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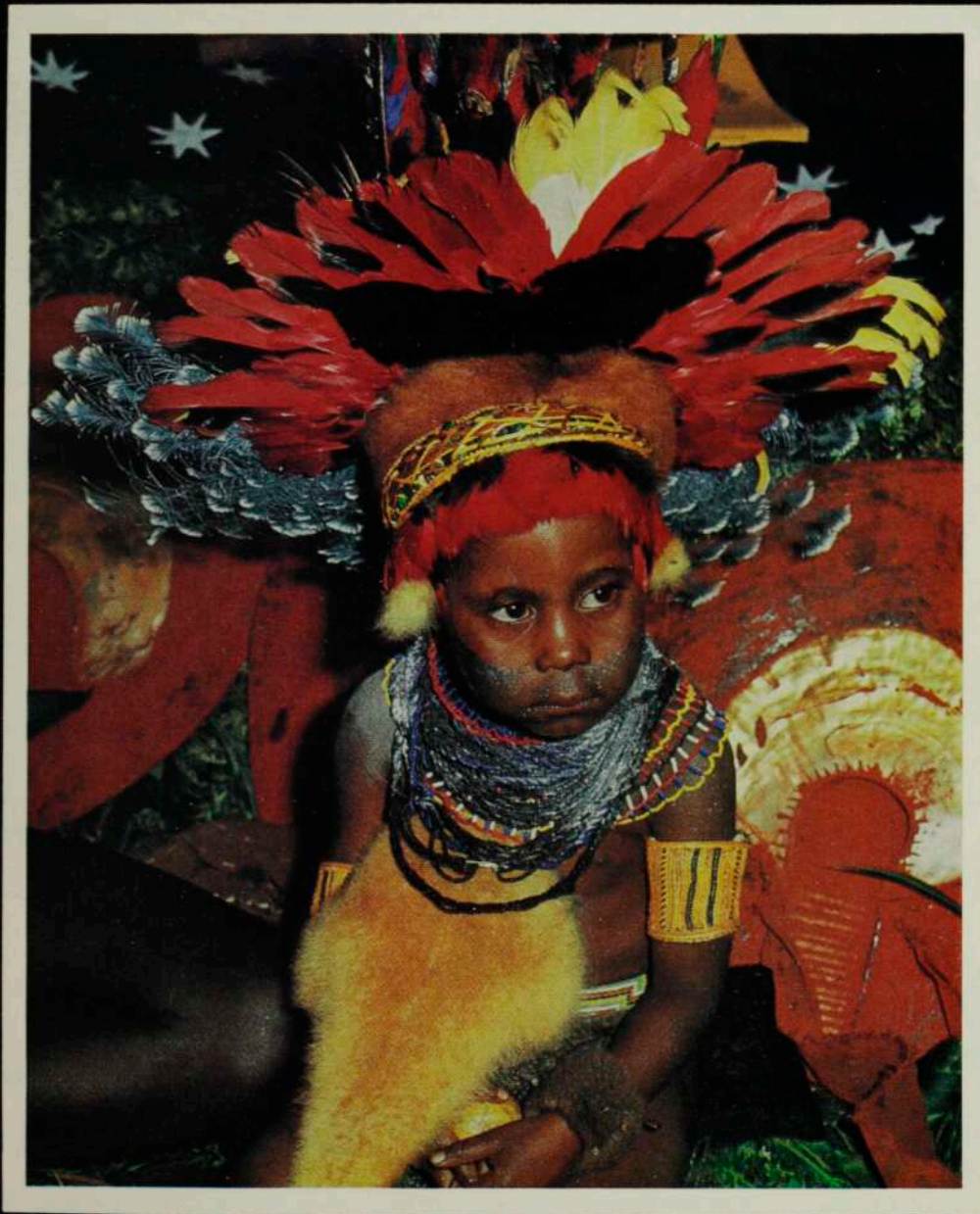
