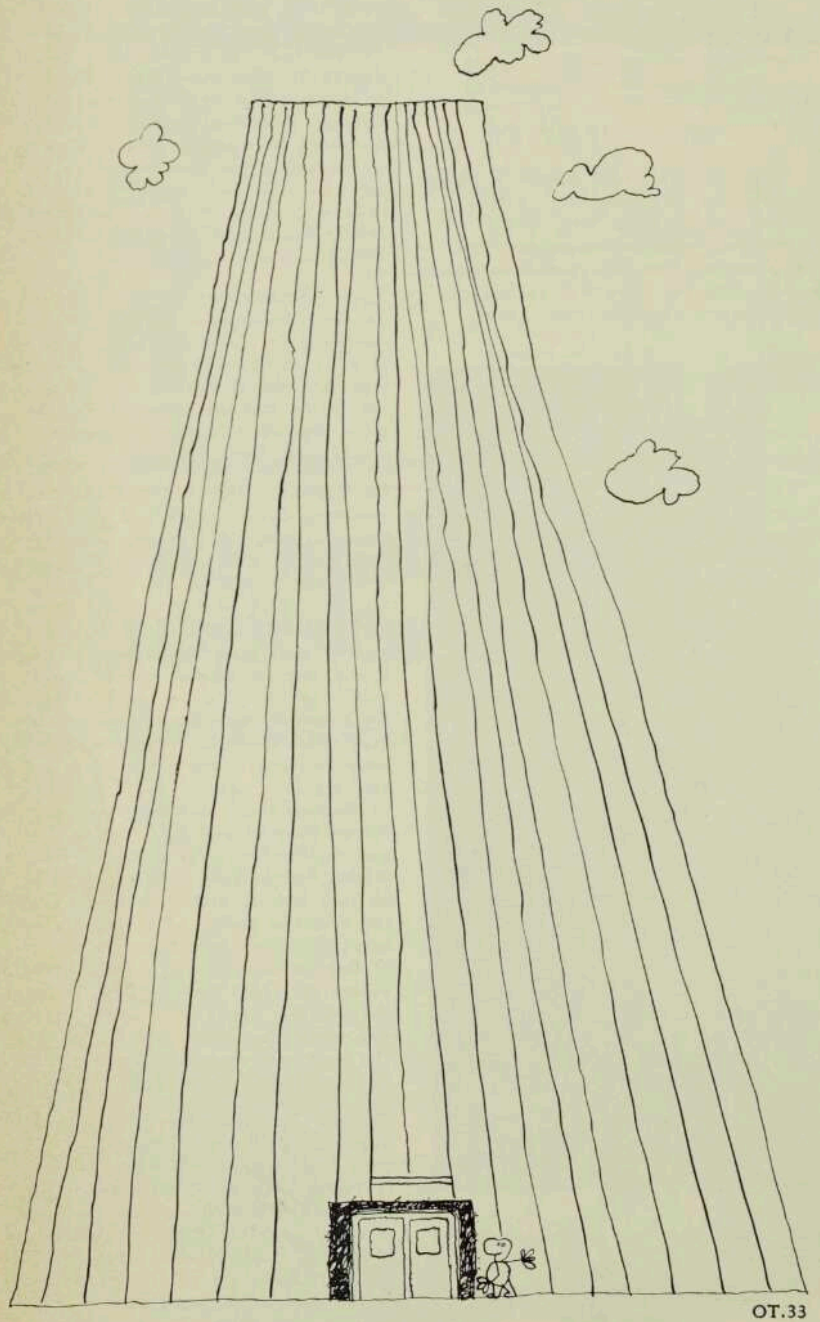

● Mr Jean Colonna, Directeur de Cabinet and Political Aide to the Governor in New Caledonia, has left Noumea after five years service. It was during Mr Colonna's term of office that the former PIM correspondent was temporarily expelled from New Caledonia and that the Australian Consul was recalled after French charges of political interference. The Noumea press reports that Mr Colonna now embarks on a well-deserved one year's holiday.

● Mr Jean Emond, Second Commissioner for France at the South Pacific Commission, has left Noumea after six years in office. In a glowing farewell speech, SPC Secretary General, Fred Betham of Western Samoa, praised the French Commissioner for his heartfelt interest in the welfare of Pacific islanders and also thanked him for his continued as-

This is Mr Joe Campbell, newly-elected president of the Defence Club in Suva. Had his name been proposed in the 1950s as president, or even as a member he wouldn't have had an earthly chance. Joe is part-European and 20 years ago he would have been blackballed if proposed as a member as one part-European was. Now things are different and all races are represented. Joe, who served as an officer with the First Fiji Infantry Regiment in the Solomons campaign during the last war, is general manager and director of Crest Mills (Fiji) Ltd.

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sistance to Mr Betham in running the SPC. France is the only country to maintain a Commissioner employed full-time attending to SPC affairs at Noumea headquarters.

● Mr M. R. Casson has taken up his post as new Australian Consul in Noumea. Mr. Casson speaks French and has held previous appointments in Ceylon, Pakistan and Yugoslavia. The new consul is accompanied in Noumea by his wife, a daughter and baby son.

● Pastor Alan White, president of the Seventh-day Adventist mission in the GEIC for the past three years, has just left for a new job as bible teacher at Carmel College in Perth, Western Australia. He's wondering if he can combine the spiritual with the temporal as he did in his six years on Aoba in the New Hebrides, where he operated the SDA's mission ship Pacifique. He did more than that. He's something of an engineer and managed to buy a bulldozer at a bargain price in Victoria. He and the bulldozer, with assistance from the locals, started the Aoba airstrip, which has just been finished, and built five miles of road and four concrete fords across rivers.

● Western Samoa's new chief justice, Mr Gaven Donne, arrived in Apia recently with his wife. He was sworn in the day after his arrival by the Head of State, His Highness Malietoa Tanumafili II, in a ceremony held at Vailima and which was attended by the Prime Minister and members of the judiciary and bar of Western Samoa.

● Rush Clark, for 13 years known to all in the travel industry simply as PanAm's man in Australia has had his official title changed. Rush remains based in Sydney under a new PanAm managerial re-organisation, but instead of being Director Executive Australia, and/or Director Sales, NSW, Queensland and ACT, he is now Managing Director for Australia, Fiji and New Caledonia. So much for a new tab!

● A new PanAm appointment is Mr Donald R. Olson who is Director of Sales and Airport Services Manager, Nadi. Mr Olson is a Yale graduate with three children who has worked with PanAm since 1955, serving in Burma previous to Fiji.

● John Huon de Navrancourt, a resident of Papua New Guinea for 20 years, has retired with his wife and three daughters to near Cairns, northern Queensland. A former lay missionary with the French Catholics on Yule Island, he joined the Department of Public Health in 1956, serving in many primitive areas of Papua. Mrs Huon was born in New Britain.

The Sepik goldfield of New Guinea, which officially came into being in the 1930s, is now little more than a memory although some of its pioneers soldier on, in odd parts of the globe. Three of them, Judy Tudor, Ted Fulton and Jack Thurston and their respective families, recently came together unexpectedly at a small village called Bevere, near Worcester, UK. Their hostess was Mrs Stewart Anton, nee Mary Fulton, who now lives in Bevere with her husband and baby daughter. The photograph, taken on that occasion, shows Ted Fulton, Judy Tudor and Jack Thurston. Mr Thurston is the only one of the group who now has interests in New Guinea.

● Mr Norman Loweth, formerly deputy Conservator of Forests in Fiji, has been appointed Conservator of Forests to replace Mr Gywn Watkins. Conservator since 1964, Mr Watkins has retired. Mr Loweth has been 22 years with the Department of Forests and is one of Fiji's longest serving overseas officers.

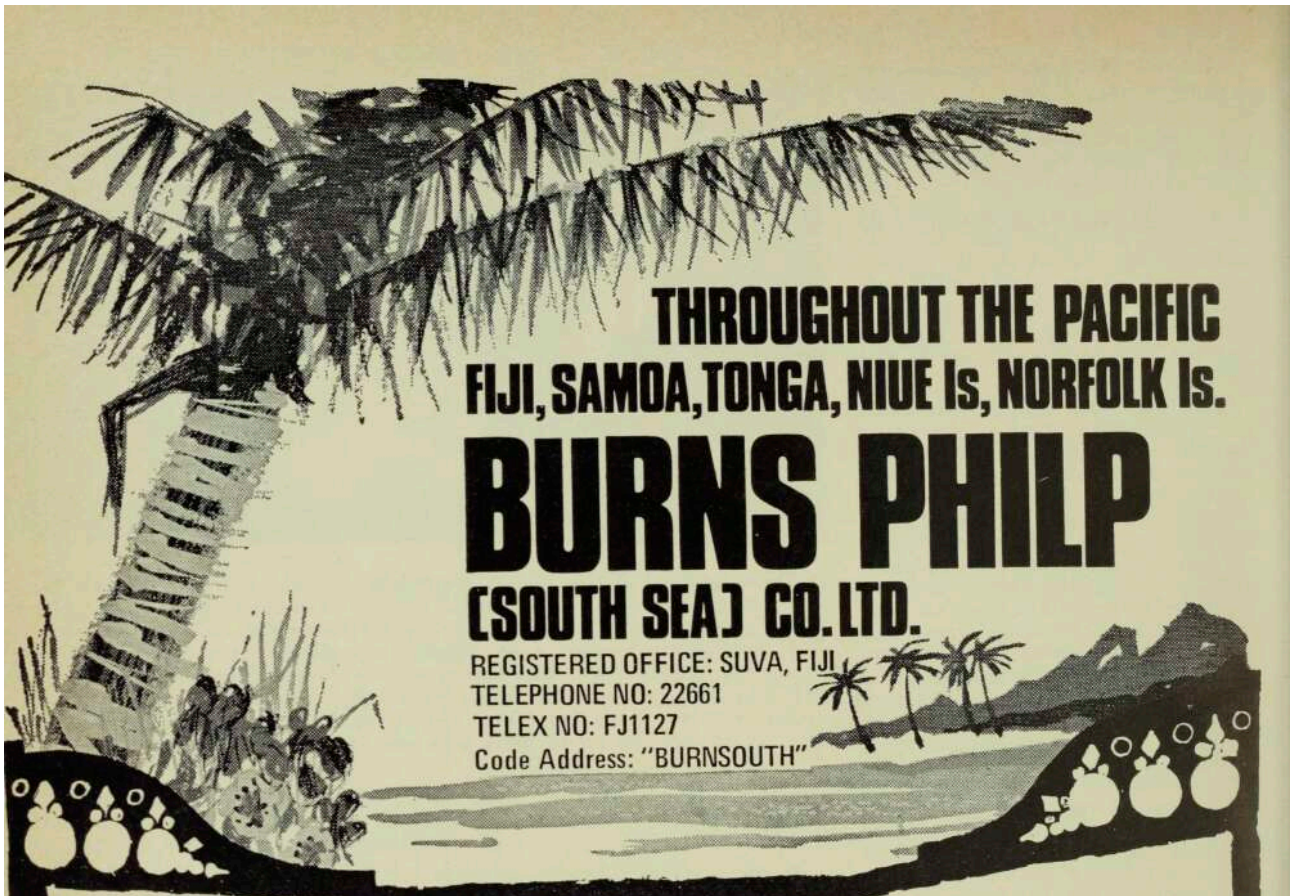
● Dr and Mrs David Williams are home in Auckland after 18 months travelling the Pacific for the World Council of Churches studying the results of Pacific seminars held over the past nine years on "home and family life". Dr Williams, formerly Principal of the Auckland Theological College, and Mrs Williams, a social worker, are now compiling a report on their findings.

● Swiss artist Kurt Pfund, now living in Papua New Guinea, held an exhibition in Sydney last November, showing 38 paintings. Most of them were sold. He recently exhibited in PNG 100 paintings in oil and acrylic from the Trobriand Islands, where he spent 4 months.

Mr Pfund was a sign-writer, before he became a full-time artist. Two books of his artwork are in production; "The Legends Of Papua New Guinea" and "Islands Of Love" visually record native life and culture, with the artist's research and thoughts on the customs and philosophies of his subjects.

● First ambition in the life of Ratu Sir Kamisese Mara, Fiji's Prime Minister, was to be a doctor and it was with regret that he left the University of Otago in New Zealand's South Island, where he was studying for a medical degree, and went to Oxford to begin a career which has landed him in the dominion's top political position. But part of his ambition will be achieved. He's going back to Otago shortly for a degree, an honorary doctorate in law with which his old alma mater has decided to honour him.

● Welshman Mr Gwynfor Bowen-Jones, chairman and chief executive of Bookers Sugar Estates in Guyana, has been chosen for the top job in Fiji's sugar industry, that of chief executive of the Fiji Sugar Corporation, which carries a salary of $25,000 a year and probably a few headaches. But his appointment was on a firm political basis. He was picked by Mr Doug Brown, Fiji's Minister for Agriculture, and Mr K. C. Ramrakha, of the National Federation Party, who interviewed Mr Bowen-Jones in London along with a consultant who, presumably, would have had the casting vote in any deadlock between the two Fiji politicians. As it was, the choice was unanimous. The new sugar boss, who takes over next year when the sugar industry passes into Fiji's ownership, was with the Colonial (now Commonwealth) Development Corporation for 12 years before joining Bookers in 1962.



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Book Reviews

PACIFIC HISTORY MADE EASY – AT ONLY 25c A YEAR

Historians, journalists, students and such like embarking on books, articles or theses on any aspect of Pacific history are perennially confronted with the same problem: how to find what material exists on their chosen subject?

In the case of printed material, the problem has been largely solved in recent years by the appearance of detailed bibliographies on many of the Island territories, as well as by the bibliographies of current publications that appear annually in the Journal of Pacific History and the Bulletin de la Societe des Oceanistes.

But what about manuscript material? How do you discover the whereabouts of, say, the journals and correspondence of the early London Missionary Society missionaries in Samoa? How do you find out whether any papers of, say, Sir Arthur Gordon of Fiji or Sir Hubert Murray of Papua, have found their way into a public repository somewhere?

In the case of documents deposited in libraries in Australia, the thing to do is to consult the somewhat misnamed Guide to Manuscripts Relating to Australia, or the Catalogue of Manuscripts of Australia and the Pacific, in the Mitchell Library, Sydney.

But until a few weeks ago there was no simple way of finding out what was where in Great Britain. In fact, Great Britain was the despair of any would-be Pacific historian.

Now, however, there is a magnificent guidebook of 697 closely printed pages entitled Manuscripts in the British Isles Relating to Australia, New Zealand and the Pacific. It is the result of eight years of Herculean labour by Miss Phyllis Mander-Jones, a former Mitchell Librarian, and several assistants, sponsored by the National Library of Australia and the Australian National Univeristy.

Miss Mander-Jones' volume lists and briefly describes every manuscript or collection of manuscripts on the area it covers in every conceivable repository from Land's End to John o' Groats, and from Ulster to County Cork, for the definition of 'British Isles' in her title includes the Republic of Ireland.

The repositories alone make a formidable list. They include such obvious places as the British Museum, the India Office Library, the Methodist Missionary Society and the Public Records Office, as well as many totally unexpected ones such as the Dorset Military Museum, Dorchester; David Salomon's House, Tunbridge Wells, Kent; and the Manx Museum, Douglas, Isle of Man.

In London alone, the Australasian and Oceanic contents of no less than 98 repositories are listed and described, and in each case there is also a brief description of the repository itself.

Miss Mander-Jones' volume is an essential tool for anyone planning detailed research on any of the subjects it embraces. It is also a fascinating book just to browse in.

Who would have guessed, for example, that the British and Foreign Bible Society would still have the manuscript by King Pomare II of Tahiti of his translation into Tahitian (c. 1820) of St John's Gospels and part of the Acts of the Apostles?

How else could you readily find out that the British Museum has a letter, written in 1880 by John Hill, of Rabi Island, Fiji, in which he reported the death of his Sydney partner and announced that he would probably have to sell his share in that island?

What, you may wonder, would you be likely to find in the journal (in the National Maritime Museum, Greenwich) of Admiral Sir Phipps Hornby, commander of Britain's Pacific Squadron in 1847-49, which, according to the guide, mainly concerns South America, but also contains entries relating to Hawaii, Samoa and Tahiti?

And what untold secrets might there not be in a baldly-described Public Records Office item such as: Adm. 172/3, 1845-57, Navigators',

THOSE SPARKS ARE STILL FLYING

Back in December, 1962, PIM published a story (p. 38) entitled 'Sparks Fly Over Those Old Polynesian Voyages'. It recorded the publication, in the Journal of the Polynesian Society, of a symposium on what was then a virtually heretical theory put forward by the New Zealand scholar Andrew Sharp.

This was that the islands of the Pacific (particularly Polynesia) had **not** been settled by bold navigators who deliberately set out to discover homelands new, but, rather, that they were mainly settled by hapless canoeloads of people who were blown from one island to another.

The JPS symposium created so much interest that the Polynesian Society republished it in book form in 1963 under the title Polynesian Navigation.

That volume has long been out of print. But the sparks are still flying over Andrew Sharp's theory—David Lewis' book, We, the Navigators (reviewed in PIM, Sept., p. 77) being a recent example of its scintillating aftermath.

In the circumstances, the Polynesian Society has done Pacific scholars a service by bringing out a new edition of Polynesian Navigation. It is exactly the same as the previous edition except for a new foreword by the editor, Jack Golson, and a select bibliography of writings on Polynesian navigation that have appeared in the interval. The contributors to the symposium were G. S. Parsonson, Captains G. H. Heyen and Charles Bechtol, and G. M. Dening.

(POLYNESIAN NAVIGATION. Published for the Polynesian Society by A. H. and A. W. Reed, Wellington and Sydney. $3.95).

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Friendly and Fiji Islands, Correspondence and Reports?

Without ever looking a manuscript up, you could browse for days through Miss Mander-Jones' volume. Or if you could manage it, you could browse for a hundred years, for the publishers claim that the paper in the book is made to withstand about a century of solid wear.

At that rate, the cost of the book ($25) works out at only 25 cents a year, which is a cheap investment for any person or library with a bent for Pacific, Australian or New Zealand history.—*Robert Langdon.*

(Manuscripts in the British Isles relating to Australia, New Zealand and the Pacific. Edited by Phyllis Mander-Jones. Australian National University Press, Canberra. $25).

More to Indonesia than Bali beaches

Australia's peripatetic writer of king-size travel books, Colin Simpson, has gone into mini-size for his latest: Bali and Beyond. This probably indicates nothing more serious than Indonesia's rating in the world of international tourism.

In this reviewer's opinion, the Beyond section of the book, covering Java, Sumatra and a brief look at Celebes, is more interesting than what he has to say about currently "in" Bali.

In writing about the latter, the mantle of the late Frank Clune appears to have rested at times on the Simpson shoulders. The result, in parts, seems to be free advertisements for Garuda International Airways (on which he travelled), the Bali Beach Inter-Continental Hotel (where he stayed), and Bali Golden Tours (with whom he travelled further afield).

Author Simpson writes for the carriage trade in travel. No nonsense about Bali (or Spain, Greece or Russia, for that matter) on $5 a day. After a hard day's sightseeing he believes (with the majority of tourists including one J.T.) in coming back to a hotel equipped with 1972-type conveniences.

However, from what he says, these come pretty high in Indonesia, even on accepted international standards. Double room rate at the Inter-Continental was $24 a day plus a whopping 21 per cent service charge and tax.

Bali and Beyond dispenses the usual Simpson brew of practical details, as above, with bits of history, cultural notes and personal experiences.—*Judy Tudor.*

(BALI AND BEYOND. Angus and Robertson, Sydney. $4.95).

ON FALLING HEAD OVER HEELS FOR FIJI

According to some old sage, the easiest way to learn a language is to sleep with it. By the same line of reasoning one might say that the best way to get a slant on a new country is to have a tender, loving interlude with one of its inhabitants.

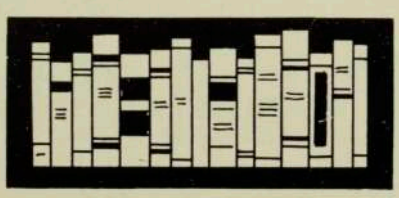
This is what Sheree Lipton did in Fiji and her story-picture book, Fiji, I Love You, Full Speed, certainly has piquancy as a result.

Young and American, Sheree is obviously a girl of the make-love-not-war persuasion and sometimes sees through rose-coloured glasses. But although you may not share her admiration for Fiji's Leader of the Opposition as an orator, may know the gaps in her history of the Hennings family, and fail to see the Banabans of Rabi as quite the outraged victims or wicked British colonialism as she makes out, even the biggest fuddy-duddy reactionary will have to admit great warmth in her light-hearted story.

Of her attachment to her handsome Lauan, Lepani, she says: "It is not easy for an author, especially a woman, to write about an intimate part of her life in a non-fiction book. . . . Yet I could not honestly write about the Fijian without admitting that much of my personal knowledge came from an intimate relationship with one in particular."