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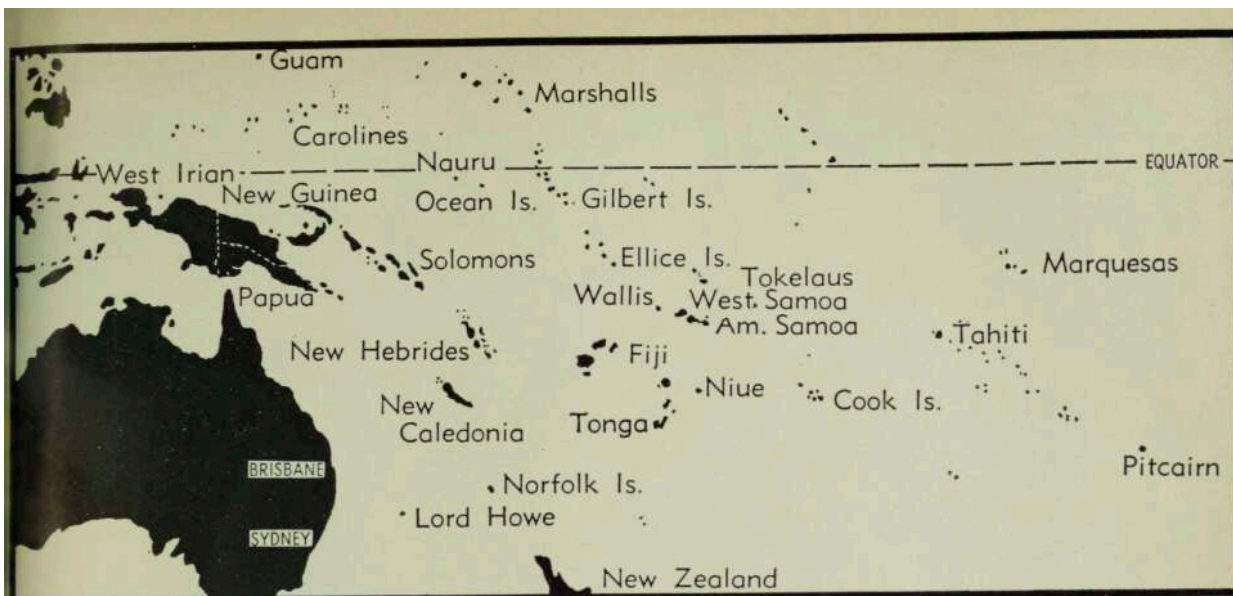
Pacific Islands Monthly

NEWS MAGAZINE OF THE SOUTH PACIFIC



MARCH, 1973

AUSTRALIA, N.Z., WESTERN SAMOA	60c
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NAURU, NIUE, NORFOLK	50c
AMERICAN SAMOA	70c
HAWAII, MICRONESIA	\$1.00
NEW CALEDONIA AND FRENCH POLYNESIA	100 CFP



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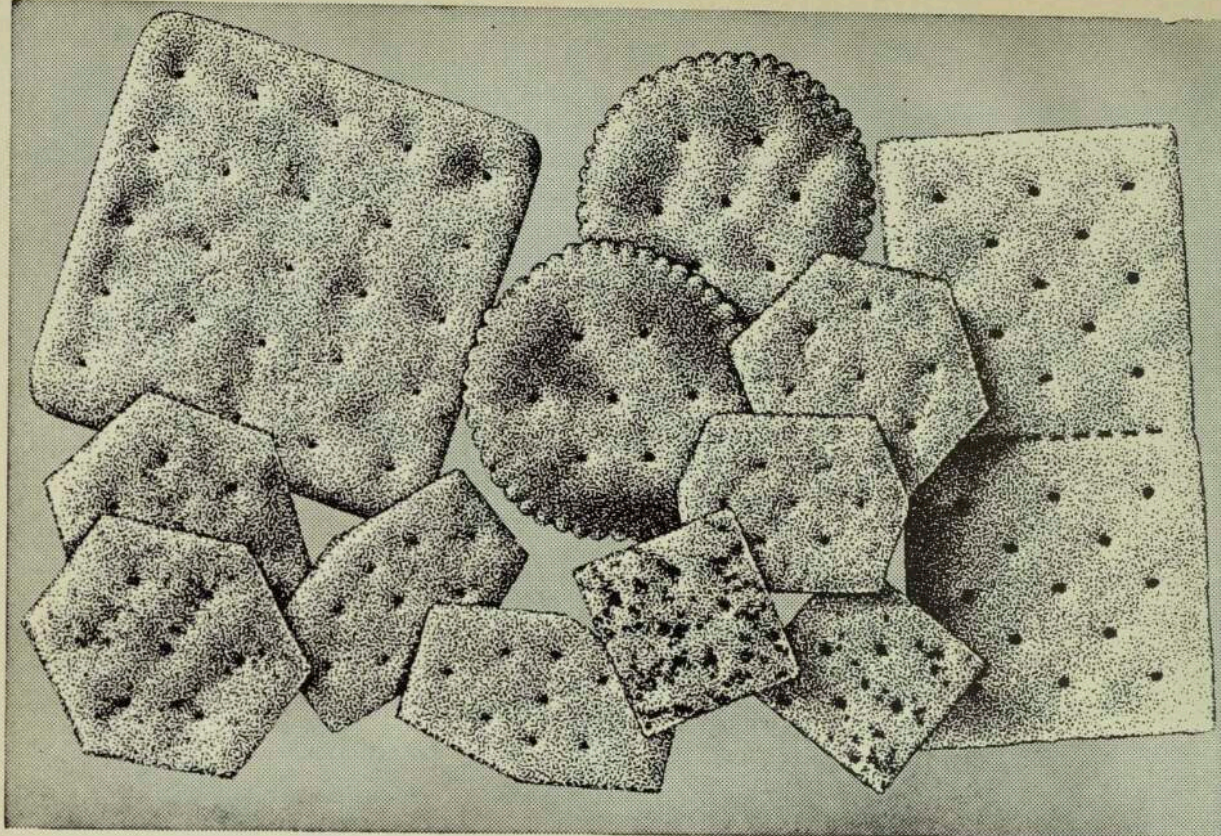
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OUR COVER

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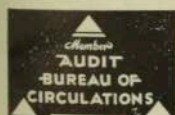
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Up Front with the Editor

Chances are that Australia's immigration policy is about to become as colourful as Australia's new Immigration Minister, Mr Al Grassby. Mr Grassby is noted for his colourful dress and speech. He loves talking. He talked too much on a national television interview the other day.

He was explaining the new Labor Government's immigration policy, which he said had three guiding principles: 1—Compassion; 2—respect for human rights; 3—the Australian national need. He said the new government had abandoned the practice of bringing in migrants merely to keep the numbers up, and was now collecting information so that it could put together a practical, long-term policy on population for Australia.

There's nothing wrong with any of that. Mr Grassby spoiled the new image by an off-the-cuff exchange with a member of the television audience, a gentleman who grasped at the opportunity to raise the case of Nancy Prasad, the Fiji-Indian girl who was deported from Australia to Fiji in 1965 as a youngster. Her parents are living in Fiji, but in Australia she was staying with her sister and overstayed her permit.

The gentleman asked the minister whether he "would be prepared to reconsider Nancy's case if it were brought back to your attention?"

"She wants to come back," said the gentleman.

"Does she?" asked the minister. "How old is she now?"

"She's 13."

"Well, if she's still as nice as she was when we deported her when she was five, I'll be delighted to welcome her back!"

"Thank you very much!" (APPLAUSE.)