But Lepani is only a small part of her book which, first to last, is about people. She is a great adventurer and takes off at the drop of a hat on horse-back, canoe, small ship or bus in order to reach some precarious objective. But island or inland, village or city, the scenery is always incidental to her encounters with those she meets along the way, head-on and with exuberant enthusiasm.

Fijian villager, Indian cane-farmer, witch-doctor, fire-walker, preacher, teacher; a sleeping mat shared with others; a one-room flat in Suva with



Sheree Lipton, against a background of her beloved Fiji.

Lepani and umpteen of his relations; domesticated rats at Keiyasi, at the top of the Sigatoka Valley; bed-bugs in Lau; cold taro for breakfast. This is Lipton Fiji, written about with such gusto that it sounds romantic even to someone who did pioneering long ago and now, Fiji-wise and otherwise, prefers a $16-a-night room with bath, at Travelodge.

Sheree arrived in Fiji by accident —a four day wait in Suva for a plane to Tonga where she had a commission for coloured photographs. She was not enthusiastic about the city and, with a change of clothing, her cameras and a ukelele, took off by bus for the top of the Sigatoka Valley to see "real village life".

The four days eventually stretched into many months, the end result of which is this book in which she tells it as she saw it.

Even the title is typical. It came from a young Fijian of Fulaga Island who had taken her skin diving. "We were out at sea, rowing back to shore after running out of petrol for the outboard motor," she says. "His eyes goggled at me and he said 'Man—I love you full speed.' I got so hysterical I almost fell out of the boat. 'That's it, that's my title,' I cried. What he had just said were the words I was searching for."

The book is illustrated with scores of her own professional colour shots —all but a few of them of people, not places.— *J.T.*

(FIJI, I LOVE YOU, FULL SPEED. Seven Seas Publishing Pty Ltd. NZ price $8.50).

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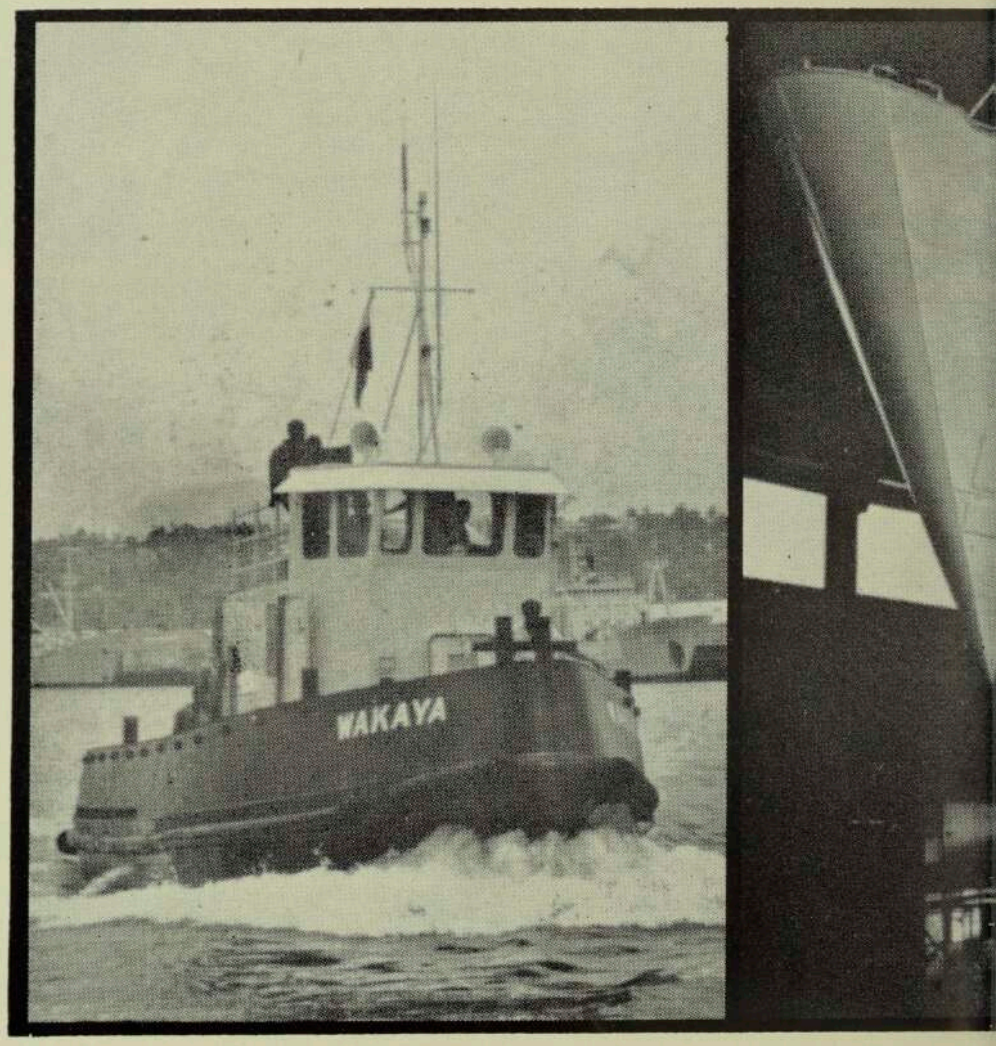

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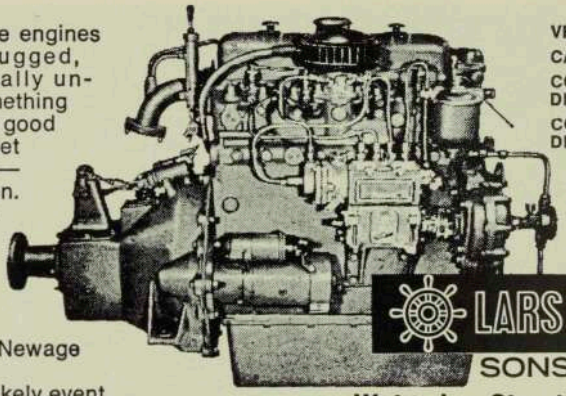

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Pacific Shipping

LASH service to South Pacific

Exports from South Pacific Islands to some of the major markets of the world may soon be carried in LASH (lighter aboard ship) containers. Pacific Far East Lines plans to start, in March, a LASH service from the American west coast (Canada and the US) to New Zealand and Australia via Papeete and Pago Pago. These ships will replace the existing service, which is operated with conventional cargo ships.

Mr James T. Enzensperger, of Yokohama, Pacific representative of PFEL, recently spent some time in the South Pacific surveying port possibilities for LASH. The survey included Suva, as well as Pago Pago and Papeete, but excluded a number of other ports.

Asked if other groups such as New Guinea, New Caledonia, New Hebrides and the BSIP would get the benefit of LASH services, he said: "We have just not considered them. We have enough problems getting started. But that does not mean we will not go to other ports".

Even though PFEL has had experience with LASH ships, having introduced a service to the Near North (of Australia) about 15 months ago, Mr Enzensperger said there would be a lot of growing pains with the South Pacific service. The system is flexible enough to allow ships to unload containers at wharves, or quickly change cargo from the containers to lighters and unload in the harbour if there was berth congestion. The lighters are then sailed to the wharf.

The crew then leaves the loaded lighters and returns to the carrier ship with lighters left from the previous voyage. These lighters may be full or empty. Mr Enzensperger said a LASH carrier need spend only four or five hours in a port like Suva.

He emphasised there was no intention anywhere of removing work from the waterfront. The containers, whether landed by lighter or direct from the ship, would be handled on the waterfront by traditional labour.

Asked what cargo could be picked up in the Pacific for major markets, he said logs could be loaded at Pago Pago for the US. Fiji was not yet on the LASH schedule, but if and when she was, PFEL would look at carrying sugar to Canada from Lautoka, and fish to Japan and the US from Levuka. The lighters, after they were unloaded at Suva, could be towed to Lautoka and Levuka, and loaded at leisure.

In Papeete, the LASH vessels will have the option of anchoring in the stream or going alongside. In Pago Pago they will have to go alongside because the harbour is too deep for anchorage. However, as the carriers are 820 feet long and the wharf is only 400 feet, there will be a big overhang. This will not create any unloading problem if cargo is in the overhang as a mobile shipboard crane has access to all cargo areas.

The lighters can carry up to 360 long tons of cargo.

PFEL has six LASH vessels—Thomas E. Cuffe, Golden Bear, Pacific Bear, Japan Bear, China Bear and Philippine Bear. Thomas E. Cuffe and Golden Bear will probably make the first runs to the South Pacific. There will be a service about every 25 days.

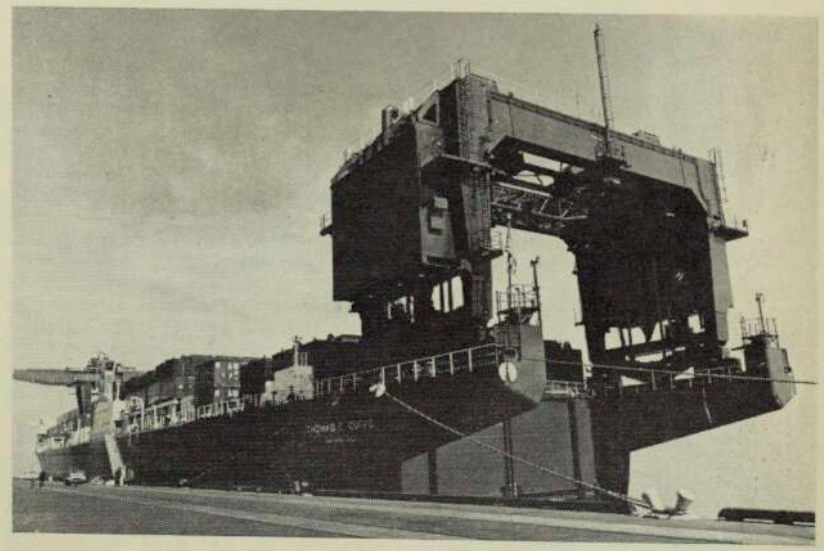
Regional line a step nearer realisation

A switch of ships by the Pacific Navigation Co Ltd, of Tonga, could be the first move in the establishment of a regional shipping line. Captain C. H. Hill-Willis, general manager of the line made this forecast to PIM in Sydney in December just after he had completed arrangements to charter the Safia from Karlander.

The Safia, to be renamed Tauloto, will replace the Tauloto, which was chartered as the Island Chief from the China Navigation Co about a year ago. The line may buy the latest Tauloto—Captain Hill-Willis was uncertain whether it would finally be a purchase or a charter; but he was sure it would fly the Tongan flag.

He said the line required a modern vessel for the service which operates monthly from Nukualofa, taking in Apia, Pago Pago, Suva, Lautoka and Sydney. The ship being replaced was a good ship, a sideport loader, but not quite up to modern needs. Full advantage could not be taken of the sideport loading facility unless the ship was actually alongside.

Captain Hill-Willis said he did not think the Union Steam Ship Co of



The Thomas E. Cuffe, a Pacific Far East Line LASH carrier showing the large heavy duty gantry crane.

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In trade and as a mecca for tourists, Fiji is growing in importance. For businessmen, travellers, students and others who want to keep abreast of events, the fourth, 1972 edition, of the Handbook of Fiji is an essential guide.

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NZ Ltd proposals to introduce Tarros class vessels to the New Zealand-Pacific Islands service would materialise. Nor would a proposal made by a San Francisco company. He also thought the Tofua would cease operating to the Pacific Islands in April.

Pacific Islands governments, particularly Fiji, had made it quite clear they wanted a regional line. Tonga intended to go ahead. "We have a viable ship and we have the personnel," Captain Hill-Willis said.

Captain Hill-Willis also said there was a misconception about union opposition to a regional line. The NZ Seamen's Union would not object to a shipping line, flying the flag of its own country and operating from there to NZ and back. What that union, and also the Australian Seamen's Union objected to, was ships flying the flag of another country, using Australia or New Zealand as a base and not going near their own country.

He had discussed that question with Mr W. Martin, secretary of the NZ Seamen's Union. Mr Martin had told him there would be no objection to a Tongan ship, flying the Tongan flag operating from Tonga to NZ with Tongan produce, and returning to Tonga with NZ goods.

THE TROUBLES OF FIJI MARINE SYSTEM

Faults, real and imagined, are many in Fiji's marine system. The Fiji Ports Commission of Inquiry heard of them from Levuka, Labasa, Lautoka and Suva. Reading between the lines it is apparent that the new wharves built at Lautoka and Suva in the early 1960s were obsolete before they were officially opened.

Levuka used a thriving fishing industry as a lever for upgrading of port facilities. The Pacific Shipping Co Ltd fleet is expected to rise to 68 in 1973.

The Levuka-based fishing industry has grown spectacularly, but practically unnoticed alongside mushrooming tourism. The 1971 catch was worth $5 million. Final figures were expected to show a catch worth $8 million from more than 12,000 tons in 1972, while in 1973, the catch is expected to reach more than 15,000 tons, worth more than $10 million. Fishing now rates next to sugar as a leading export industry.

Labasa organisations sought to have Labasa declared a port of entry. This would help to cut trans-shipment costs. As it is, a number of ships call at Malau, near the mouth of the Lagui River to load sugar and timber, but they arrived empty. All Vanua Levu would benefit from lower costs if these ships were a to unload at Malau instead of ports of entry.

Lautoka's main complaint about time lags in clearing cargo obtaining documentation for it. general manager of the Pacific Lu ber Co, Mr David Price, said once spent three days on the t phone trying to find the right mar allocate berthing for a tug and barge due to arrive from Kad with timber.

He said Customs officials "pas the buck" from one to another w their aid was needed.

Lautoka handles more of F exports than any other Fiji p There were complaints in 1961, w it was finished (it cost $3 milli that facilities were inadequate. Custom House Agents' Associa submitted three main complain heavy pilferage, chaotic storage, slow cargo deliveries.

Mr Don Aidney, a well-known businessman, and a director of liams and Gosling Ltd, stevedc etc, was critical of cargo hand at both Suva and Lautoka. He vocated a port authority, indepen of the Marine Department, to cargo handling at both ports ou the hands of private contractors.

There was a lack of incentiv the present system, under which large merchandising firms were agents and stevedores. Large porters used their import tonnag get agency and stevedoring contr With little fear of losing the tracts, inertia crept in, and attitude filtered down to labour.

Mr Aidney said sugar would bulk loaded in a few years, in of high capital cost for equipr and a social problem—elimin work for many rural Fijians. T Fijians had little chance of fin other work.

Modern ships required bulk ing to operate economically. had to be loaded quickly becaus high charter rates.

Suva stevedores were criticise the secretary of the Copra Board Tony Moore. He blamed the cost of handling copra on thei different work—unloading the c ships from the outlying islands smoke-o, *talanoa* and half a bu of yaqona. Other slow work h to raise the cost of handling cop Suva alone to $5.31 a ton. In the cost was $3.85 a ton.

Pilferage was another matte receive attention. It is rampan some wharves, because of lac supervision and long delays in g ing cargo, said Mr Geo O'Meagher, Fiii manager of Guardian Royal Exchange Assu

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group. He considered pilfering costs ran into tens of thousands of dollars each year. Pilfering helped to send up insurance premiums. To meet the higher premiums importers passed on the cost to customers.

THREE 'SAVED' IN FIJI SALVAGE WEEK

It was "salvage week" in Fiji at the end of November when three grounded ships were refloated. One of the ships "saved" was the Tata Siddhi, a shrimp catcher, which went aground on Motualevu Reef, near Laucala Island, during hurricane Bebe. She was refloated by the Salmar, which towed her to Suva. The Tata Siddhi had a slightly damaged hull.

Another Bebe victim, Rebel, a barquentine, was towed off a mudbank near Lautoka. A Marine Pacific tug took three days to haul the Rebel 500 feet over the mudbank to deep water. The Rebel, with minor hull damage, was towed to Suva for repairs.

The Tae Yang 116, a Korean fishing ship, which went aground on Nasilai Reef, near Suva, early in September, was towed off by another Marine Pacific tug. Her hull was badly damaged, but the interior of the ship was in fairly good condition.

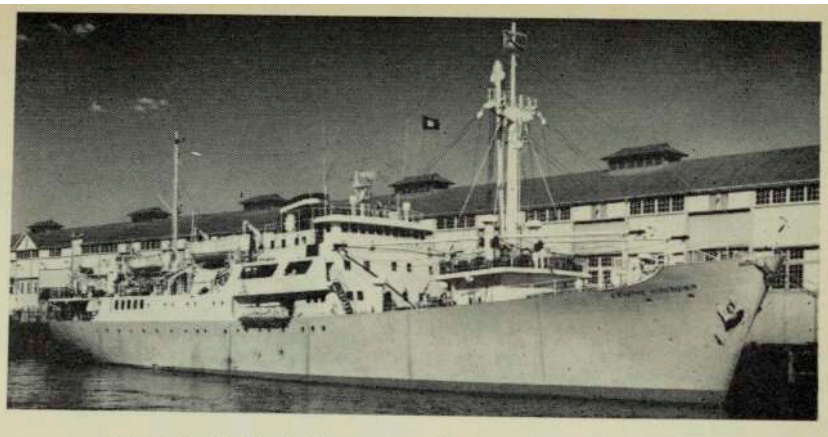
The crew of the Salmar, after towing the Tata Siddhi to Suva, then went out again to try to tow the Tata Jyoti, a sister ship of the Tata Siddhi, off a reef near Nasilai lighthouse, where it was blown during the hurricane.

CARPENTERS' SHIPPING LOSS IN FIJI

A hardy annual, which appeared with monotonous regularity in the Burns Philp chairman's report for many years, and which eventually led to the "old firm" selling its merchant fleet, may spread to W. R. Carpenter Holdings Ltd. This was lack of profits. For years, Burns Philp ships, operating from Sydney and Brisbane to Papua New Guinea, Norfolk Island, the BSIP and the New Hebrides, lost money.

Now, in Fiji, Island Transport Ltd, a Carpenter subsidiary, may replace two inter-island ships, the Komaiwai and the Ai Sokula, with tugs and barges. Island Transport Ltd lost $71,061 in the last financial year, and sold one of its three ships. Now, to return shipping to profitability, a change to tug and barge operation is essential, the company says in the annual report.

Fiji won't be the same without a Komaiwai or Ai Sokula under the



Nauru Pacific Line's Cenpac Rounder in Sydney in December.

Carpenter flag, although those familiar names could be given to the smaller boats.

USS CO—THE PHILANTHROPIST

The Union Steam Ship Co of NZ Ltd will continue to act as a philanthropist on services from New Zealand to Fiji, Tonga, Niue and Samoa. It will absorb continuing losses rather than increase freights.

Sir Peter Abeles, chairman of the USS Co, announced recently in Auckland that the loss on the service was about $300,000 a year. There were two ways to overcome the problem: (1) Keep the present old ships in service and adjust prices; or (2) bring new ships into service in conjunction with Islands governments.

The latter policy would be the obvious course in view of a previous offer, and because of the interest several Islands governments have shown in setting up a regional shipping line.

NEW VESSELS FOR NAURU-PACIFIC

The Nauru-Pacific Line took delivery of a fourth passenger vessel, the Cenpac Rounder (3,196 GRT) in December (see PIM, November, p. 88).

She was to sail on December 30 on the first of her planned inter-island itineraries serving Kusaie and Ebeye in the Carolines, Majuro (Marshalls), Tarawa (Gilbert and Ellice Islands), Funafuti, Suva, Honiara (Solomons) before returning to Nauru. The round-trip is expected to take 29 days.

Cenpac Rounder has accommodation for 50 berthed passengers, and 56 deck passengers, and a crew of 35. Cargo capacity is more than 96,000 cu ft general, and 4,500 refrigerated. The Master is Captain A. Kroese, formerly of the Nauru-Pacific Line's Enna G.

The new bulk carrier Kolle D was launched in Osaka on December 9 for Nauru-Pacific Line. The ship is designed to carry all types of bulk cargo, as well as phosphate. Her first voyage after delivery on March 31, 1973, will be with a load of Nauru phosphate rock for Australia.

BUSY PNG PORTS

Cargo handled in Papua New Guinea ports rose by an average of 20 per cent a year between 1967-68 and 1971-72. At Rabaul, the biggest port, in 1971-72, 684,000 tons of cargo passed over the wharves, of which 455,000 tons was loaded. The tonnage loaded was 75 per cent more than the next largest loading.

Kieta, the fastest growing port, is still an importing port, and it received 447,000 tons of cargo in 1971-72. Lae handles a huge amount of cargo for a number of widely scattered centres, and in 1971-72 it received about 361,000 tons of cargo. Between 1967-68 and 1971-72 the annual growth rate of cargo handled at Lae was about 20 per cent.