Within hours Mr Grassby announced firmly that Nancy *would* be allowed into Australia, and within 24 hours the entire Prasad family from Lautoka had applied for entry (see picture, p 11).

Now let me make myself clear. Australia's immigration policy is

racist. Any Frenchman or American, providing he is white, can walk into a job in Australia and take up residence without any special reason or qualification. A Cook Islander, or an Indian, will get a visitor's permit and no encouragement to stay permanently.

For years PIM has drawn attention to the iniquity, especially in reference to the Cook Islanders, who are New Zealand citizens, able to move in and out of New Zealand without restriction. New Zealand citizens can move in and out of Australia without restriction—but not if they are Islanders—from the Cook Islands or anywhere else.

Mr Grassby's new government is now fixing that. As you can see from the report on page 11, there is now to be no restriction on any New Zealand citizen entering and working in Australia so long as he has resident status in New Zealand.

That decision shows the respect for human rights that is one of Mr Grassby's guiding principles. It gets my warmest applause.

And I support any policy that does not use skin colour as the criteria for entry, whether or not they happen to be New Zealand citizens.

But everybody who wants to work and live in Australia clearly can't enter. There wouldn't be enough jobs; the social services couldn't stand it. Mr Grassby's third principle, national need, has a part to play.

So how do we decide who is to be permanent and how many?

When Mr Grassby puts together the facts that will give him his long-term policy I hope he will come up with something practical, such as a quota system, or a requirement that calls for a migrant to have special skills (such as Fiji requires now), in addition to compassionate grounds for entry.

I hope that the new colourful criteria for entry to Australia is not going to be "who you know", or how many strings you can pull. Immediately after that television show

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some Islanders of my acquaintance were asking rather bitterly why special skills Nancy had developed between the ages of five and 10, not to mention the rest of her family. They had friends and relatives whom they submitted, were more deserving migrants than the Prasads.

Perhaps so, perhaps not, but the point is that Mr Grassby's off-the-cuff approach has too many anomalies. It will develop a smell that will stick most in the nostrils of Islanders back home, who already resent the way in which some of their compatriots have been able to wangle entry into Australia. Last year we aired the case of the man who had the gall to get himself appointed a Justice of the Peace in Sydney, although here on a temporary permit issued by the previous government and with a criminal conviction to his discredit in Fiji. When Mr Grassby's party was elected to power in Australia in December, this persistent fellow promptly published a letter in the Sydney Morning Herald, congratulating the new Prime Minister on his "sweeping victory" which he said he had supported, and criticised the "selfish motives" of the previous government.

Australia doesn't need him. But we'll get him and more like him unless Mr Grassby makes the rule clearer than they are now.

MEANWHILE, good news on another facet of Australian Immigration. This time Fiji Prime Minister Ratu Sir Kamisese Mara and the previous Australian Government are responsible. In February last year Ratu Mara asked Australia to allow Fiji technicians into Australia to work to gain more practical experience. He wasn't talking about trainees, but fully qualified tradesmen.

In a few weeks Australia gets the vanguard—just two to start with—sponsored by the Australian South Pacific Aid Plan while any bugs get worked out of the new system. There are 20 more to follow soon after, who will work in Australian industry for periods of from six months to two years—being paid directly by their employers here.

That's a breakthrough worth recording.

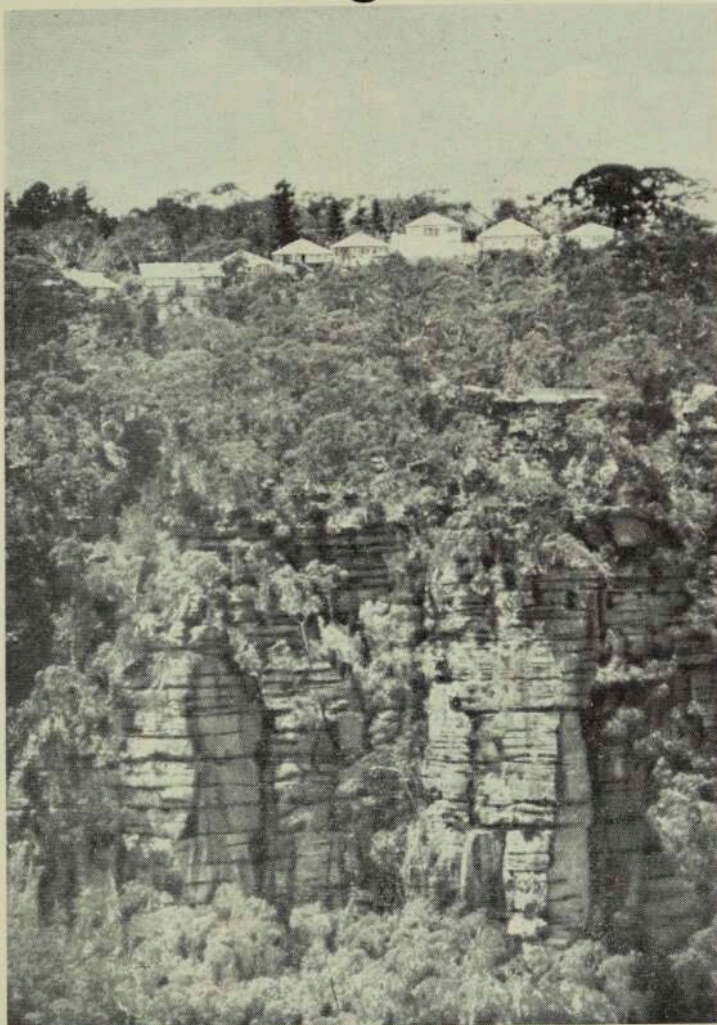
THE first of the changes in PIM that I mentioned in this column in January are to be found on pp 69-76. MANA is a big new monthly collection of Islands creative writing and art, and I'm excited at being able to introduce it to PIM's wide audience. For South Pacific Creative Arts Society subscription details see p 127.

—Stuart Index

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Pacific Islands Monthly

IT'S ALL OR NOTHING FOR SANFORD IN FRENCH POLYNESIA'S ELECTIONS

From James Boyack, in Papeete

It's double or nothing for Francis Sanford in the National Assembly election which will take place throughout the 120-island French Polynesian group on March 4. The autonomist leader is seeking re-election to the Paris legislative body in what will probably prove to be one of the most important elections in local history.

Hanging in precarious balance is not only his entire political career, but the future of, I dare say the very existence of, the 30-year movement which has aimed to give Polynesia greater management of its own political affairs. On the firing line is the concept of "autonomie interne" in the person of Deputy Sanford, who until now has been the most powerful champion of self-government for French Polynesia.

A Sanford victory will confirm authenticity of a substantial desire here for the loosening of political ties with Metropolitan France.

A victory for either of the pro-Paris candidates will force Sanford into retirement, despite his *Te E'a*

Api Party and strike a death blow at the autonomist coalition which once lorded over local politics.

Three candidates are seeking this most important political post available locally.

Riding the top of the wave is the President of the newly-elected Territorial Assembly, Gaullist luminary Gaston Flosse. He is the man who engineered the pro-Paris sweep of the local legislative body last September. He is the political man of the hour and if he grabs off Sanford's seat in the National Assembly, he will be in the driver's seat of a fully consolidated French presence and *status quo* in Polynesia. His victory would be the culmination of a year-long swing to the right, and utter renunciation by the electorate of its option for self-government short of independence (PIM, Feb, p 12).