Port Moresby also handles a lot of cargo, mostly imports. The amount handled in 1971-72 was 485,000 tons, of which 376,000 tons were unloaded.

NAURU BIDS FOR BIGGER ROLE IN GEIC

Nauru's President Hammer DeRoburt was an esteemed visitor to his "cousins" in Tarawa, capital of the GEIC, in November. He arrived in the Nauru Pacific Line's Eigamoiya and was given VIP treatment, a ceremonial welcome by the old men of Eita, and called on the Governor, Sir John Field.

His real business, however, wasn't social but shipping. He had talks at Bairiki on two matters. One was over the arrangements for shipping GEIC workers to and from the phosphate works on Nauru. The other subject was the future of the present "tem-

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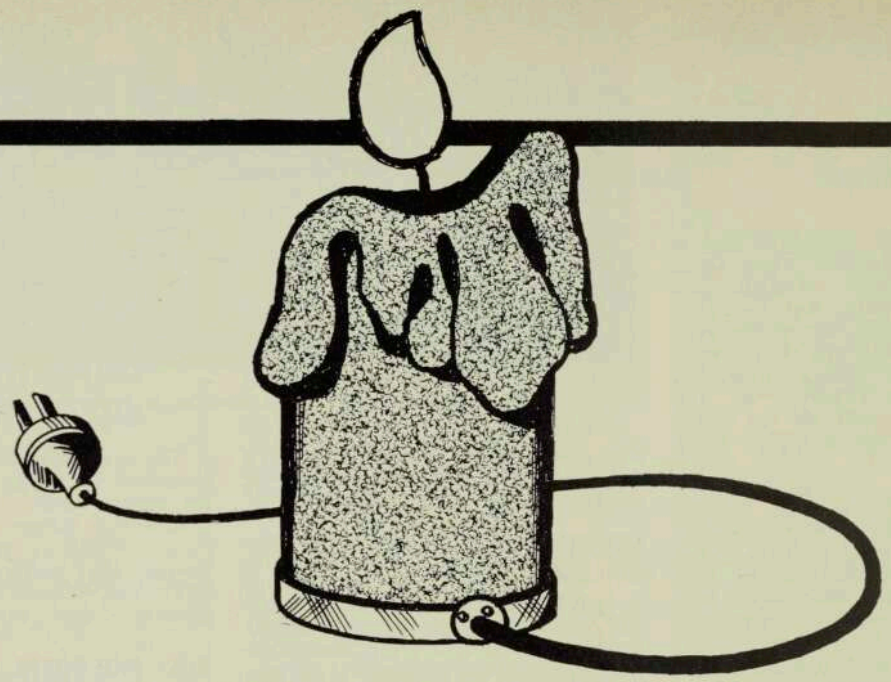

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porary" service operated to Tarawa every six weeks by the Eigamoiya. So far this is on a trial basis. President DeRoburt, looking for more work for the Nauruans' shipping line, wants it on a permanent basis.

And the latter subject is exercising the attention of Columbus Shipping Line, GEIC's one regular sea link with the outside world. GEIC, one of the most isolated territories in the world, wants all the links it can get. It thinks its communications could be improved but there's no room for two shipping lines.

One will have to go. President DeRoburt wants his to stay. Columbus, with big plans for the future, doesn't want to be pushed out either. Next March, Columbus will launch its first container service from Australia and New Zealand to the West Coast of the United States, similar to the one already operated from Australia and New Zealand to USA's East Coast. It is planned to continue calling at Tarawa and, in fact, giving the Gilberts an improved service through the containers but there's one difficulty —how to get the containers onto the wharf.

At first there will be three fully cellular 12,000-ton dwt container ships, two operating in the first quarter of next year and the third later in the year. They have been chartered by Columbus's parent company in Hamburg and are equipped to meet the requirements of the Australian trade with the United States. If the trade develops, Columbus will build its own ships.

Each ship has 400 containers of which 140 are refrigerated, and each carries a gantry crane so that there will be no problem getting the containers off the ship and on to the lighter barges. The problem will be to lift them from the barges to the wharf but Columbus's man on Tarawa, Captain J. F. Roubal, manager at present of the South Pacific Marine Service there, thinks there's a solution.

The big advantage to the GEIC, he said, was that with containers giving a much quicker turn-round, Columbus could have a ship in Tarawa every 19 days which, with a shortage of refrigerated space on Tarawa, is something to think about. Unloading would take only six to eight hours instead of days as at present.

This could be the decider between the rival services but there's another consideration. The Gilbertese and the Naururans are kith and kin.

SHIPPING BRIEFS

● Pacific Islands visited by P and O liners on holiday cruises should benefit from a decision to cut down the number of line voyages from the UK to Australia in 1973. A cutback from 14 to four voyages will enable P and O to concentrate on cruises. Four of the company's 11 liners will cruise from Australia to the Pacific Islands. Worldwide, P and O expects the new policy to increase the number of berths for cruise passengers to 200,000, compared with 150,000 in 1972.

● The Flotta Lauro Line has withdrawn from the Pacific because of competition from airlines. Two 24,000-ton liners, Angelina Lauro and Achille Lauro, will now operate Caribbean and Mediterranean services. But Flotta Lauro ships will return to the Pacific if passenger traffic improves. The line has been in the Europe-Australia-New Zealand service for 25 years.

● A South Korean sampan is still fast on a reef near Flower Pot Island, American Samoa, where she went aground two years ago. A recent attempt by two tugs, the Talitaga and Tatoso, to pull her off, failed. After the cable attached to the Tatoso parted, the tugs tried to pull the sampan off in tandem. It has not yet been decided if another attempt will be made.

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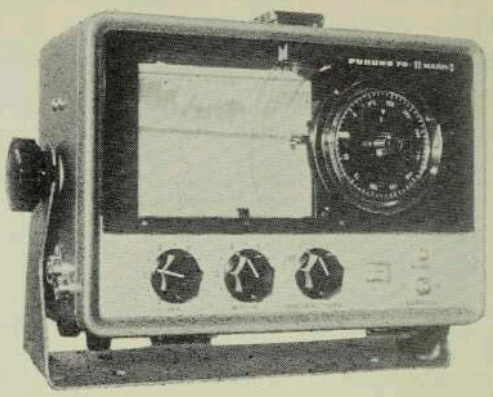

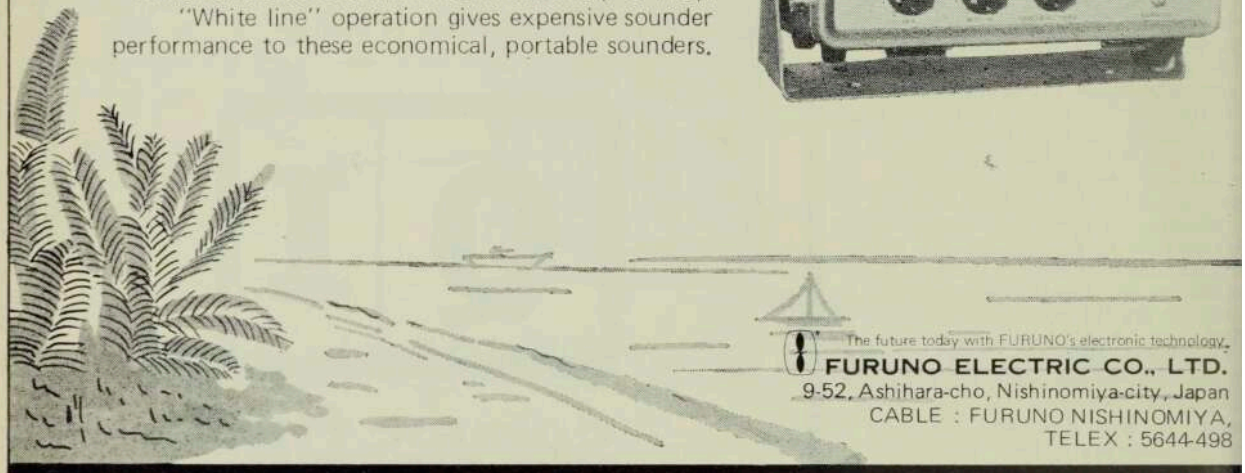

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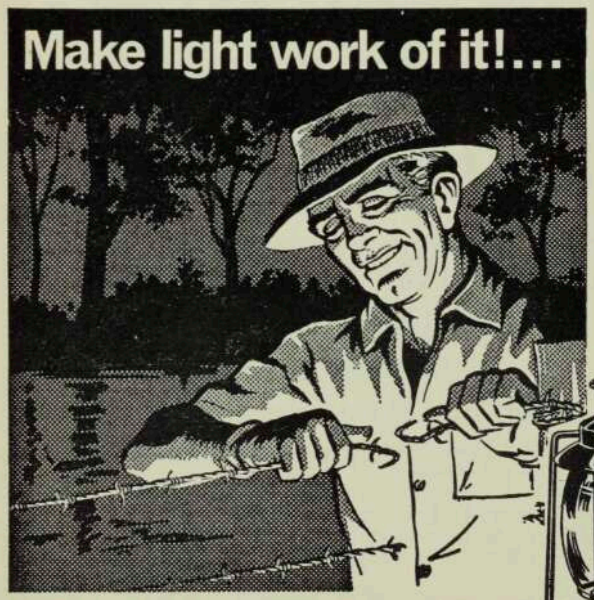

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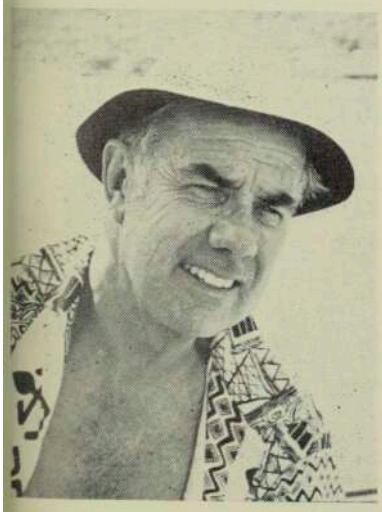
Cruising Yachts

● *STORMVOGEL*, 73 ft ketch made Port Moresby an overnight stopover in early November on her way to Singapore.

● *WHITE BIRD, SHI-BUI, TIARE HINANO, PANDEMONIUM* and *VALAURANNE* left Port Moresby November 16 to sail to Samarai and beyond. *Pandemonium*, 54 ft ketch with Keith and Veronica McCarthy, *Shi-Bui*, ferro sloop, with Bryan and Lynn Cooper, *Valauranne*, trimaran with Ray and Val Goldston, and *Tiare Hinano*, ketch, with Bob and Robin Darragh were at Marshall Lagoon November 24, intending after Samarai to go island hopping in the Louisiade Archipelago, then to Rabaul.

● *TINGIRA* is the original 45 ft Crowther design Malstrom trimaran from Melbourne. On November 19, she arrived in Port Moresby from Cairns with George (Moses) Reid, his sons Bruce and David and navigator Pam Cahir on board. George told PIM that they had a terrific run from Cairns.



Captain Ernest Kettenhofen, former master of the Matson passenger liner Monterey, headed a California volunteer crew sailing the racing yawl Baruna from Fiji to San Francisco. She was recently donated to the California Maritime Academy Alumni Association by John W. McIntire (PIM, Dec., p 91). The volunteers arrived in Suva just in time to experience the violence of hurricane Bebe. Baruna survived the big blow, but not much later, in early November, had to return to Pago Pago en route for Honolulu, with electrical trouble.

● *PETER PAN*, 36 ft Nicol design Cavalier trimaran was built in Lae. She had been in Rabaul for some time when Reg Lincoln and his daughters Debbie and Karen set sail for a short cruise to the Trobriand Islands and Samarai and on to Cairns where Karen left to join another yacht. *Peter Pan* then came up the coast to Thursday Island and over to Port Moresby. She arrived in late November.

● *TIARE*, 32 ft red steel sloop from Antwerp, Belgium. After sailing up the Queensland coast to Thursday Island, *Tiare* then sailed to Darwin. But as it was too late to cross the Indian Ocean, she returned to Thursday Island then came on to Port Moresby to arrive in late November. Paul De Smet, his wife Vaea Tanetoa, who is a Tahitian, and their son Paul Junior plan to sail on to Singapore from Port Moresby.

● *KAREELAH*, 35 ft trimaran and *KORONG*, 39 ft ferro-cement yacht arrived back in Australia after a successful cruise in Papua New Guinea waters.

● *KRATTLE*, 32 ft modified John Hanna design, is now in Honolulu, Hawaii, after making the passage from San Francisco, California, with skipper Tom Hewatt and a crew of eight. The cutter-rigged modification to John Hanna's renowned Tahiti ketch "handled superbly the entire trip and self-steered 90 per cent of the way." *Krattle* is one of the largest productions from Dreadnought Boatworks in Carpinteria, California, which is building fibreglass hulls to John Hanna's 50-year-old design.

● *KINDRED SPIRIT*, 38 ft ketch, departed Kwajalein November 4 for Ponape after repairs were completed. An encounter with typhoon Nancy had necessitated a distress call at Kwajalein Missile Range. Typhoon Olga, in late October, caused a one-week delay in the repairs, which included unstepping and re-glueing the mainmast, extensive rewiring, and replacing part of the standing rigging. Skipper Bruce Tavernetti, crew Attilio Grillo, and ship's cat Billikins were eager to put to sea again after their three-week stop at Kwajalein. Bruce and Attilio expressed appreciation for the assistance provided by the personnel of the normally off-limits base. *Kindred Spirit* was escorted to the pass out of the lagoon by Commodore Thom Nelson of the Kwajalein Yacht Club and a crew of well-wishers.

Kindred Spirit

Kindred Spirit was stranded on the reef off Ponape November 11. A passing fisherman towed her off, undamaged. Billikins disappeared two days out from Ponape when *Kindred Spirit* was under power with the sails up. Attilio guessed the cat was playing with the loose headsails and fell into the sea. The engine noise prevented any sound from being heard. Just off the Ponape reef, a 30-ft whale escorted the yacht. Bruce was concerned, but the whale didn't get closer than 100 yards and left when they neared the channel.

● *KARLOO*, 30 ft bilge keel sloop from Australia, arrived at Whangarei, New Zealand from Suva on November 24. On board were owners Geoffrey and Ruth Goodman who had spent most of the winter cruising the western waters of Vanua Levu, from Labasa to Savusavu. Few foreign yachts ever go up the Labasa River to the town. Also, *Karloo*, according to the local people, was the first foreign yacht ever to sail up the Dreketi River, the deepest in Fiji.

● *PAGAN*, brand new 37 ft racing sloop arrived at Rarotonga on November 7 from Auckland with skipper Gerry Booth, Kimo Lyman, Keith Eade, Jackie Minnit and Gary Limbaugh on board. *Pagan* was built in Auckland and was launched early last October. The sloop left Rarotonga on November 9 for Tahiti and

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Hawaii. Mr Booth and his crew intend to take part in next year's Trans-Pac race and they will first sail to the US.

● *NADEGE,* 41 ft sloop, also arrived at Rarotonga on November 7 on a delivery voyage from Auckland to Tahiti. On board were the yacht's owner, M. Daniel Tardieu, skipper Jack Allen who is Commodore of Auckland's Royal Akarana Yacht Club, Ron Gomas and Miles Cross. All the crew are New Zealanders. *Nadege,* a ferro-cement vessel, was built by Ferrocraft Marine and was also launched early last October. Heavy weather and rough seas forced the vessel to make an unscheduled stop at Rarotonga. M. Tardieu is Director of Publications in Noumea for the daily newspapers Le Journal Caledonien and the Corail.

● *VALHALLA,* 61 ft ketch, returned to Sydney November 30, completing an extended world circumnavigation. Skipper/owner Mrs Manfred Schmidt set out in 1966 as Ann Brittain and married her German husband in South Africa. *Valhalla* did charter cruising in the Great Barrier Reef, was refitted in Port Moresby, and finally cleared Australia from Thursday Island in June, 1968. She touched at Cocos-Keeling a Seychelles Islands, Durban and So African ports, Gibraltar and Eu pean ports, St Thomas, Panar Papeete, Bora Bora, Nukualofa a Suva, arriving just ahead of hu cane Bebe.

Valhalla is now up for sale. T Schmidts plan to build another cru ing yacht.

● *TOROA,* a mastrigged slo with owner-skipper Captain Bra and his wife on board arrived at A in November having sailed with damage through hurricane Bebe. Th came from their home country N Zealand and had visited Fiji, Ton and Futuna. After a week at Ap *Toroa* left for Pago Pago, the Co Islands and Tahiti.

● *QUE COISA,* 43 ft 8 in ket arrived at Rarotonga from Pape on November 28 with skipper Stu Seaton, wife, Nancy, and Thom B. Ballard and Johan H. Moll, Americans, on board. The Seato are co-owners of the yacht, a captain and crew are all fr Virginia. *Que Coisa's* voyage star from the US early last July and ca were made at Bermuda, St Cro Panama, the Galapagos Islands, I cairn, Mangareva and Tahiti.

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Business and Development

BANANAS TO THE RESCUE OF AILING FIJI AGRICULTURE!

From a PIM correspondent in Vanua Levu.

Faced with falling production, disease and hurricane Bebe which flattened almost all the banana groves in the Waidina and Wainimala valleys on Viti Levu, Fiji is looking to the copra planters of Vanua Levu to pull the banana industry out of the mire. Aiming to recapture the New Zealand market, which has been "invaded" by the handsome Ecuadorian banana, the government has approached copra planters in the Savusavu area to plant 280 acres of bananas, producing a minimum of 64,000 cases a year.

This, says the Ministry of Agriculture, is the minimum required to "justify an overseas ship calling at Savusavu and then sailing direct to New Zealand about 16 times a year". This wording suggests the ministry is thinking of "giving away" the traditional planters on Viti Levu who, with the withdrawal years ago of the European planters from the industry, have been fighting a losing battle against climate, disease and the South American banana.

The circular announcing the plan caught the Savusavu planters by surprise—they've not thought about bananas for years. To ensure the industry (around Savusavu) "is established quickly and firmly", it said, "development on a 'nucleus' estate system is envisaged."

Initially, the system would consist of about 20 estates, each planting no less than 10 acres of bananas. Future development would be made up from smaller producers and the expansion of the estate acreage. At the outset, the scheme would be confined to the Savusavu and Buca Bay areas to ensure "easy access to a loading point and to ease problems of organisation and co-ordination". This would mean that Savusavu would be the loading centre, which raises an interesting point.

The ministry talked in terms of an overseas vessel calling direct at Savusavu but Savusavu is not a port or entry for Fiji. Presumably, the ship would have to call at Suva first, in which case the planters on the Rewa would have a chance to load their bananas and so preserve their place in the industry, or Savusavu would be declared a port of entry with customs and other services. This would raise a howl from Labasa which has been laying claim to the right to be a port of entry.

A time-table has been drawn up by the ministry which proposes that Savusavu planting should begin in February, 1973, with 50,000 suckers available for 70 acres. The same acreage would be planted in March, April and May, so that the whole planting operation would take only four months. Eight months later would come the first of the harvest, 4,000 cases. Then would follow 8,000 in November, 9,000 in December and 12,000 in January, 1974. Production would then be at the rate of 9,000 to 12,000 cases a month until February, 1976 when the trees would be ploughed out and the area replanted with alternative crops.

The ministry estimated that the net profit over three years for 900 cases per acre on the best estates would be $283 an acre, with a net profit of $133 an acre for "fair" estates and only $58 for "poor" estates. The suggestion is that the first 200 acres should be handled by the big estates, most of them European-owned, with smaller Fijian estates dividing up the other 80 acres between them.

The scheme got a cautious reception from the Savusavu planters who, however, are willing to look at anything which will lift them out of the copra doldrums which have turned the once-wealthy estates into depressed areas. Some copra planters are already diversifying but, until now, they've not thought about bananas as an alternative income source. Bananas, say some of them, have too many enemies and crops would need much closer attention than the coconut.

This isn't the first time the government has turned its eyes towards Vanua Levu and its coconut plantations for succour for the banana industry. During the 1960s, the first Development Commissioner, Mr Eric Bevington, had dreams of large banana plantations near Labasa. It had been suggested that Japan would become Fiji's largest banana market; that Japan would take logs from the area and then the bananas which would be planted where the forests had stood.

The Japanese were after a timber concession and also a base for their fishing fleets. They got their base which is now flourishing at Levuka. The rest was just pure banana oil. A trial shipment of bananas from Viti Levu to Japan turned out a disaster; the Japanese would talk no more about bananas.

ROYAL RESORT FOR ROYAL TOURISTS

Project manager of the Royal Samoan Hotel, Colonel John Collard, arrived in Apia recently with a team of experts to begin the first phase of the hotel. This consists of reclaiming 65 acres of land near Apia upon which the Royal Samoan Hotel will be built. The first 150 rooms are expected to be completed by the end of the year, and 300 more rooms are being planned to be added later. The hotel is owned by Richard Hadley, a Seattle, USA, multi-millionaire, but is expected to be eventually owned by the people of Western Samoa.

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HONIARA HOTELS GETTING DOWN TO BUSINESS

From a Honiara correspondent

Honiara has two hotels—one "quality" house, aimed fairly and squarely at the older tourist with money who demands comfort and the businessman, and another "where the action is".

The second hotel, the Honiara Hotel, offers a standard of accommodation not that far removed from its competitor, the Hotel Mendana, but somehow it does not at present attract much custom. The Mendana's 30 air-conditioned bedrooms, including some quite old ones in asbestos-cement buildings soon to be demolished, run at capacity, while the Honiara—despite a new wing not long finished—attracts only small custom from visitors looking for accommodation.

What the Honiara does have is the informal Pacific atmosphere which so many travellers look for, and this includes regular performances at least weekly by the superb Gilbert & Ellice Islands singing and dancing troupes. One of the two groups, made up of Gilbert & Ellice emigrants to Honiara, may be as large as 60, and their intensely rhythmic, enthusiastic and yet professional performances are exciting and moving in the semi-outdoor beer garden. During the September visit by the cruise ship, Himalaya, Australians in the audience were moved at the end of a 1½ hours performance to spontaneously rise and sing "For they are jolly good fellows" with almost as much gusto as the entertainers had shown.

This would not happen at the Mendana where there is usually no entertainment. But while the Honiara gets the fun-loving and drinking trade, it's the Mendana which mints money from the bed trade, so much so that it is planning perhaps within this decade to grow to four times its present size on its beach front site.

The urge to do this has come from new ownership, a public company which is offering Solomon Islanders shares in the hotel enterprise for the first time, and a share in probable future investment in the Solomons.

Firstly, the company is Solomon Islands Investments Limited which has issued a prospectus inviting Solomon Islanders especially to take up 250,0 one-dollar shares. Late in Septemb the company bought half the sha in Mendana Hotels Limited fr Guadalcanal Plains Limited (an vestment company in the Solom with rural interests, including ri coconuts, cattle and poultry) $200,000. The other half of the sha were already owned by Naviti vestments Limited, the Fiji-ba company which is the driving a guiding force behind Solomon Isla Investments Limited.

Secondly, the expansion of Mendana is to be in four stag reaching 106 bedrooms.

Stage one is under way now. Thir three new air-conditioned bedroo overlooking Iron Bottom Sound Guadalcanal are being built, alo with the hotel's swimming pool, at a cost of about $250,000. Fift "new wing" bedrooms built th years ago, and offering good tou accommodation, will together w the stage one rooms make a to of 48, while 15 old rooms behind main block will be demolished.

Stage two which should foll fairly quickly would see the pres kitchens, reception area, dining ro and offices demolished and replac with something done to the terr which is the only drinking pl within the hotel proper.

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Drinking facilities are a test for the new board of seven directors, including five Solomon Islanders, in dealing with a touchy problem. In fact, there is a "public bar", an old asbestos-cement building on the fringe of the hotel property and barely within shouting distance of reception, and the terrace on the waterfront side. The directors have agreed that they want to do away with the public bar, and the occasional problem of pay night fights and brawls with visiting seamen. The problem is, how, without offending local people who would therefore be virtually excluded from the Mendana.

The board apparently is not quibbling about wanting the Mendana to be a hotel almost exclusively for guests and their guests, although they would like to offer dining in a town not flush with restaurants for those who want it. But the hotel's licence requires a public bar to be operated. If the bar were to be shut, a change-over to a restaurant licence, for example, would mean the terrace was closed to all but diners or hotel guests.

Memories of its late owner barring Melanesians, including a bishop of the Anglican church on one occasion, from entering, because they were native people, are not eradicated, despite the fact there is no trace of a colour bar under the succeeding ownership and management.

Cooks tourist boom?

The Cook Islands tourist industry will "have it made" when Rarotonga's new airport is opened towards the end of 1973. Air New Zealand will drop in on the way to Tahiti in December, the US has traffic rights, and France has the right to set up a service from Tahiti. It is doubtful if those three carriers will have things all their own way in virtually untouched tourist territory.

As a pipe-opener the Air NZ charter service from Nadi to Rarotonga with HS748s, was stepped up to two a week in December.

Tourism in a big way is not going to just happen. Planning has been under way since 1968, with both the NZ and Cook Islands taking an active part. Now there is the Cook Islands Tourist Authority, which will advise the Cook Islands Government.

The main tourist market is expected to lie in Australia and New Zealand. If Australian tourists want to go there in big numbers, Qantas will want to come in as a carrier. The Cook Islands has many of the attractions of Tahiti, but costs should be lower, and for Australians and New Zealanders, there is the added advantage of the English language.

The Cooks group already has a surprisingly big volume of tourist traffic, but this will be "small beer" compared with the boom the airport is likely to bring. One wonders where the crowds will stay—hotel development hasn't got far yet.

BPs declare source of earnings

The lead given by W. R. Carpenter Holdings Ltd in breaking down profits to show where they were earned has been followed by Burns Philp and Co Ltd. It was a refreshing move. While it may be of little more than academic interest to many share-

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holders who are mainly concerned with the size of the dividend cheque, Islands administrations, already independent or about to gain a greater measure of self-government, will keep the information in mind.

Mr J. D. O. Burns, chairman of Burns Philp, told shareholders at the annual meeting that the New Guinea operations contributed 33 per cent of the latest profit, Islands plantations 4.1 per cent, South Sea group 9.9 per cent and New Hebrides group 7.1 per cent. The remaining 45.9 per cent was from Australia and New Zealand.

Of the Carpenter profit of $7,049,000, $2.7 million came fr Fiji, Tonga and Western Samoa, $1 million from Papua New Guinea a $2.8 million from Australia. Bc companies, without weakening th holdings in the Pacific Islands, a increasing their strength in Austral This will make them less depende on the islands.

Mr C. H. V. Carpenter, chairm of W. R. Carpenter Holdings Ltd, sa in his annual report opportunities the Pacific would be available areas continued to develop in li with official policies. Carpente accepted their responsibilities as p of the developing evolution of thc countries. In Fiji - Tonga - Weste Samoa expatriate staff was about per cent, and in Papua New Guin it was 6 per cent.

Carpenters would step up th training programmes for local peo to assume increased responsibility, r only within the company's operatio but also in the general economic a community life of their countries.

Both chairmen referred to cc tinued depressed prices for copra, b held out more hope for cocoa, w an appreciable rise in price likely.

Mr Burns said his compan policy of local participation had lor term benefits. But in the short te it could be expected to reduce t company's profits in areas where

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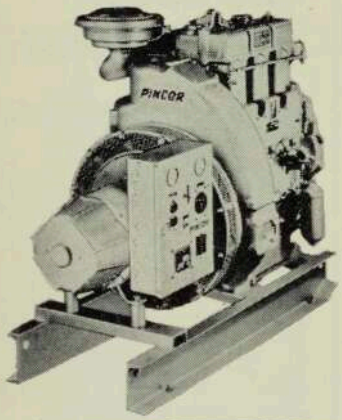

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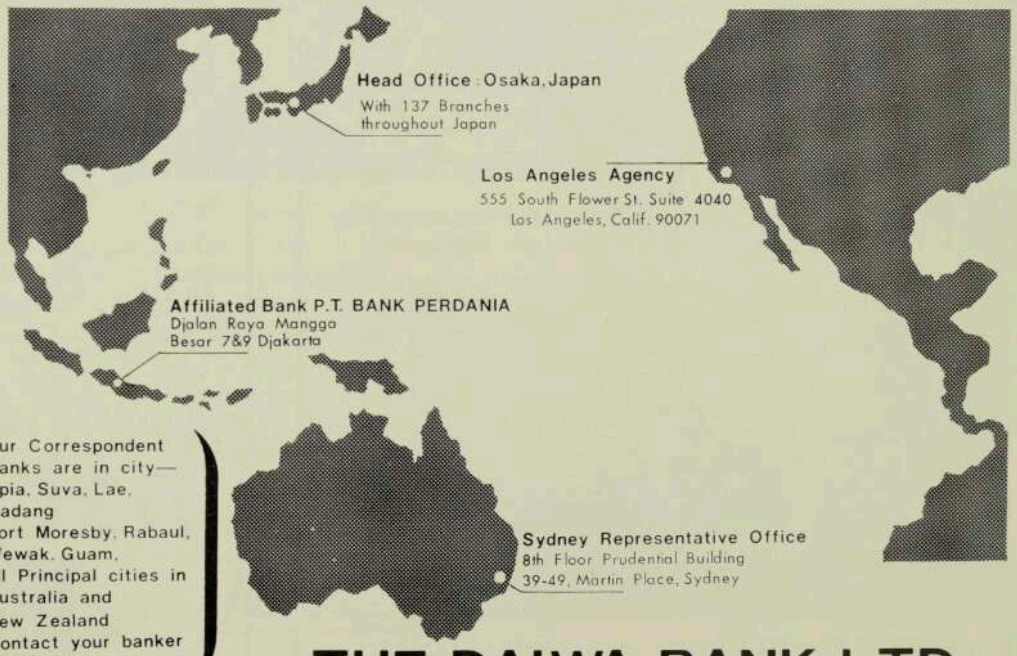

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applied. Increasing taxation was also having an effect on profits from the islands.

The higher taxes was a result of steady moves towards independence in the Pacific Islands and the need for those countries to be more self-reliant.

Throughout the address of each man there was an air of quiet confidence about the Pacific, of developing and growing further with the indigenous populations.

Air Pacific asks for Brisbane

The Fiji Government has applied on behalf of Air Pacific for landing rights in Brisbane. The airline hopes to begin a weekly BAC 1-11 jet service between Nadi and Brisbane via Honiara in the first quarter of 1973.

If the application is approved, the service will be the first operated by the regionally-owned airline to a point outside the Pacific Islands.

Air Pacific envisages a rewarding flow of tourists from Brisbane through the Solomons and the New Hebrides to Fiji and other countries in its regional network.

Meanwhile, Air Pacific has deferred until this year its plan to start a service between Tarawa in the Gilberts and Honiara in the Solomons. Air Nauru operates in the area.

No wastage of water

An upgraded nine-hole golf course at the Fijian, the hotel on Yanuca Island on Viti Levu's Coral Coast, is kept green, even in the middle of the dry, hot summer, by an automatic watering system which uses water already earmarked as waste.

The Harvin Sprinkler irrigation system installed by the Christchurch (NZ) firm of Harding & Vincent Ltd covers the whole course—greens, tees, practice putting green, turf nursery and fairways—and uses treated effluent from the hotel's sewerage system, a daily potential, with the proposed expansion of the hotel, of 100,000 gallons of water. As part of the oxidisation process of the sewage treatment plant, two reservoirs with a capacity of 1,500,000 gallons have been built by the hotel company. The golf course irrigation pump station is housed in a chamber in one of the storage reservoirs which cost $20,000 just to line with concrete to prevent seepage.

Cunningham's take Panduit agency

R. H. Cunningham Pty Ltd, importers and distributors of electronic components with operations in the South Pacific Islands and Australia, have been appointed exclusive distributors for the complete line of wiring components manufactured by the giant Panduit Corporation of Tinley Park in the United States. Panduit is one of the world's largest makers of cable ties and clamps used in the electrical, electronic and telephone industries. Cunninghams, whose headquarters are at Victoria Street, Melbourne, with branches in Sydney, Brisbane and Perth, carry considerable stocks of the components in their bond and free stores. Catalogues, which illustrate and describe

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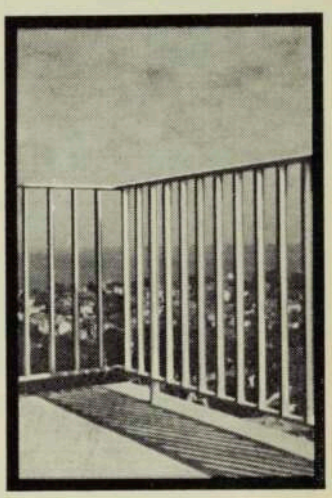

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the various components, can be obtained from Cunninghams at GPO Box 4533, Melbourne.

Business briefs

● The Directors of W. R. Carpenter Holdings Limited announce the formation in Papua New Guinea of Arawa Motors Pty Ltd with 30 per cent local equity participation. Arawa Motors Pty Ltd will have an initial paid-up capital of $50,000 of which 30 per cent will be held by Mr Henry Moses of Bougainville Island on behalf of his people. The balance of the issued capital will be held by Boroko Motors Ltd, a member company of the W. R. Carpenter (PNG) Ltd group.

● Burns Philp (South Seas) Co Ltd reported a net profit for the year ended June 30 of $825,718, an increase of 20.7 per cent over the previous year's figure. A final dividend of 7½ per cent per stock unit was declared, making a total dividend of 12½ per cent.

● Fiji Industries Ltd, owners of the cement factory at Lami, near Suva, made a net profit for the y ended June 30, 1972, of $165,4 compared with a net profit of $139,7 the previous year, shareholders w told at the annual meeting in Su The directors recommended a fi dividend of 8 per cent, making total dividend for the year of 15 cent (15c per stock unit), the sa as last year.

● New Guinea Goldfields Limite timber operations at Vanimo may closed down if profit-making pot tial is not proved by the end of year. This was reported at the ann meeting in Sydney in Decem when a dividend of 2c per st unit was declared. The timber ope tion lost $241,505 against a loss $112,582 the previous year. Pro from gold mining increased $94,908 to $151,524 and profits fr trading sections at Wau, Lae, Rab and Madang totalled $313,153, increase of $18,076.

● Demka Pty Ltd, exclus marketing organisation in the So Pacific for many manufacturers a exporters, has moved "shop" fr Shell House in Sydney to the Ma National Building, 22 Central Aven Manly, Sydney. According to D. M. Kamerling, founder governing director, the move was obtain more room to house a lar

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RABAUL: Jack T. Ray—Manager for Papua & New Guinea, Mango Avenue. P.O. Box 123. **LAE**: R. H. Meyer—Manager at Lae, Kam Hong's Building, Central Avenue. P.O. Box 758. **PORT MORESBY**: H. A. K. McKee—Manager at Port Moresby, Maloney's Building Cuthbertson Street. P.O. Box 136. **SUVA-FIJI**: L. M. Rolls—Manager for Fiji, McGowan's Building, Margaret Street. P.O. Box 521.

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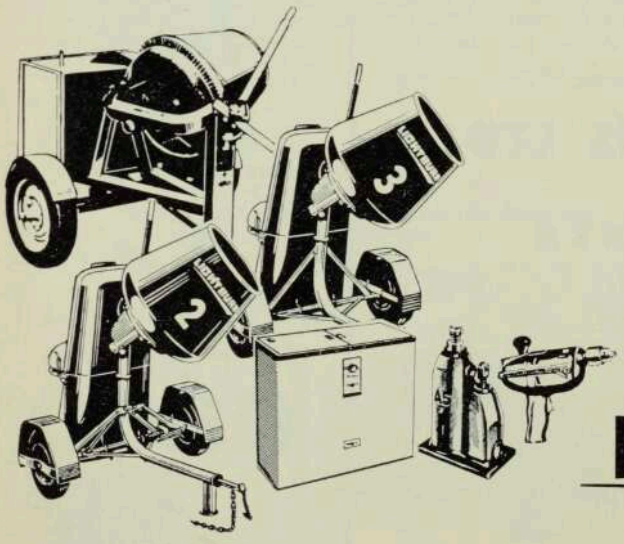

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staff recruited to cope with Demka's growing business. There's another advantage in the move as one of Demka's English principals discovered on his first visit to Australia recently. Most attractive route to the new headquarters from the city centre is via the hydrofoil.

● For the first time since 1969, Emperor Gold Mines of Vatukoula in Fiji is paying a dividend—5c a share—and looking to a bright profit-making 1972-73, shareholders were told at the annual meeting at which director Mr P. A. Browne handed in his resignation after a disagreement with the board over "accounting disclosures and trustee obligations". Chairman Mr J. L. Reid said higher gold prices had improved the company's cash position. Only one subsidiary had not operated profitably and all were budgeted to make a profit next year.

● Sunhill Corporation (Australia) Ltd has contracted to buy 2,000,000 tons of nickel ore averaging 2.5 per cent nickel plus cobalt from New Caledonia. The company has bought a smelting complex at Electrona near Hobart. The contract is spread over five years.

● Papua New Guinea is considering a package deal on rice supplies proposed by Australia's Rice Growers' Co-operative Mills Ltd. The co-operative wants a monopoly right to the PNG market in return for setting up milling plants in PNG using local labour and offering practical encouragement to an indigenous rice-growing industry.

● New Zealand's Fletcher Timber Company has bought a 51 per cent interest in Fiji's only gang-nail plant —Gang-Nail Fiji Ltd. Fletcher claims that nearly every hotel or house fitted with a gang-nail truss roof survived unscathed during hurricane Bebe.

● New Guinea copra and cocoa growers, Plantation Holdings Ltd, has reported a 24 per cent drop in net profit from $211,423 to $161,330 for the year ended June 30. Dividend is held at 7.5 cents a 50 cent share with a final steady distribution of 3.75 cents a share.

● An Australian contractor, Kilpatrick Green, in a joint venture, completed nearly $3 million in electrical contracts with completion of the Bougainville copper project. Kilpatrick Green installed the overhead reticulation system at Panguna and the Arawa port area electrical works contract, both under supervision by Bechtel WKE, the project managers.

● Site works have begun on the Saipan Continental, initially a 200 room resort hotel on Saipan, for Continental Airlines. The contractors, Swinerton & Walberg Co., expect to have the first stage ready for use early in 1974. A further 100 rooms are to be built later.

● In association with the Melbourne firm of Brighton Investments, Punja and Sons of Lautoka, Fiji's main sugar town, is building a $60,000 hotel near Nadi Airport. The three-floor, 78-room cement block building with a thatched roof will be completed next July.

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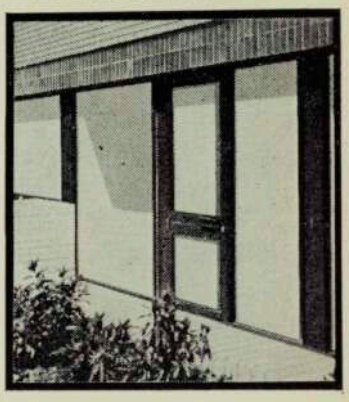

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Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Australian dollar (December 14) equals New Zealand, $1.0020 (buying), $0.9980 (selling): Fiji, $1.0164, 0.9989; Western Samoa, $0.8132, $0.8019, US, $1.1934, $1.1886, UK, 50.8388 np, 50.5305 np; French Pacific, 110 FP francs; Tonga $1.05.

COPRA

Copra industries are controlled through copra boards in PNG, the Solomons, the GEIC, both Samoas, Fiji, Tonga and the US Trust Territory. New Hebrides, the Cooks, French Polynesia and New Caledonia don't have boards and copra is either sold individually by growers to overseas buyers or used locally.

NEW GUINEA: — The board, with planters' reps, directs distribution and sales and pays planters. Shipments are made to UK, European markets and to Australia and Japan, and coconut oil mills on New Britain.

Latest prices, delivered main ports, were: hot-air dried, $108 per ton; FMS, $105 per ton; smoke-dried, $103 per ton.

FIJI:—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Prices recently were: 1st grade, $78.75, 2nd grade, $68.75, CAS, $47.75.

WESTERN SAMOA: — The board makes payments to producers through its agents—local firms—and sells the copra on the open market with a portion to Abels Ltd., NZ. Recent prices: 1st quality, $84.10; 2nd quality, $70.40.

TONGA: — All copra is sold to the board which sends it to Europe and the open market. Recent prices to growers were T$60 1st grade, and T$48 2nd grade, per ton. Per coconut 1.2 c.

SOLOMON IS.:—All production through board at prices based on Philippines rates. Output goes to the UK, Japan, Australia and the rest to the open market. Recent prices were: 1st grade, $75; 2nd grade, $71; 3rd grade, $61 per ton, BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE—2½c per lb (1st grade); 2c per lb (2nd grade).

NEW HEBRIDES: — Copra sold direct by planters to France and Japan. Official market price on October 3 was $30. Marseilles 65 French francs (per 100 kilos) November 10.

EXCHANGE RATES

FIJI.—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank. Sterling £ on Fiji $, buying £1 = $F2.085; selling £1 = $2.11. Aust. $ on Fiji $, buying $A1.0212 = SF1, selling $A1.0036 = $F1.

WESTERN SAMOA.—Through Bank of Western Samoa, controlled from NZ, seller $A1.2470 to $WS Tala 1.

NORFOLK IS., PAPUA NEW GUINEA.—Australian currency used; no exchange payable in transactions with Australia.

FRENCH PACIFIC COLONIES.—Pacific francs (CFP) are used in New Caledonia, New Hebrides (Jointly with Australian dollars), Wallis and Futuna Is., and Fr. Polynesia. French Bank, Sydney, on December 14, quoted: Selling, Noumea and Papeete, Pac francs to the $Aust., 109.01 (commercial—export and import transactions), 109.07 (financial)—nearly all other transactions). Paris-London: Buying, 11.870 francs to the £ (commercial); 11.875 francs to the £ (financial). Also £ equals 215.8181 (buying), 215.6363 (selling) Pac. francs; 5.50 CFP to 1 metropolitan franc.

Banks should be approached for daily quotes.

COOK IS.:—Copra goes to Abels, Ltd., of Auckland, who operate NZ's copra crushing mill. Prices for October to December, packed, shipping weights f.o.b, were fixed at $NZ92.79 1st grade, hot-air dried, $NZ90.75 1st grade, sun-dried, and $NZ89.27 standard grade.

US TRUST TERRITORY: $US92.50 (grade 1), $US82.50 (grade 2), $US72.50 (grade 3), delivered district centres; $80 (grade 1), $70 (grade 2), $60 (grade 3), picked up outer islands.

OTHER PRODUCE

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote 45c (4 in. to 10 in.).

Honiara.—Live slugs, over six inches, black —six for 10c, other colours—12 for 10c.

CHILLIES.—Solomons, Honiara, Tabasco, grade one, dried 22c per lb; long red, grade one, dried, 12c per lb.

COCOA.—Islands rates are based on Ghana prices. Ghana price on November 20 (November/December shipment) was spot £stg331 ton, c.i.f.; UK, Continent.

December 14, Quote No. 1: In store Rabaul, export quality, $550 per ton, delivered ex wharf Sydney $637 Quote No. 2: Best quality in store NG ports, $545 (December/January shipment).

Solomons.—4 cents a lb delivered to a fermentary, 3 cents a lb at buying points.

COFFEE.—PNG: October 17, good quality, A grade, 48c per lb; B grade, 42½c, C grade, 41c, Y grade, 44c (ex-store Sydney).

W. Samoa.—Recently, WSTEC ground and dried beans, 49 sene per lb (wholesale).

CROCODILE SKINS.—Honiara: $1.89 to $2.25 per inch.

GREEN SNAIL SHELL.—$350 a ton f.o.b. (nominal).

PAPUAN GUM.—Graded gum $215 per ton, f.o.b.

PASSIONFRUIT.—Cook Islands, Islands Foods Ltd. pays growers NZ2.5c per lb for good fruit.

PAPAW.—Cook Islands, Island Foods Ltd. pays growers NZ2c per lb for good fruit.

PEANUTS. — PNG: Sydney agents reported recently f.o.b., Lae; Kernels—white Spanish 17.25c lb.

PEARL SHELL.—Torres Strait Pearlshellers' Assn. has no recent quotes. **Solomons.**—Honiara, mother of pearl blacklip 14c-16c lb, goldlip 18c lb. **Cook Islands.**—Penrhyn, 20-25c per lb, del. Rarotonga 33-35c per lb. **French Polynesia.**—Tuamotu, Gambier shells, to $1,000 per ton, Papeete.

PYRETHRUM.—NG growers 17c lb, flowers.

RICE (Aust.):—**PNG:** Dried brown, 25 kilo bags, $113.50 per metric tonne. Vitamin enriched white, 25 kilo bags, $125.50 per metric tonne, all f.o.w. Sydney/Melbourne. **Pacific Islands:** Calrose med. grain, white, 56 lb bags, $A128-$A133 a long ton. Kulu long grain white, 56 lb bags, $A164-$A167 a long ton. All prices f.o.w. Sydney/Melbourne.

RUBBER.—PNG prices are based on Singapore rates which on October 27 were: No. 1 RSS (Malayan cents a kilo f.o.b.), November, 106.75-114.00; December, 107.75-115.00; January/March, 109.75-117.00.

SANDALWOOD.—New Hebrides, landed on the beach, Vila and Santo, no recent quotes.

SHARKS FINS. — Chang Sing Loong Co., Suva, offers 75c per lb for 1st quality, 45c for mixed quality.

TROCHUS.—BSIP 4c (uncleaned), 5c (cleaned) per lb.

TURTLE SHELL.—BSI: 20c to $1.20 per lb, depending on size and quality.

VANILLA BEANS. — Prices recently were: White and yellow label processed standard packs, $7.50; green label $7.40, c.i.f., Sydney. Tonga.—$T4.20, f.o.b., Nukualofa; $T4.50, Melbourne.

UK, US QUOTES

RUBBER.—London, No. 1 RSS spot (per kilo), September 5, prompt shipment, 15.86 p. (c. and f.).

COPRA.—LONDON, September 19, Philippines, in bulk, $US141 (October reseller) per long ton, c.i.f., UK/North European ports; US Pacific coast, b $US113, s $US115.

COCONUT OIL (Ceylon)—LONDON, September 19 £stg.98 (September/October).

STOCK MARKET

SYDNEY SELLERS

	Nov. 20	Dec.
ANG Hold. 1.00	.85	
Bali Plantations .50	.27	
Burns Philp 1.00	5.02	5.
Burns Philp (SS) 2.05	3.70	b3.
Carpenter .50	2.78	3.
Choiseul Plntn. 1.00	3.20	3.
C.S.R. 1.00	5.72	5.
Dylup Plntn. .50	.40	
Fiji Industries 1.02	2.35	2.
Kerema Rubber .50	.09	
Koitaki Rubber .50	.32	b.
Lolorua Rubber .50	.20	
Makurapau Plntn. .50	.44	
Mariboi Rubber .50	.15	
PNG Motors .50	.38	
Plantation Hldgs. .50	.73	b.
Queensland Ins. 1.00	4.80	5.
Rubberlands, .50	.12	
Sogeri Rubber, .50	.43	
Sth. Pac. Ins., .50	2.05	2.
Steamships Tdg., .50	.56	
Territory Brewery, .50	.26	
OIL AND MINING SHARES		
Bougainville .50	2.32	2.
Buka Min. .10	.04	
C.R.A. .50	6.24	6.
Cultus Pacific .25	.20	
Emperor .10	.85	1.
Highland Gold .20	.09	
NG Gold Ltd. .35	.40	
Oil Search .50	.13	
Pacific Min .25	.04½	
Placer Dev.*	32.00	33.
Southland .25	.49	

* No par value

Sydney Stock Exchange share price i for ordinaries on Oct. 18 was 579.18. Nov. 20 it was 608.94.

Solomons budget

Continued from p 23

allowances claimed as tax deduct from $480 to $420. It would h introduced tax to between 2,000 3,000 more people on top of 3,000 taxpayers, and it was "breaking in" of more of the po lation Mr Smith was after as m as the small amount of revenue.

He did, however, get approval taxing dividends paid from Solomons to foreign shareholc and for taxing interest repayment overseas lenders (as in Taiyo's mentioned earlier).

The amount to be spent this by the Solomons is $12,856,78 some $600,000 less than budg for last year, which ended a deficit of about $1,900,000. deficit is being met by a grant-in from the United Kingdom whicl also providing $4,625,980 in deve ment aid and research funds for Sixth Development Plan's proj which continue.

Mr Smith proposes a Solomons rency, fully backed by reserves Australian dollars, be introduced January 1, 1976. A report made year by an economist from the Un Nations Development Advisory T found more in favour of a local rency than against.

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You also get a lockable gas door, thick foam dash, padded sun visors, door armrests, beautifully recessed instruments and more.

You even get front disc brakes. And the body is of semi-monocoque construction with sub-frames designed for safe controlled-collapse under impact.

What's more, the spare fits under the trunk so your luggage fits snugly.

Now load up and go. You hug the road with its wide track. And you take the lumps out of bumps thanks to its coil suspension up front and bias-mounted gas-filled shock absorbers in the rear.

And the center console with its 4-speed floor shift gives you more than crafty craftsmanship.

The thrifty but hefty 1300 cc overhead engine gives you the feeling of power.

There you have it. Power, safety, comfortable ride and all the things that make driving fun . . . because our engineers are family men, too.

And if you are not a family man, you can also get a sporty coupe with all of the above.

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(BOAC Supplement—Advertisement)

BOAC PACIFIC JET NEWS

PARIS, CITY OF ROMANCE

By SUE WENDT

Paris . . . city of romance, restaurants and the arts. Of glorious gardens and the Eiffel Tower, Arc de Triomphe and the Champs Elysee, the Left Bank and the cathedrals of Notre Dame and Sacre Coeur. . . .

Paris is croissants and coffee to start the day; onion soup, French bread and carafes of good, cheap wine; frogs' legs, fromages, crepes and Chantilly cream. It's can-can and gorgeous girls, fountains and fashion, bidets, joie de vivre and "fly boats" on the Seine. It's an extraordinary city, with something for everyone.

The French capital can sate any appetite at all, simple or luxurious. With a choice of several thousand restaurants, it's an epicure's paradise. You can spend a small fortune on satisfying the inner man—or you can wine and dine in the quaintest little cafes, soaking up the atmosphere and the music of the wandering troubadours for a few dollars.

If you're seeking more voluptuous entertainments, Paris offers nightclubs and cabarets, not to mention sex shops, striptease and nude shows and "adult" movie houses. Even the French flock to see the glittering bare-breasted spectacle of the Folies Bergere and the Casino de Paris and if your budget allows for only one real splurge, a night out at somewhere like the Folies is worth the expense.

Prefer more elevated pursuits? The French capital boasts no less than 362 art galleries and 25 museums. A visit to the Louvre is a must on any visitor's itinerary and even those who prefer to leave antiquity to the historians can't help but thrill to the priceless exhibits in this vast treasure-house.

For anyone with even the vaguest recollection of "school French", communication isn't really a problem in Paris. The French appreciate efforts to speak their language and visitors with some knowledge of the conventions shouldn't be afraid to try.

It's a good idea though to equip yourself with a pocket dictionary and phrase book. Taking a stab at a menu can result in some surprises. How was I to know that 'merguez' was a concoction of rice and piquant sauce and something very much akin to cabanossi sausage? And that 'croque monseur' was actually a pan-fried cheese sandwich?

But if you can't speak any French at all, don't be discouraged from visiting Paris. If the vocabulary escapes you, there's always someone in a shop or restaurant or in the street to help you out. After all, communication is largely attitude of mind. One guide book advises: "Don't be afraid to be lavish with the word 'pardon' on all conceivable occasions". In other words, be polite. And that's good advice for tourists in any country!

It's said that Parisians suffer from a particularly virulent form of xenophobia and maybe it's true. Certainly, at the height of the summer season when the city is bursting at the seams with foreign visitors, some restaurateurs actually close up shop and take off on their own holiday pursuits. Since they obviously prefer to cater for a regular clientele, who return faithfully during the less-hectic months, they can't be accused of being greedy for the tourist dollar. Surely a very civilised attitude!

The Eiffel Tower, most famous landmark of all.

There are certainly more than enough superb eating-places left open to satisfy the stay-at-home Parisians and the millions of visitors who descend on the city in the European summer.

Visitors to London can avail themselves of numerous package tours across to Paris and some of them are surprisingly inexpensive. Paris is undeniably one of the world's most expensive cities, but you don't have to be a millionaire to enjoy it.

For the equivalent of $A95, I booked an excursion offering six nights' accommodation (plus continental breakfast) and including the return air fare from London to Paris. I fully expected bedbugs at that price, since it was the peak of the tourist season, but I'd been listening to too many stories. The hotel, off the Rue de la Fayette, was spotless, comfortable, centrally-situated and what's more, I had a private bath and a balcony. And the inevitable bidet.

Like numerous Paris hotels, this one had its own cosy little bar which never seemed to close, a friendly poodle and an amiable concierge always ready to dispense advice about things to do for the least amount of money.

Having arrived at one's hotel, the next step is to explore the immediate vicinity—wherever you're staying,

BOAC SETS INDUSTRY CARGO RECORD

A BOAC Boeing 747 passenger jet carried 32½ tons of cargo on a flight from New York to London recently—a load the airline believes is a record for cargo carried on any regular scheduled passenger flight.

There was no heavy individual item on the flight but, appropriately, the largest consignment was 28,000 kilos of long playing records.

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BOAC PACIFIC JET NEWS

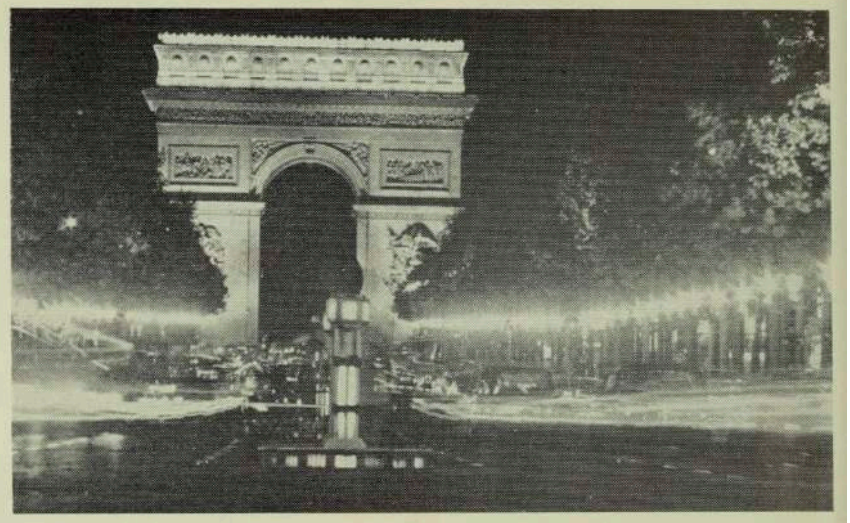
you'll find numerous little nooks and corners, historic buildings, tucked-away gardens and of course, the little restaurant that is just right for you. Mine was Le Petit Auberge, an unpretentious little family concern with check tablecloths, strings of onions hanging from the rafters and walls plastered with postcards from visitors who remember the warm hospitality. One could linger there until well after midnight, happily digesting the restaurant's gastronomic offerings and sipping some of the peerless products of French vineyards.

Collectors of statistics might be interested to know that France produces about 300 different kinds of cheese—and if you're down to your last few francs, a meal of cheese, French bread and inexpensive red wine is a highly satisfactory repast.

Even the best-heeled visitor to Paris should make a point of venturing out on his own. For some reason I've never forgotten an essay I read at school about the virtues of absorbing Paris "through the soles of the feet". It's splendid advice. Even if one could afford the luxury of taxi travel, by far the best adventures are to be had on foot.

Things one should do include taking a trip on the Metro, Paris, underground railway system, currently in the throes of a major modernisation and redecoration programme (some of the stations are becoming vast caverns of modern art); seeking out the haunts of the Sorbonne students; viewing the city from the top of the Arc de Triomphe or the Eiffel Tower; strolling down the Champs Elysee eating paper-thin crepes or wandering along the banks of the Seine (it can take three hours if you've energy enough). You can explore the leafy cloisters of the Bois de Bologne, meander through the Luxembourg Gardens and the Tuileries, browse through the picturesque old open-air market of the Rue Mouffetard. And you'll barely have scratched the surface.

Having discovered your own particular Paris, you can relax at the end of the day at one of the ubiquitous little street cafes, sipping pernod and watching the world and his brother go by. There's no entertainment quite like it.



The Arc de Triomphe de L'Etoile, largest triumphal arch ever erected, offering from the top a magnificent view of Paris and the 12 avenues that radiate in a perfect star pattern from the Place de l'Etoile.

The tourists gather by the thousands in these atmospheric little cafes, clustered around a cobbled square in old Montmartre. You'll find other, less crowded, cafes in the quaint backstreets and historic corners of Paris.

BUSINESS TRAVEL BENEFIT

BOAC's special services for the business travellers are being stepped up with improved facilities for holders of the airline's Business Traveller Card.

They include ticket stickers to ensure that card holders get extra swift treatment at check-in, especially at Heathrow airport, London and at Kennedy airport, New York. Special baggage tags will also identify their baggage for speedy clearance at destination.

Cheque encashment facilities have been doubled to a limit of £50 (or equivalent in other currencies) at any BOAC office, subject to exchange control regulations.

For card holders who like to mix golf with their business, the travellers' card allows them to apply to Ambassador Golf for membership. This in turn entitles them to automatic membership of some 25 top golf clubs in Britain, Europe, Bermuda and the Caribbean. The scheme is being extended to cover the world.

A 200-page booklet containing detailed information on these and other facilities, including advice on car hires and hotels, is being produced and will shortly be distributed to card holders through BOAC offices.

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BOAC PACIFIC JET NEWS

SEEN IN THE SHOPS

By Elizabeth Bell

Some shopping discoveries, for the theatrically minded

Anything to do with the stage holds fascination for most of us, and a highly intriguing place to visit is The Prop Shop (51 Old Church Street, London, S.W.3). Hidden away in the section of Old Church Street which lies between King's Road and the Chelsea Embankment, the building has a theatrical heritage, for it once belonged to the famous Edwardian actress, Lily Langtry. The shop overflows with props, costumes, jewellery and accessories, and in the small gallery upstairs, reached by a perilously steep flight of stairs, are the original designs for sets and costumes for many notable plays and films. At the time of my visit, these included the work of Cecil Beaton, Michael Annals and Carl Toms. I cannot, of course, say what will be there when this article appears, for the items sell out quickly, but it is fairly safe to predict that there will be some of the costume and set designs for recent productions in London, Stratford-upon-Avon and Chichester.

Theatre designer Charles Dunlop (left) and actor-producer Louis Negin outside their London shop with a few of the props.

Among the costumes downstairs I noticed a flowing cream-coloured gown ornamented with gold embroidery which was worn by Joan Plowright as Portia in The Merchant of Venice. This was designed by Julia Trevelyan Oman and could be bought for £90; it would in fact, provide a very distinctive and Portia-esque cocktail dress for any hostess. There was also a delicate white-and-gold ruff from the film Mary Queen of Scots (£20) and a necklace worn by Pamela Brown in the film Becket (£12). A dramatic skull mask on the wall was priced at £36, and grotesque doll-figures (one with a pig's head and the other, seemingly, a witch) lolled among a pile of cushions.

The Prop Shop was founded by theatrical designer Charles Dunlop and Canadian actor-producer Louis Negin—and, in addition to original props, they can arrange for copies to be made by theatrical seamstresses, scene painters and carpenters. In fact, this is just what a number of interior designers have been asking them to do. The shop is open on weekends from 10 a.m. to 6 p.m., Saturdays included.

Cashmere for the luxury shopper

We all know that cashmere is a luxury, but it's nice to spend lavishly now and then if you can afford it. And it seems to me that any man, with the luxury mood upon him and a well-equipped bank balance, may like to know of the beautiful printed cashmere dressing gowns to be found at A. Sulka and Company (16 New Bond Street, London, W.1.). Made in their own workrooms and exclusive to Sulka, these dressing gowns excel in perfect tailoring and finish, and also, of course in beauty of the cloth, which cannot be excelled. There is a choice of four colour combinations in a traditional Paisley design, and piping is in pure silk satin to tone. the price is £150. I was told at Sulka that these cashmere dressing gowns have, surprisingly enough, proved especially popular for wear in hot climate countries where their softness, lightness and warmth provide the perfect antidote to the chill of air-conditioning in the home.

A few minutes' walk from Sulka is the internationally famous tailoring house of Sullivan, Woolley and Company (18 Conduit Street, London, W.1.)—experts in creating the perfectly-dressed-Englishman look. Rex Harrison, incidentally, owed his impeccably tailored appearance in My Fair Lady to Sullivan, Woolley of Conduit Street. In addition to tailoring, they sell cashmere cloth by the yard, and you can choose from the "Multi-Millionaire Pure Cashmere" range supplied by Harrison's of Edinburgh—so soft and light that a full yard only weighs 10 oz: plain, check or traditional tweed designs are offered. A heavier cloth, also in tweed designs, weighs 12 to 13 ounces to the yard. These superb cashmere cloths are among the most expensive materials that can be purchased, and their prices, like silver, vary according to weight. I was told that most of them are made into sports jackets or overcoats, and the price of the former, as an example, would be around £100.

At Harrods (of Knightsbridge, London, S.W.1.) cashmere suiting is obtainable at about £28 per yard and comes in a selection of patterns such as Prince of Wales check, herringbone, and chalk stripe. There is a special facility for the feminine cashmere shopper in search of larger knitwear sizes—often depressingly difficult to find. At this famous department store, cardigans and sweaters, beautifully styled by Barrie in 100 per cent pure cashmere, are obtainable in sizes 44", 46" and 48" at prices ranging from £13.75 to £17.25.

Further information on cashmere styles, prices and stockists can be obtained from the Cashmere Centre, Eldon Chambers, 30 Fleet Street, London, E.C.4.

17th-century playing cards

I have just discovered the perfect gift for anyone who happens to have a joint taste for old maps and playing cards. This is a facsimile pack of Morden's Playing Cards, first publi-

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BOAC PACIFIC JET NEWS

shed in 1676. Each card bears on its reverse side a small map of an English or Welsh county, and when laid out in the correct order the cards form a complete map of England and Wales. The set also includes facsimiles of Morden's two preliminary cards which explain, in 17th-century wording, that the northern counties are Clubs, the western counties Spades, the eastern counties are Hearts, and the southern counties Diamonds. Instead of the traditional playing-card pictures of the King and Queen, Morden's cards portray Charles II and his Queen, Catherine of Braganza, who were reigning at the time when they were first published.

Only one complete original pack of these cards is believed to exist, and this facsimile was the idea of Mr Harry Margary, a connoisseur in the field of old maps. He is the owner of one of the loveliest old homes in Kent—historic Lympne Castle, which stands on the edge of a steep escarpment high above Romney Marsh. Strictly speaking, my heading "Seen in the Shops" should in this instance read "Seen in the Castle", for visitors to Lympne Castle, (open to the public on Wednesdays and Saturdays until the end of October) can buy the cards there. They can be purchased by post, however, at any time, and requests should be addressed to Mr Margary at Lympne Castle, Hythe, Kent. The price is £1.50 per pack; for post and packing. Morden's Playing cards are the first of several old packs of cards which Mr Margary plans to reproduce.

JOHANNESBURG AND HONG KONG LINKED BY NEW BOAC ROUTE

The first ever direct route between the Far East and South Africa will be introduced by BOAC in January.

The service, to be operated jointly with South African Airways, will start with BOAC's introduction of a new weekly VC10 flight between Hong Kong and Johannesburg with stops at Colombo and the Seychelles.

South African Airways plan to start a second partnership flight on the route with their own aircraft next April.

Passengers from the Pacific area will be able to join this service at Hong Kong.

In less than two years the Seychelles have emerged from being "the forgotten islands of the Indian Ocean" to become one of the world's crossroads of the air. This winter will see the islands at the hub of BOAC services radiating to and from Europe, East and South Africa, Mauritius, Ceylon and the Far East.

COMING EVENTS IN BRITAIN

Some highlights of the next few months

March

6 **"Daily Mail" Ideal Home Exhibition** (to 31). Olympia, London.
10 **Rugby Football: Wales v. Ireland.** Cardiff.
17 **Rugby Football: England v. Scotland.** Twickenham, Middlesex.
30 **Horse Racing:** Grand National (to 31). Liverpool, Lancashire.

April

7 **Oxford/Cambridge Boat Race.** Putney to Mortlake, River Thames.
14 **Royal Scottish Academy Annual Exhibition** (to August 5). Royal Scottish Academy, Edinburgh.
15 **BOAC 1000 kms World Championship Sports Car Race.** Brands Hatch, Kent.
27 **Pitlochry Festival** (to September 29, provisionally). Pitlochry, Perthshire.

May

Monarchy 1000 Celebrations (to September). Bath, Somerset.
5 **Football Association Cup Final.** Wembley, London.
9 **Brighton Festival** (to 20). Brighton, Sussex.
12 **Rugby League Challenge Cup Final.** Wembley, London.
17 **"Manchester '73" Festival** (to June 2). Manchester, Lancashire.
23 **Chelsea Flower Show** (to 25; private view 22). Royal Hospital, Chelsea, London.
23 **Royal Ulster Agricultural Society Show** (to 26). Balmoral, Belfast.
25 **Bath Festival** (to June 3). Bath, Somerset.
27 **Celebrations for the 1300th Anniversary of the Birth of the Venerable Bede** (to June 29, 1974). Monkwearmouth, Sunderland, and Jarrow, County Durham.
30 **Bath and West Agricultural Show** (to June 2). Shepton Mallet, Somerset.

June

2 **The Queen's Official Birthday: Trooping the Colour.** Horse Guards Parade, London.
5 **Son et Lumiere** (to end September, excluding Sundays and Mondays). St Paul's Cathedral, London.
6 **Horse Racing:** The Derby. Epsom, Surrey.
7 **Cricket: 1st Test Match: England v. New Zealand** (to 9, 11, 12, provisionally). Trent Bridge, Nottingham.
7 **South of England Agricultural Show (incorporating the Richmond Royal Horse Show)** (to 9). Ardingly, Sussex.
9 **Horse Racing:** The Oaks. Epsom, Surrey.
12 **Three Counties Agricultural Show** (to 14, provisionally). Malvern, Worcestershire.
13 **Grosvenor House Antiques Fair** (to 23, excluding Sunday). Grosvenor House, London.
15 **York Festival and Mystery Plays** (to July 8, excluding Sundays).
16 **Aldeburgh Festival of Music and the Arts** (to July 3). Aldeburgh, Suffolk.
19 **Horse Racing: Royal Ascot** (to 22). Ascot, Berkshire.
19 **Royal Highland Agricultural Show** (to 22). Ingliston, near Edinburgh.
21 **Cricket: 2nd Test Match: England v. New Zealand** (to 23, 25, 26, provisionally). Lord's, London.
23 **Chester Miracle Plays** (to July 8). Chester, Cheshire.
25 **Lawn Tennis Championships** (to July 7). Wimbledon, London.
27 **Royal Norfolk Agricultural Show** (and 28). Showground, New Costessey. Norwich, Norfolk.

July

City of Belfast International Rose Trials (July-September). Dixon Park, Belfast.
4 **Henley Royal Regatta** (to 7). Henley-on-Thames, Oxfordshire.
5 **Cricket: 3rd Test Match: England v. New Zealand** (to 7, 9, 10, provisionally). Headingley, Leeds, Yorkshire.
6 **Cheltenham Music Festival** (to 15). Cheltenham, Gloucestershire.
11 **Royal Tournament: Displays by the Armed Forces** (to 28). Earls Court, London.
11 **Golf: Open Championship** (to 14). Troon, Ayrshire.
14 **Motor Racing: British Grand Prix.** Silverstone, Northamptonshire.
17 **East of England Agricultural Show** (to 19, provisionally). Alwalton, Peterborough.
26 **Cricket: 1st Test Match: England v. West Indies** (to 28, 30, 31, provisionally). The Oval, London.
27 **Country Landowners' Association Game Fair** (and 28). Abercairny. Perthshire.

August

9 **Cricket: 2nd Test Match: England v. West Indies** (to 11, 13, 14, provisionally). Edgbaston, Birmingham, Warwickshire.
17 **Edinburgh Military Tattoo** (to September 8). Castle Esplanade, Edinburgh.
18 **Royal Scottish Academy Festival Exhibition** (to September 16). Royal Scottish Academy, Edinburgh.
19 **Edinburgh International Festival** (to September 8). Edinburgh.
23 **Cricket: 3rd Test Match: England v. West Indies** (to 25, 27, 28, provisionally). Lord's, London.

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Shipping & Airways Information

SHIPPING

AUST. - WEST IRIAN

Karlander New Guinea Line with Slembe operates cargo service every nine weeks from Sydney to Djayapura.

Details: Karlander (Aust.) Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301).

SYDNEY - NZ - FIJI/TAHITI - UK

Chandris Lines, with Australis, Britanis and Ellinis, maintains a twice-monthly passenger service from Sydney via NZ, Suva (Australis), via NZ, Tahiti (Britanis and Ellinis). Patris operates a regular service, Singapore-Australia-Singapore combined with "Ship-Jet" service to London, Athens, Amsterdam and Brussels via Singapore.

Details from Chandris Lines, 135 King Street, Sydney (28-2451).

UK - EUROPE

Sitmar Line, with one liner, the Fairstar, operates a 10-weekly passenger service from Sydney, Melbourne or Brisbane to Southampton, UK, via NZ, Papeete, Panama and Lisbon and alternatively via South Africa.

Details from Sitmar Line (Australia) Pty. Ltd., 22-30 Bridge Street, Sydney (27-4521).

SYDNEY - LORD HOWE IS. - NORFOLK IS. - NEW CALEDONIA - NEW HEBRIDES

Karlander operates 19-day service from Sydney to Lord Howe, Norfolk, New Caledonia and New Hebrides. Passenger accommodation available.

Details from Karlander (Aust.) Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301).

Chargeurs Caledoniens, with the Port de France operates two-weekly cargo service Sydney-Noumea.

Details: Hetherington Kingsbury Pty. Ltd., 4 Bridge Street, Sydney (27-1671).

SYDNEY - GEIC - HONOLULU

Columbus Lines operates monthly cargo sailings from West Coast, US to Australasia, returning via Tarawa, GEIC and Honolulu to Nth. America.

Details from Columbus Overseas Services Pty. Ltd., 333 George Street, Sydney (29-2101).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES

Polynesie maintains three-weekly passenger sailings—Sydney, Noumea, Vila and Santo.

Details from France Australia, 261 George Street, Sydney (27-2654).

SYDNEY - NZ - FIJI HAWAII - CANADA - US

P and O liners call regularly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and the US; occasional calls at Pago Pago and Tonga.

Details from P & O Australia Ltd., 55 Hunter Street, Sydney (2-0317).

SYDNEY - NZ - FIJI - TONGA - VILA - NOUMEA - SAMOAS - TAHITI

Shaw Savill's Ocean Monarch and Northern Star cruise in the Pacific sailing from Australia and New Zealand calling at Suva, Lautoka, Tonga, Vila, Noumea, Pago Pago, Tahiti, Apia, Vavau.

Details: Shaw Savill Line, 8a Castlereagn St., Sydney (28-1481).

AUSTRALIA - FIJI - TAHITI - MEXICO - US - NZ

Karlander (Aust.) Pty. Ltd. operates three-weekly cargo services from Melbourne and Sydney for Suva, Lautoka, Tahiti, Los Angeles, San Francisco, Manzanillo and Auckland with side-port door ships, Woolgar, Good Mariner, Good Navigator, Belle Isle.

Details from Karlander (Aust.) Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301); F. H. Stephens Pty. Ltd., 554 Flinders Street, Melbourne (62-3333); Burns Philp (SS) Co. Ltd., Suva and Lautoka.

AUSTRALIA - FIJI - NEW HEBRIDES - NEW CALEDONIA

South Pacific United Lines with "Gange" operate a monthly cargo service from Melbourne, Sydney, Suva, Lautoka, Santo, Port Vila and Noumea.

Details from France-Australia, 261 George Street, Sydney (27-2654).

AUSTRALIA - NEW ZEALAND - TAHITI

South Pacific United Lines with "Wah Fung" operate a regular service from Melbourne, Sydney, Auckland and Papeete.

Details from France-Australia, 261 George Street, Sydney (27-2654).

AUSTRALIA - PNG

Nauru Pacific Line operates regular monthly cargo liner service from Melbourne and Sydney to Port Moresby, Lae and Rabaul.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Interocean Australia Services, 261 George Street, Sydney (2-0573).

AUSTRALIA - SOUTH PACIFIC AND CORAL SEA SERVICES

Nauru Pacific Line operates cargo/passenger service to Fiji, New Hebrides and South Pacific ports.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Interocean Australia Services, 261 George Street, Sydney (2-0573).

AUSTRALIA - PNG - BSIP

Conpac Pacific Express (Burns Philp and AWP Line) operates three-weekly passenger-cargo service from Sydney and Brisbane to Lae with Nimos, and from Melbourne and Sydney to Port Moresby and Lae with Tenos.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

New Guinea Australia Line's vessel Coral Chief operates every 17-18 days from Sydney to Brisbane, Port Moresby and Samarai (alt. voyages); Island Chief operates every 20/22 days from Sydney and Brisbane, to Lae and Rabaul, calling Kavieng alt. voyages; Papuan Chief operates every 21 days from Sydney and Brisbane to Honiara, Kieta and Gizo; New Guinea Chief operates every 21 days from Sydney and Brisbane to Rabaul and Madang. All are cargo services.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

New Guinea Express Line with two ships operates three-weekly (Moresby Express), Melbourne, Sydney, Port Moresby, Lae; (Lae Express), Sydney, Brisbane, Lae, Rabaul.

Details from New Guinea Express Line, 37 Pitt St., Sydney (241-1396) and 72 Eagle St., Brisbane (21-9333), Westralian Farmers Transport Pty. Ltd., 459 Little Collins St., Melbourne (67-8291), Breckwoldt's Shipping Agencies (PNG).

Karlander New Guinea Line's five cargo vessels call at Melbourne, Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kieta, Honiara, Gizo, Manus.

Details from Karlander (Aust.) Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301).

AUSTRALIA - GUAM - PHILIPPINES VIA NEW GUINEA PORTS

Nauru Pacific Line operates regular six weekly cargo services from Tasmania, Melbourne, Sydney and Brisbane to Guam and the Philippines via New Guinea ports and returning via inducement ports. Rapid delivery to San Francisco via Guam trans-shipment is available.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Interocean Australia Services, 261 George Street, Sydney (2-0573); Carpenter Shipping Agencies, New Guinea ports.

AUSTRALIA - HONG KONG - TAIWAN

Karlander (Aust.) Pty. Ltd. have been appointed general agents for the Taiwan National Flag Carrier the Eddie Steamship Co. Four vessels will operate an independent non-conference service from Taiwan, Hong Kong to Brisbane, Sydney, Melbourne, Adelaide and Fremantle.

Details from Karlander (Aust.) Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301).

AUSTRALIA - NAURU - MARSHALL ISLANDS - GEIC

Nauru Pacific Line operates regular monthly cargo/passenger liner service from Melbourne and Sydney to Nauru, Majuro and Tarawa.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Interocean Australia Services, 261 George Street, Sydney (2-0573).

AUSTRALIA - PNG - FAR EAST

E. and A. Line passenger ships, Cathay and Chitral, make monthly round voyages from Melbourne, Sydney and Brisbane calling at Port Moresby, Manila, Hong Kong, Keelung, Kobe, Yokohama (Tokyo), Guam and Rabaul.

Details from P & O Australia Ltd., 55 Hunter Street, Sydney (2-0317).

FAR EAST - FIJI - NEW ZEALAND

China Navigation operates a three-weekly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaoshiung, Keelung, Hong Kong.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

Royal Interocean lines operates monthly passenger/cargo service with three ships from NZ to Bangkok, Pt. Kelang, Singapore, Djakarta to Fiji (alt. months) and NZ.

Details from Interocean Australia Services, 261 George Street, Sydney (2-0573); Burns Philp (SS) Co. Ltd., Suva and Lautoka.

FAR EAST - PNG - BSI

China Navigation operates regular cargo service from Hong Kong to Wewak, Madang, Lae, Rabaul, Kieta, Honiara, Port Moresby.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

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Morris Hedstrom & Co. Ltd., Lautoka.
O. F. Nelson & Co. Ltd., Apia.
Agence Maritime Pentecost, Noumea.

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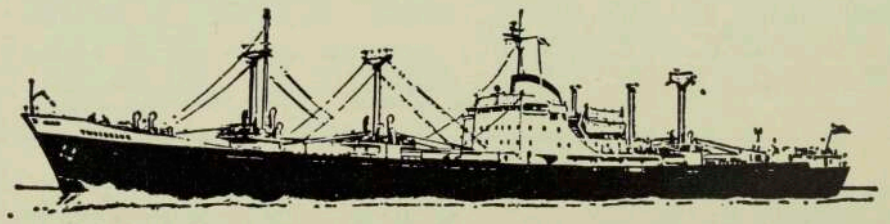

FOR PARTICULARS APPLY:

THE BANK LINE (AUSTRALASIA) PTY. LTD., SYDNEY, N.S.W.

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EUROPE - TAHITI - W. SAMOA FIJI - N. CALEDONIA - NZ

Nedlloyd Lines operates from Europe three-weekly cargo service via Panama to Tahiti, Apia, Fiji and New Caledonia; every alternate month from the Continent to Tahiti, New Caledonia and NZ.

Details from Interocean Australia Services, 261 George Street, Sydney (2-0573).

NORTH EUROPE - NEW CALEDONIA

Hamburg/Sued operates monthly cargo services from Dunkirk and Le Havre to Noumea, via Panama.

Details from Columbus Overseas Services Pty. Ltd., 333 George Street, Sydney (29-2101).

EUROPE - TAHITI - NEW CALEDONIA

Messageries Maritimes operates five cargo services a month from north and Mediterranean European ports to Papeete and Noumea, one returning direct from Papeete, two returning direct from Noumea, one returning via Japan (after Noumea) and one returning via NZ (after Noumea).

Details from Messageries Maritimes, 332 Pitt Street, Sydney (61-6664).

JAPAN - GUAM - FIJI - SAMOA - N. CALEDONIA - N. HEBRIDES

Daiwa Line runs a monthly cargo service from Japan via Guam to Suva, Lautoka, Pago Pago, Apia, Vila, Santo and Noumea.

Details from Burns Philp (SS) Co. Ltd., Suva.

NEW ZEALAND - COOK IS.

Lorena, on charter to CI Shipping Co. Ltd., operates three-weekly freight service from Auckland to Rarotonga and calls at Aitutaki alt. voyages. Also calls at Lyttelton.

Details: Silk and Boyd, Box 131, Rarotonga, or CIS Co., Box 448, Auckland.

NZ - FIJI - TONGA - SAMOAS - NIUE IS. - TAHITI

Union Steam Ship Co. of NZ Ltd. operates four vessels from Auckland, Tofua (passenger-cargo), calls at Lautoka, Suva, Pago Pago, Apia, Vavau, Nukualofa, Suva, Auckland, every four weeks. Luhesand (cargo only) calls at Papeete, Apia, Nukualofa, Auckland every four weeks. Waimea and Waikare leave Auckland/Tauranga at approximately five-weekly intervals for Lautoka, Suva, Niue Is., Apia, Nukualofa and Pago Pago. Other vessels are employed when required.

Details from any office of Union Steam Ship Co., Fiji, Tonga, Samoa, Auckland.

NZ - NORFOLK - N. CALEDONIA - AUST.

USS Co's vessel, Parera, operates 26-day passenger-cargo service Auckland (Onehunga), Norfolk Is., Noumea, Brisbane, Lyttelton, Auckland.

Details from Union Steam Ship Co. of NZ Ltd., PO Box 12, Auckland.

NZ - N. CALEDONIA - N. HEBRIDES - FIJI - WALLIS IS. - NG - BSIP

Sofrana with four ships operates monthly service to Vila and Santo; five weekly to Honiara and New Guinea; every 10 days to Noumea.

Details from Sofrana-Unilines, 42 Customs Street, Auckland (73-279), P.O. Box 3614.

SYDNEY - NOUMEA

Capitaine Scott operates fortnightly.

Details from Sofrana-Unilines, 363 George Street, Sydney (29-2385).

MELBOURNE - SYDNEY - NOUMEA - VILA - SANTO

Capitaine Cook operates every 18 days.

Details from Sofrana-Unilines, 363 George Street, Sydney (29-2385) and Burns Philp, 340 Collins Street, Melbourne.

NZ - FIJI - US

Crusader cargo ships call at Levuka and Honolulu on NZ-US west coast trips.

Details from Blue Star Port Lines (Management) Ltd., P.O. Box 192, Wellington (7-0179).

NZ - TAHITI

USS Co. operates a 28-day service from NZ to Papeete.

Details from Union Steam Ship Co. of NZ Ltd., PO Box 12, Auckland.

TONGA - SAMOA - FIJI - AUSTRALIA

Pacific Navigation Company Ltd. operates monthly cargo service between Nukualofa, Apia, Pago Pago, Suva and Lautoka with Tauloto, to Sydney.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

NOUMEA - VILA - SANTO

Compagnie Maritime Hebridaise operates a three-weekly cargo service from Sydney to Noumea, Vila and Santo with m.v. Erakor.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service, cargo only, is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka.

Details from Burns Philp (SS) Co. Ltd., Suva.

UK - PNG - BSIP - GEIC - N. HEBRIDES - N. CALEDONIA

Bank Line operates a monthly direct cargo service from Europe, via South Africa, to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, Vila, Santo, Kieta, Djayapura and Yandina. Each alternate month vessels sail via Panama and call direct at Papeete and Noumea before Pt. Moresby.

Details from Bank Line (A'asia) Pty. Ltd., 269 George St., Sydney (27-2041).

US/JAPAN - MICRONESIA

Transpacific Lines Inc., with several inter-island passenger/cargo ships, operates regular services out of the US west coast and Japan, via Honolulu and Guam to all major Micronesian ports, including Saipan, Yap, Koror, Ponape, Truk, Kusaie, Kwajalein and Majuro.

Details from Transpac, PO Box 468, Saipan, Mariana Islands.

US - HAWAII/SAMOA - AUSTRALIA

Pacific Far East Line operates monthly service from Pacific coast ports with the Samoa Bear, Korea Bear, and America Bear to Sydney, Brisbane, Melbourne, Burnie, Auckland, Pago Pago, Honolulu, Los Angeles, San Francisco, Vancouver and Pacific northwest ports. All carry passengers.

Details from PFEL, 50 Young Street, Sydney (27-4272).

US - FIJI/TAHITI - AUSTRALIA

Bank Line Ltd. operates regular cargo services from US Gulf ports to Australia and NZ. Calls at Suva, Lautoka and Papeete on demand.

Details from Bank Line (A/asia) Pty. Ltd., 269 George Street, Sydney (27-204).

Pacific Far East Line cruise ships, Mariposa and Monterey operate regularly from San Francisco, Los Angeles, Honolulu, Moorea, Papeete, Rarotonga, Auckland, Sydney, and return via Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Details from PFEL 50 Young Street, Sydney (27-4272).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport's Thorsisle and Thor 1 operate a monthly cargo service from North American west coast ports to Papeete, Pago Pago, Apia, Suva, Lautoka, Noumea and occasionally Santo, Vila.

Details from Trans-Austral Shipping Pty. Ltd., 19 Pitt Street, Sydney (27-2441).

COOK IS. - TAHITI

Silk and Boyd Ltd. operates service from Rarotonga to Tahiti with Akatere, Manuvai and Manutea, for general cargo and passengers.

Details: Silk and Boyd, Rarotonga, Ets Donald, Papeete.

AIRWAYS

TRANS-PACIFIC SERVICES

SYDNEY - FIJI - TAHITI - MEXICO

Qantas, with 707s, operates twice weekly out of Sydney on Tues. and Fri. and return out of Mexico City on Tues. and Sat. Stops at Acapulco.

SYDNEY - FIJI - HAWAII - CANADA

CP Air, with DC8, operates weekly services out of Sydney on Sat. and Vancouver on Thurs.

SYDNEY - NZ - HAWAII - US

Air-NZ with DC8s, operates from Sydney to Los Angeles, via Auckland and Honolulu on Mon., Tue., Fri., and returns Mon., Tue., and Sat.

SYDNEY - NZ - TAHITI - US

Air-NZ, with DC8s, operates from Sydney to Los Angeles, via Auckland and Papeete on Sun. and returns Fri.

SYDNEY - FIJI - HAWAII - US

Qantas operates daily between Sydney and San Francisco via Fiji and Honolulu on Mon., Wed., Fri and Sat. with 747Bs and on Tues., Thurs. and Sun. with 707s. Additional services to Fiji from Australia on Sat. and Sun.

BOAC, with VC10s, operates from Melbourne and Sydney to Los Angeles daily except Mon. and Wed., and Los Angeles to Sydney and Melbourne daily except Mon. and Sat.

SYDNEY - FIJI - HAWAII

American Airlines, with 707s, operates three daylight flights from Sydney to Nadi and Honolulu (Thurs., Sat., Mon.), returning from Honolulu to Nadi and Sydney Tue., Thurs. and Sat.

SYDNEY or NOUMEA - US (via FIJI, NZ or TAHITI)

UTA, with DC8s, operates out of Sydney on Tues. and Fri. and Noumea, on Tues., Wed., Thurs., and Sun., NZ on Wed and Fri.

SYDNEY - US (via N. CAL., FIJI, or HAWAII)

PanAm, with 747s, arrives Sydney from Los Angeles, via Honolulu and Nadi, on Sun., Tues. and Thurs. and leaves on return flight the same days.

PanAm, with 707s, operates four days a week return trans-Pacific service out of Sydney and Los Angeles; Mon., Wed. and Fri. flights to Australia go to Melbourne and return to Sydney the same day. Mon. Sydney-LA flight is via Noumea and Honolulu. Jets connect with services to London, Europe and Far East. Jets fly Sydney-Hawaii non-stop, Wed., Fri. and Sat. and Hawaii-Sydney non-stop Mon., Wed. and Thurs.

BRISBANE - FIJI

Qantas operates a 707 direct from Brisbane to Fiji on Sat. and Fiji to Brisbane on Sun.

MELBOURNE - FIJI - US

Qantas operates Melbourne/San Francisco via Fiji and Honolulu on Fri. with a 747B and on Thurs. with a 707.

MELBOURNE - FIJI - HAWAII

American Airlines, with 707s, operates daylight flights from Melbourne Tuesdays, leaving Honolulu on return Sundays.

MELBOURNE - NZ - HAWAII - US

Air-NZ, with DC8s, leaves Melbourne for Los Angeles via Auckland and Honolulu, on Sat. and returns Wed.

MELBOURNE - NZ - TAHITI - US

Air-NZ, with DC8s, operates from Melbourne to Los Angeles via Auckland and Papeete on Wed., returning on Sun.

NZ - AM. SAMOA - TAHITI or HAWAII - US

PanAm, with 707s, operates out of Auckland via Tahiti on Mon., Wed. and Fri. and via American Samoa on Thurs. and Sat. Out of American Samoa, PanAm operates to the States on Thurs., Sat. and Sun. and out of Tahiti to the States on Mon., Tue., Thurs., Fri., Sat., Sun.

AUCKLAND - FIJI - HAWAII

American Airlines, with 707s, operates out of Auckland to Honolulu, via Nadi on Wed., Fri. and Sun. and from Honolulu to Auckland, via Nadi on Mon., Wed. and Fri.

NZ - FIJI - HAWAII - US

Air-NZ, with DC8s, leaves Auckland for Los Angeles, via Fiji and Hawaii on Thurs. and returns same day.

FIJI - AM. SAMOA - HAWAII

American Airlines, with 707s, operates out of Honolulu to Nadi daily (Mon. and Wed. flights via Pago Pago), and from Nadi to Honolulu daily (Wed. and Sun. flights via Pago Pago).

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CANADA - FIJI
CP Air with DC8s, operates from Vancouver to Nadi on Mon., returning Wed.

AUSTRALIA-FAR EAST

SYDNEY - PNG - FAR EAST
Qantas, with 707s, operates out of Sydney to Port Moresby via Manila and Hong Kong on Sundays; returns from Hong Kong to Sydney via Port Moresby on Sundays. A service from Hong Kong to Port Moresby via Manila operates on Wednesdays, and from Port Moresby to Hong Kong via Manila on Fridays.

AUSTRALIA-PACIFIC ISLANDS

MELBOURNE - NOUMEA - HONIARA - NAURU - TARAWA AND MAJURO
Air Nauru operates a twice-weekly service, Melbourne-Brisbane-Noumea-Honiara-Nauru and return, using a Fokker F28 jet. Extra services are operated twice weekly to Majuro and fortnightly to Tarawa and return.
Details: Air Nauru, Nauru Government Office, 227 Collins St., Melbourne.

SYDNEY - FIJI
Air-India, with 707s, operates weekly services to Nadi on Tues., returning to Sydney on Wed.

SYDNEY - LORD HOWE IS.
Airlines of NSW, with flying-boats, operates four times weekly, return services from Rose Bay, Sydney, to Lord Howe. Extras on holidays.

SYDNEY - NEW CALEDONIA
Qantas and UTA operate Sydney to Noumea Mon., Tues., Wed., Fri.; and Noumea to Sydney on Mon., Wed., Fri., Sat.

AUST. - NEW ZEALAND - FIJI
BOAC, with VC10s, operates Mon. from Sydney to Auckland and Fiji; on Sat. from Melborne to Auckland and Fiji.

SYDNEY - NORFOLK IS.
Qantas, with DC4s, operates three times weekly. More in holiday periods.

AUSTRALIA - PNG
TAA and Ansett, with 727s or DC9s, operate 14 times a week from Brisbane, Sydney or Melbourne to Pt. Moresby.
Mon., TAA DC9 T Jet service operates Townsville via Cairns, for Port Moresby, returning on Tue. Port Moresby to Cairns, Townsville, Mackay, Brisbane, Sydney. Tue., TAA DC9 7.30 am Port Moresby to Honiara direct and returning same day to connect to Cairns, Townsville, Mackay, Brisbane and arriving in Sydney at 9.30 pm Tue. During December and January, this flight will connect with the Boeing Port Moresby to Sydney direct. On Thurs., TAA Fokkers fly Townsville, Cairns, Port Moresby and return same day 12.00 pm Port Moresby, Cairns, Townsville, Mackay, Rockhampton, arrive Brisbane 8.40 pm.
Ansett, with DC9s, operates Wed. service Cairns-Port Moresby-Cairns-Townsville, and a Thursday service Port Moresby-Cairns.
TAA has Fokker, DC3 and Twin Otter aircraft available for charter.

NEW ZEALAND-PACIFIC IS.

NZ - AM. SAMOA
PanAm, with 707s, operates from Auckland to Pago Pago on Thurs. and Sat., and returns on Wed. and Fri.

NZ - FIJI
Air-NZ, with DC8s, operates daily return services from Auckland to Nadi.

NZ - FIJI - AM. SAMOA
Air-NZ, with DC8s, operates services out of Auckland on Tues. and Sat. and from Pago Pago on Tues. and Fri.

NZ - TAHITI
UTA, with DC8s, operates weekly from Auckland on Wed. and Fri. and returns Mon. and Thurs. Air-NZ, with DC8s, operates weekly from Auckland on Sun., returning Sat.

NZ - NEW CALEDONIA
UTA with DC8s operates weekly from Noumea on Wed. and return Fri.

NZ - NORFOLK IS.
Air-NZ, with chartered Qantas DC4s, operates once weekly, leaving Norfolk Is. on Sat. and Auckland on Sun.
From December 21 Air-NZ, with chartered Qantas DC4, operates an additional service leaving Norfolk Island on Thurs. and returns same day.

AUCKLAND - SYDNEY - SINGAPORE
Air-NZ, with DC8s leaves Auckland via Sydney for Singapore on Mondays and Thursdays and returns same days. (Tuesdays and Saturdays from December 17.)

AUCKLAND - SYDNEY - HONG KONG
Air-NZ, with DC8s leaves Auckland via Sydney for Hong Kong on Sundays and Wednesdays and returns same days, via Brisbane.

NEW ZEALAND - NEW CALEDONIA
Air-NZ, with DC8s, operates from Auckland-Noumea on Sundays and returns the same day.

NADI - RAROTONGA
Air-NZ, with chartered HS748, operates from Nadi on Thurs. to Rarotonga and returns to Nadi Thurs. (Sun. from December 21.)

INTER - TERRITORY SERVICES

TAHITI - EASTER IS. - CHILE
LAN-Chile, with 707s, operates weekly, leaving Santiago Thurs., arriving Papeete Thurs. evening, dep. Fri. evening, arr. Santiago Sat. Stopover Easter Is. each way.

FIJI - GEIC
Air Pacific, with 748s, operates from Suva to Tarawa via Nadi and Funafuti on Saturdays and alternate Tuesdays and returns to Suva via Funafuti and Nadi on Sundays and alternate Wednesdays.

GEIC - NAURU
Air Pacific and Air Nauru each operate fortnightly between Nauru and Tarawa.

NAURU - MARSHALL IS.
Air Nauru makes a twice-weekly flight Nauru-Majuro and return.

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FIJI - WESTERN SAMOA

Air Pacific, with BAC 1-11s, operates one service a week from Suva to Apia, returning the same day. This flight crosses the International dateline.

Polynesian Airlines, with 748s, operates Nadi-Apia Fri., Mon. and Apia-Nadi Wed., Sat. (from December 16).

PAPUA NEW GUINEA - SINGAPORE

Qantas, using 707s, operates from Port Moresby to Singapore via Darwin on Thursdays; and returns from Singapore to Port Moresby via Darwin on Thursdays.

WESTERN SAMOA - TONGA

Polynesian Airlines, with 748s, operates four services weekly from Apia to Tonga on Sun., Mon., Wed., Fri. Return service from Tonga on Mon., Tues., Thurs. and Sat. (from December 16).

FIJI - N. HEBRIDES - BSIP - P. MORESBY

Air Pacific, with BAC 1-11s, operates from Suva on Sun., Wed. and Fri., via Nadi to Vila and Honiara, the Sunday service extending to Port Moresby. Flights depart Honiara on Mon., Wed. and Fri. for Suva via Vila and Nadi, and return from Port Moresby on Mon. only.

FIJI - TONGA

Air Pacific with 748s operates from Suva to Nukualofa five times a week.

FIJI - WALLIS/FUTUNA

Fiji Air Services operates services to Wallis and Futuna Is.

Details: Fiji Air Services. P.O. Box 1259, Suva (22-666).

FIJI - AM. SAMOA - COOK IS.

Air Pacific (chartered by Air-NZ) with HS748s, operates a weekly service from Nadi to Rarotonga, via Pago Pago (technical stop), returning via Aitutaki and Pago Pago. Service leave Nadi on Thurs. and returns on Fri. This flight crosses the International dateline.

HAWAII - AM. SAMOA - TAHITI

PanAm, with 707s, operates from Honolulu to Pago Pago on Wed., Fri. and Sat., to Tahiti direct on Mon. and Fri. and to Pago Pago on Wed. and Fri. On Wed. and Sat. PanAm operates 707s from Honolulu, Pago Pago and Papeete. PanAm, with 707s, operates to San Francisco via Los Angeles on Mon., Tue. and Fri., to San Francisco from Papeete via Honolulu on Tue. and Sat., to San Francisco via Pago Pago and Honolulu on Sun. and Thurs. To Papeete flights operate from San Francisco via Honolulu and Pago Pago on Wed. and Sat. and to Papeete from San Francisco via Los Angeles on Mon., Wed. and Sat.

HAWAII - MICRONESIA - OKINAWA

Continental-Air Micronesia with 727s operates from Honolulu, Wed. and Sun. via Midway (fuel stop only), Kwajalein, Majuro, Ponape, Truk, Guam and Saipan; Tues. to Okinawa from Guam and Saipan. Return to Honolulu Wed. and Sat.

NEW CALEDONIA - NEW HEBRIDES

UTA, with Caravelles, operates five return services a week, out of Noumea on Mon., Wed., Thurs., Fri. and Sat. to Vila. Returning Mon., Wed., Fri (2 flights) and Sat.

NEW CAL. - WALLIS IS. - NEW CAL.

UTA, with Caravelles, operates a twice-monthly service, leaving Noumea on the second and third Tues. of the month.

NEW GUINEA - WEST IRIAN

TAA operates DC3s Madang to Djayapura and return alt. Tues.

Merpati DC3 Djayapura-Lae alternate Tuesdays, returning Lae-Djayapura 10 am Wednesdays.

PNG - SOLOMONS

Air Pacific, with BAC 1-11, operates Sundays Honiara to Port Moresby and Mondays Port Moresby to Honiara.

TAA operates DC9 and DC3 aircraft three times weekly. Tuesday aircraft leaves Port Moresby 7.30 am for Honiara returning same day for Port Moresby and continues to Cairns, Townsville, Mackay, Brisbane and Sydney. Tuesday and Saturday aircraft leave Rabaul for Honiara via Buka, Kieta, Munda and Yandina, returning Wednesday and Sunday.

TAA Fokker Friendship leaves Port Moresby direct for Kieta Mon., Wed., Fri. and Sat. returning Wed., Fri. and Sat. direct and via Buka, Rabaul and Lae on Tue. and Thurs. Kieta, Moresby via Rabaul and Lae Sunday.

TAHITI - US

UTA, with DC8s, operates on Sun., Tues., Wed., Thurs., Fri., Sat. (non-stop from Papeete to Los Angeles), and returns the same day.

PanAm with 707s, operates to San Francisco, via Los Angeles on Mon., Tues. and Fri.; to San Francisco, via Honolulu on Tues. and Sat.; and to San Francisco, via Pago Pago and Honolulu, on Sun. and Thurs.; from San Francisco via Honolulu and Pago Pago, to Tahiti on Sat., and from San Francisco, via Los Angeles, to Tahiti on Mon., Wed. and Sat.

W. SAMOA - AM. SAMOA

Polynesian Airlines, with 748s, operates between Apia and Pago Pago (six services, Fri.; three Mon., Tues., Wed., Thurs., Sat., Sun.).

TONGA - NIUE - W. SAMOA

Polynesian Airlines, with 748s, operates weekly service from Tonga to Niue, leaving Tues., arriving Niue Mon., leave Niue Mon., arrive Apia same day.

TAHITI - COOK IS.

Air Tahiti with Piper Aztec, operates charter service from Papeete to Rarotonga.

Details from Air Polynesie, P.O. Box 314, Quai Bir Hakeim, Papeete, and UTA offices.

INTERNAL SERVICES

FIJI

Air Pacific, with HS748s, BAC 1-11s and Herons operates regular services to Labasa, Matei, Nadi, Nausori and Savusavu.

Fiji Air Services, with Beech Baron and Norman Islander aircraft, operates 12 services per week (twice daily Mon. to Sat.) to Ovalau Is., Korolevu, Natadola, Deuba and Castaway Island resort. There is also a new service once weekly every Fri. dep. Nausori 12.30 pm, arr. Lakeba 13.55, dep. Lakeba 14.15, arr. Nausori 15.40. Charter flights operate to anywhere in the South Pacific.

Details: Fiji Air Services, P.O. Box 1259, Suva (telephone 22-666).

FRENCH POLYNESIA

Air Polynesie, with Fokker F27 Friendship, DC4s, Twin Otters and Islanders, operates to Bora Bora, Huahine, Moorea, Rangiroa, Raiatea, Manihi, Marquesas, Maupiti and Tubuai, Austral Islands.

Details from Air Polynesie, P.O. Box 314, Quai Bir Hakeim, Papeete, and UTA offices.

Air Tahiti, with light aircraft operates shuttle service from Papeete to Moorea and charter service to Raiatea, Bora Bora, Huahine, Rangiroa and Manihi.

GILBERT AND ELLICE ISLANDS

Air Pacific, with Herons, operates regular services between Tarawa, Butaritari, North Tabiteuea and Abemama.

GUAM - US TRUST TERRITORY

Continental-Air Micronesia with 727s and DC6s operates regular service connecting Honolulu, Okinawa and Guam with Saipan, Rota, Yap, Palau, Truk, Ponape, Kwajalein and Majuro.

Details from Air Micronesia, Saipan.

Air Pacific Inc. (not connected with the Fiji-based Air Pacific) with Piper Navajo and a deHavilland Heron, operates regular services linking Guam, Saipan, Tinian, and Rota, and charter services are available to other Trust Territory islands.

Details, Air Pacific Inc., P.O. Box 1689, Tamuning, Guam, 96911, U.S.A.

Lagoon Aviation Inc. with Grumman Widgeons, operates charter services for the Marshalls district, based on Majuro.

PAPUA NEW GUINEA

TAA and Ansett operate throughout the territory.

Aerial Tours operates in Central, Western, Gulf and Sepik districts.

Territory Airlines operates from Goroka, Kundiawa, Madang, Mt. Hagen, Wewak, Vanimo and Mendi to Highland or coastal centres.

Details from Territory Airlines Pty. Limited, P.O. Box 108, Goroka, Papua New Guinea or Talco Territory Travel Service of Papua New Guinea.

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Honiara: E. V. Lawson Pty. Ltd.
Kieta: Breckwoldt & Co. Pty. Ltd.
Lae: N.G.G. Trading Company.
Wewak: Burns Philp (N.G.) Ltd.
Fiji: Burns Philp (S.S.) Ltd.
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PAGO PAGO: Kneubuhl Maritime Services Corp.
NUKUALOFA: Tonga Shipping Agency.
SUVA: Burns Philp (South Sea) Co., Ltd.
LAUTOKA: Burns Philp (South Sea) Co., Ltd.
NOUMEA: Agence Maritime et Aerienne Caledonienne.
SANTO: Burns Philp (New Hebrides) Ltd.
VILA: Burns Philp (New Hebrides) Ltd.
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CHIYODAKU, TOKYO.
TEL. TOKYO (292) 2441-5.

Bougainville Air Services operates daily throughout Bougainville. Details: Arawa, Phone 956-159; Buka, Phone 16. Box 298, PO, Kieta.

NEW CALEDONIA

Air Caledonie, with Twin Otters, and Islanders operates regular services to Houailou, Isle of Pines, Isle Ouen, Kone, Koumac, Lifou, Mare, Noumea, Ouvea Touho, Mueo, Belep, Tiga.

Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesiae with Britten-Norman Islanders operates to Santo, Malekula (Norsup and Lamap), Aoba (Walaha and Longana), Pentecost (Lonorore), Erromanga, Tongoa, Aneityum, Tanna and Vila. Direct connections are available to and from Santo for all international flights arriving in Vila.

Details from Air Melanesiae, P.O. Box 72, Vila.

SOLOMON ISLANDS

Solair, with Beech Barons and Islanders operates to Auki, Avu Avu, Barakoma, Bellona Is., Fera Is., Gizo Honiara, Kira Kira, Marau, Munda, Parasi, Sege, Yandina, Santa Cruz, Mono, Rennell Is., Choiseul Bay and Ballalae.

Details from Solomon Islands Airways Ltd., Box 23, Honiara, BSIP.

● In a major move into the growing New Guinea timber industry, the Fletcher Timber Company Ltd has bought a 51 per cent holding in Wewak Timbers Proprietary Ltd. Operating on the northern coast of New Guinea, Wewak has valuable tropical forest concessions and two small sawmills; one at Wewak and the other in the Gogol forest close to Madang. Fletchers intend next year to build a modern sawmill at Madang which could become the largest hardwood processing plant within PNG.

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In a Nutshell

PALAUANS SAY NO.—" . . . We are opposed to the use of land on Palau by the United States military." This was the gist of a declaration of the people of Palau District sent to the Congress of Micronesia's Joint Committee on Future Status, November 20, signed by 50 elected and traditional leaders of that district, including High Palau Chief Reklai. The declaration said the people of Palau have no desire for military installations and personnel on their land and fear a possible repeat of the suffering and misery brought on during World War II.

NO RUSH FOR SELF-RULE.—American Samoa should be ready for self-government in four to six years, Governor John M. Haydon agreed in Honolulu last month. Despite the overwhelming referendum vote on November 7 against asking for election of governor and lieutenant governor in 1974, it is still a possibility for 1976. With a budget underwritten by the US nearly three times that of Western Samoa, it is quite understandable that the voters of American Samoa know which side their bread is buttered, and like it that way.

MORE TO SPEND.—Tofa Siaosi, Western Samoa's Minister of Finance has presented a record budget of nearly $WS13 m. Almost $9 m. will be spent on maintenance items and $3.3 m. for development projects. About $10 million will be obtained from liquor sales, stamps and postage, electricity sales and fees from wireless messages. The rest will come from loans—$500,000 from New Zealand and $1.5 m. raised locally.

FORBIDDEN EXPORT.—Anyone who catches and attempts to export the rare butterfly, the Alexandrae, which is found only in the Popondetta area of Papua New Guinea, will be prosecuted, warns the PNG Agriculture Department. The warning follows the detection of an attempt by two men to export eight butterflies which they had caught. Maximum penalty for anyone trying to export the insect is a $200 fine.

BISHOP'S IDEA.—The Anglican Bishop of Papua New Guinea, the Rt Rev David Hand, has called for the introduction of non-military national service for all male school leavers in the country. He made his call in a strongly-worded statement condemning proposals in the House of Assembly for the establishment of a national lottery, describing the proposal as "folly" and a negative response to the problem of gambling and in particular of chain letters, which have being doing brisk business in Papua New Guinea. He believed that the national interest would be better served by a strong call to all sections of the community for what he called "good, plain, honest hard work." He said there should be a "determined enforcement" of vagrancy laws and compulsory, non-military national service should be introduced for all males after leaving school.

COOK IS. COINS.—Cook Islands Coins to the value of 1c, 2c, 5c, 10c, 20c, and $1 were issued in November. They were all designed by the well-known New Zealand artist, James Berry. New Zealand notes will remain in circulation, but when sufficient of the new coins have been received, the New Zealand ones will be phased out. The coins bear a profile of Queen Elizabeth II wearing a diamond tiara of festoons, scrolls and collet-spikes. The inscription reads "Elizabeth II, Cook Islands 1972". On the reverse side the $1 bears the impression of the mythical god, Tanagaroa; the 50c coin a swimming bonito; the 20c a fairy tern; the 10c a bunch of oranges and leaves; the 5c a hibiscus flower; the 2c two pineapples and 1c a taro leaf.

COOK IS. FLAG.—The Cook Islands are also to have their own flag, according to the Cook Islands News. Cabinet has appointed a committee, comprising the Premier and six others to oversee the designing of a suitable flag.

It is expected that a competition will be held so that a wide range of ideas can be considered.

AID FROM TAIWAN.—Western Samoa's Prime Minister Tupua Tamasese recently went on a state visit to Taiwan and Britain. While in Taiwan, he negotiated with government and business leaders there concerning Taiwanese help for Western Samoa in the establishment of a tuna cannery and other industrial projects.

NEVER SAY DIE.—Although a referendum rejected a Common-

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wealth proposal for an animal quarantine station on Norfolk Island, seven members of the island's council have organised a petition to have the decision reversed. An editorial in the Norfolk Islander alleged that "senior citizens" were being intimidated into signing the petition under the threat, without official foundation that they would lose there Australian pensions if they did not sign and that shopkeepers faced increased duty charges.

LOCALS MAKE GOOD.—The Nipa Sura Company Pty Ltd, which is owned by New Guineans and runs a group of trade stores, has announced that it will pay a 10 per cent dividend plus a bonus payment after two years of operation.

NO COFFEE BARS.—The Coffee Council, which operates the International Coffee Agreement from London, has suspended the quota system for the remainder of the "coffee year", to the end of September next year. With quotas removed, Papua New Guinea's coffee growers will be able to sell freely. A decline in world stocks has forced suspension of the system.

CLAN BATTLES.—Police have arrested hundreds of tribesmen in the New Guinea Highlands in an effort to stop clan battles which have been fought all over the Highlands for a variety of reasons. There were bitter battles near Kerowagi between Dage and Pagua clansmen who are warring over land claims. Six men were admitted to Mount Hagen Hospital after a fight at Keltiga over the theft of a pig, and one man was killed and 40 injured in skirmishes at Laiagam in the Western Highlands following the murder of a 15-year-old boy of the Tsambi clan. The boy had been beheaded. A fight took place in the Mount Hagen streets after a man had been injured in the hotel when a bottle was thrown. Seventy-six houses and a trade store were burned down and one man killed when men of the Yamboran and Waiminigin clans clashed in the Tsak valley near Wapenamanda over pigs paid as bride price. One clan felt it had been insulted when members of the other clan said their pigs were of poor quality.

KUSAIE SEPARATISTS. — There will still be six stars on the flag of Micronesia to stand for six districts even after the Marianas secede, if an enthusiastic group on Kusaie succeed in their aim for separate district status for their island. On a recent visit to Kusaie High Commissioner Edward E. Johnson and District Administrator Leo Falcam were greeted with a banner saying "Welcome to Kusaie District". Kusaie is part of Ponape District. It has a population of about 5,000.

BACK TO SAIPAN.—Saipan, in the Marianas, looks like being the permanent home again of the Congress of Micronesia. The congress has not met there since February, 1971, when the chambers were destroyed by fire. The first session of the newly-elected congress will meet in Saipan in January, in new buildings.

A CAPTAIN'S HOLIDAY.— The go slow by aircraft refuellers at Nadi Airport had a "beneficial" side effect, for Captain C. Hill-Willis, general manager of Pacific Navigation Co Ltd, Tonga. He was in Sydney in mid-December arranging for a replacement for the Tauloto, but had to be back in Nukualofa in time to pilot the cruise ship Oriana into port. As aircraft were over-flying Nadi he decided to play it safe, flying to Auckland, joining the Oriana there, and having a couple of days leisure on board before piloting the liner into the harbour.

NAURU-JAPAN LINK.—Air Nauru has inaugurated a service between Nauru and Kagoshima, Japan, with its Fokker F28. The route is Nauru, Ponape, Guam, Naha (Okinawa), Kagoshima. The airline has traffic rights to both Naha and Kagoshima, and will operate once weekly initially. Air Nauru offers a direct route between the Central Pacific and Japan, and the airline hopes to attract both tourist and business travellers.

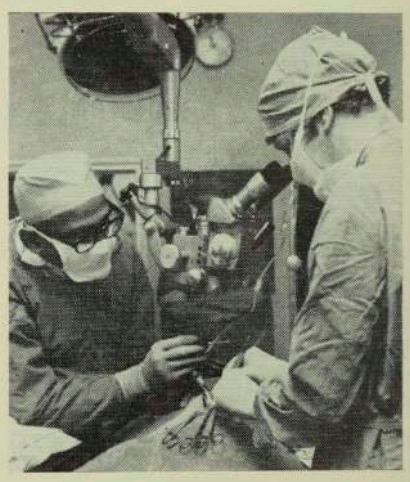
PHOSPHATE SALES.—The British Phosphate Commissioners have contracted to buy a total of 1,350,000 tons of phosphate rock from Nauru for Australia and New Zealand in the current financial year. Initially the contract was for 750,000 tons with the option of a further 100,000 tons. Before the present recession in the world market for phosphate, Nauru sales to these countries had been running at around 2,000,000 tons annually for many years.

NIUE FILMED.—Niue's marine and wildlife is going on the screen. Four scientists and two photographers from the Dominium Museum in Wellington have carried out a filmed survey of the island's coral reefs, marine creatures, birds and land crabs. Two films will be made, one for scientists and conservationists and the other for tourist publicity. A World Health Organisation team has also been on the island handing out about half a million anti-filariasis pills.

HEROES GO HOME.—A report in the "Daily Breeze" of Torrance, California indicates that the remains of five US marines who died in the battle for Guadalcanal in 1942 have finally been interred with full military honours in America's Arlington National Cemetery. In 1970 a skeleton was found bearing the metal identification tags of one of the men, and the rest were found after a subsequent search. Months of scientific work went into establishing their positive identity.

NATURE'S ENGINEERING.—Hurricane Bebe threw up a pile of coral boulders forming a new natural causeway on the seaward edge of Funafuti's surrounding reef. It joins the islets of Fongafale and Munamanu, and is about 20 ft high by 100 to 200 ft wide.

MINISTER RESIGNS.—Mr Vijay R. Singh, Fiji's Minister for Urban Development, Housing and Social Welfare, has resigned but he will remain a member of the House of Representatives. He plans to open a legal practice in Suva.



This operating microscope made in Paris was given to the Colonial War Memorial Hospital in Suva by UTA/Air France, whose Suva manager Mr Dominique Texier, presented it to the Medical Superintendent of the Hospital, Dr S. C. Ramrakha. The instrument, worth $4,000, is used in delicate operations such as certain neuro-surgical procedures, operations on the middle ear, suturing of small blood vessels and nerves. In the picture, taken during an operation, are Dr Ramrakha (left) and Dr R. Rushworth, a neurological expert from the Royal North Shore Hospital in Sydney.

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Deaths of Islands People

Dr A. Frater

Dr Alexander Frater who spent many years in Fiji in private practice and as principal of the Fiji Medical School, died recently in Auckland, aged 65. He graduated in medicine and gained a diploma in tropical medicine at Sydney University. He was principal at the school from 1946 to 1953, and was then in private practice in Suva for about 10 years.

When he left Fiji he continued his practice in New Zealand.

Mrs C. P. Kearsley

The death has occurred at the Colonial War Memorial Hospital in Suva of Mrs Constance Penelope Kearsley at the age of 80.

The eldest daughter of Mr Herbert Ambler, she was educated at Suva Public School and was named dux of the school in 1908. Later, she taught at the same school, leaving it in 1914 on her marriage to Mr William Kearsley.

She leaves a son, Mr Peter Kearsley, a former Fiji magistrate now living in Sydney, and five daughters, Miss Dorothy Kearsley, of Suva, Mrs Betty Gurd, of Australia and formerly of Suva, Mrs Joyce Scherrer, of the United States, Mrs Nancy Thomson, of Suva, and Mrs Elima Higgins, of the United States.

Mr George Toalit

One of the pioneer teachers in the New Ireland, East New Britain and Bougainville districts of PNG, Mr George Toalit has died at his home village of Samo, near Namatanai at the age of 57.

He began his teaching career in 1932 at Utu, near Kavieng, and, after the war, established the Matupi school near Rabaul. This was followed by several others in different parts of PNG. He retired in July, 1970.

Ratu Jeremaia Tavaiqia, MBE

More than 5,000 mourners including the Prime Minister of Fiji, Ratu Sir Kamisese Mara, attended the funeral in Fiji on December 5 of the Tui Vuda, Ratu Jeremaia Tavaiqia, who collapsed and died on December 3, shortly after speaking at Navutu village church. He was 57.

Traditional ruler of a large area around Lautoka, Ratu Jeremaia was regarded as a wise and enlightened chief who had worked hard to improve living standards for his people.

Lali drums were beaten as his body lay in state at his bure in his village of Viseisei and the women of the village held an all-night vigil as part of the ancient ritual always observed on the death of a Fijian chief.

Mr C. Barlow

One of a small group of enthusiasts who helped the Niue islanders to form and send to the Arts Festival in Suva a team which won high praise for its performances, Mr Colin Barlow has died suddenly while on leave in New Zealand.

Mr Barlow, who had worked on Niue as an education officer, was to have returned there in February for a second two-year term. During his first tour he became involved in work to preserve the islanders' culture and traditional skills and as secretary of the Niue Cultural Council he did much to reclaim for the people examples of their traditional arts which had been disposed of overseas, and encouraged the elderly people on the island to instruct the young people in their arts.

Beth Dean, wife of Victor Carell, the festival organiser, pays this tribute to Mr Barlow: "Colin Barlow was a forthright friend and a man of conviction with immense energy to press through to its logical conclusion whatever cause he had chosen to back. He had foresight and the commonsense that provided firm foundations for his ideals."

Mr Thomas Prince

The death occurred in Gatton, Queensland, in late November, of Mr Thomas Prince, well known in New Guinea before the war as a miner and planter. He was in his late 70s. Mr Prince was one of the pioneers of the Wau-Edie Creek goldfields, having gone there as early as 1926. He returned briefly to New Guinea after the war before moving his interests to Australia, where he operated a banana plantation in northern NSW and later acquired a Sydney hotel. He retired from business a few years ago because of failing health.

Mrs Marion Taylor, widow of former NG District Officer Ted Taylor, described the late Tom Prince in December as "liked by everyone who knew him, and truly a *gentle* man".

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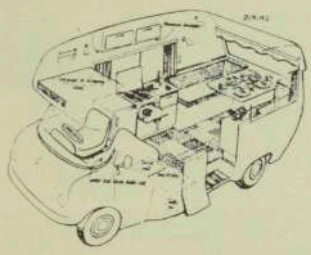

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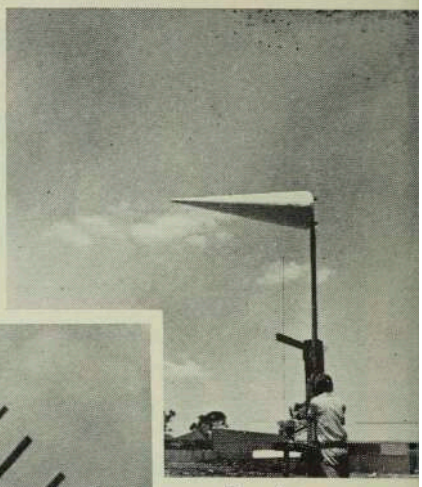

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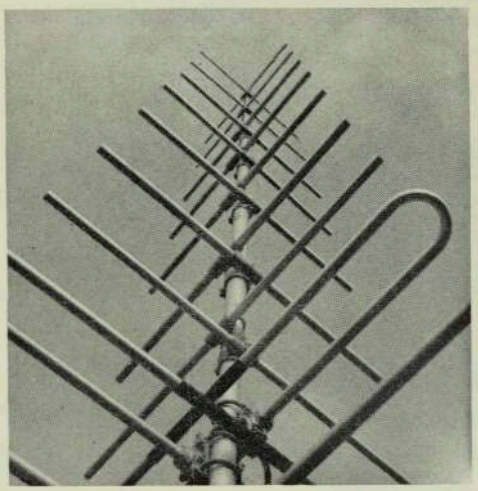

Fig. 2.
Satellite receiving ante 138 MHz crossed yagi array

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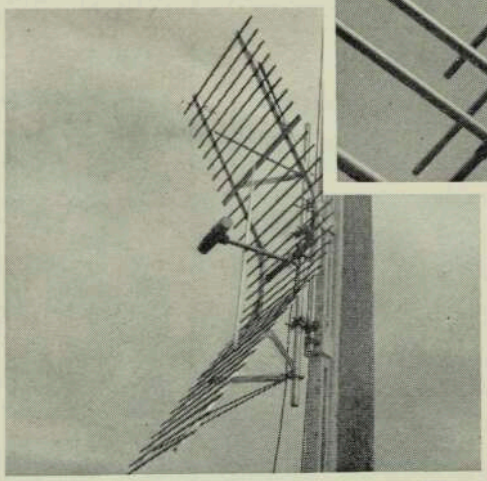

Fig. 3.
Plane-Parabola 400-480 MHz 15db gain (ref. h wave dipole)

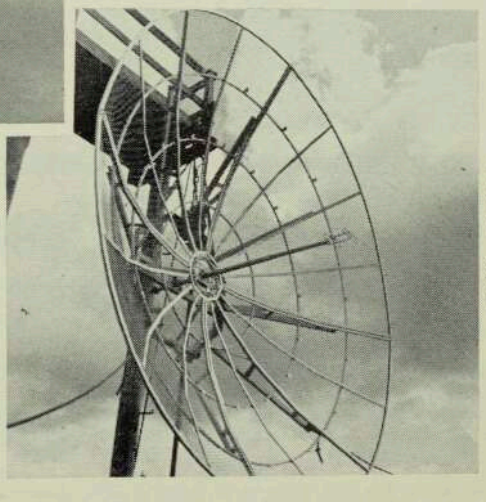

Fig. 4.
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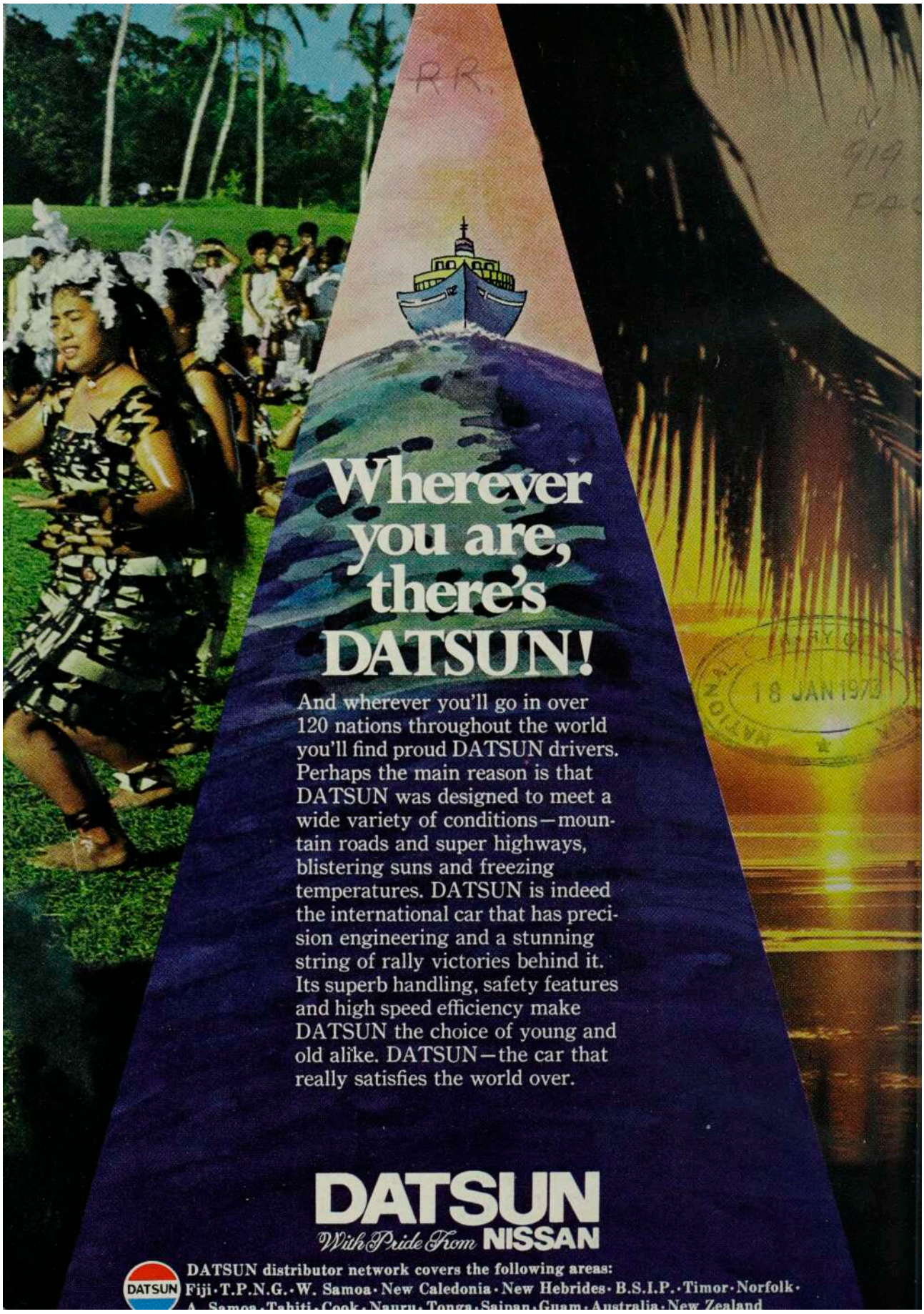

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