Youthful Charles Taufa, head of the largest labour union confederation here, is the centrist candidate in this hotly contested election. He is doing a balancing act. His agility on the high wire of political artistry could land him in the National Assembly by default. He is conducting a campaign which appeals to the moderate elements of both the left, represented by Sanford, and the swelling right of the Tahiti Union UDR. On the one hand Taufa is pushing "National Union"—close if not remote-controlled links to Paris—at the same time he is calling for a renovation (although not transformation) of the political statute. He blasts the Sanfordian concept of immediate substitution of one political structure for another, at the same time he lures autonomist voters with the mirage of "oceanising" the power structure. His "Te Autahoeraa" Independent group is an up-and-coming political movement. Under legislative contract it shares the majority role with the stronger UDR in the Territorial Assembly.

Public opinion polls in France

indicate that the historic Socialist-Communist coalition may be able to unseat the Gaullist assembly majority. While Polynesian issues will undoubtedly govern the local vote, there is no doubt that Sanford is conducting a strangely unPolynesian campaign to the extent he is hammering away on two fronts. He sought and received sponsorship of the French "Reform Movement" led by leftist news magazine publisher Jean Jacques Servan-Schreiber. The pictures of the two "reformateur" leaders figure more prominently on Sanford campaign posters than his own.

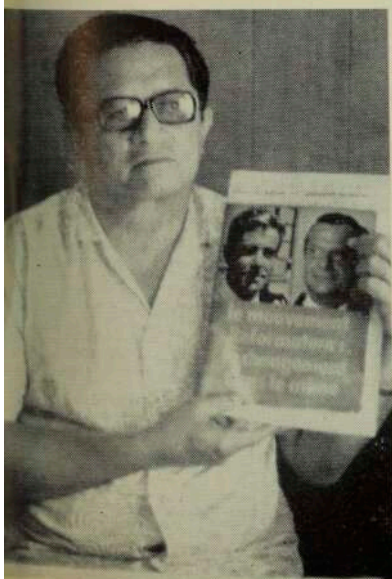
In France both the left-leaning but centrist "reformateurs" and the leftist coalition in principle oppose expenditures for the "force de frappe" nuclear tests in Polynesia. While their conceivable victory would not mean an immediate halt to Pacific nuclear tests, the future of the test programme would be left in doubt. Their attitude towards French overseas departments and territories is equally ambivalent. They tend to favour fewer colonial ties than the present Gaullist majority.

Whatever happens in France, however, does not minimise the importance of this election at a purely Polynesian level. Local issues will predominate here, and one local issue, "autonomie interne", once again will be the reason why people will vote for or against Sanford.

This is the way Sanford wants it. He was elected in 1967, and after the National Assembly was dissolved in 1968, he was re-elected based on his one campaign promise that he will bring self-government to French Polynesia. Recent political trends to the right have forced Sanford up against the wall. Cornered, he is fighting like a wildcat for his political life.

I had an exclusive interview with the deputy-mayor in his Faava community City Hall office two weeks before the election. He told me that he would not run in the second round

Mr Sanford and some propaganda.



if he failed to capture a majority in the first.

I have interviewed Sanford on many occasions, but I have never seen him so bitter, so solemn, so eloquently convinced of the rightness of his political stance. He predicted first round victory and failing that, he announced the end of his own political career.

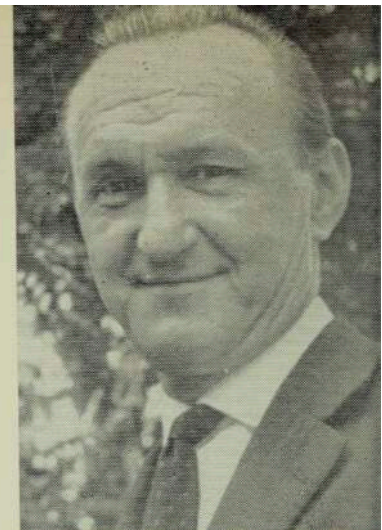
He said, "I very much expect to win in the first round. That's definite. I am not ashamed of saying so. And with, at least, something in the neighbourhood of 54 per cent of those voting, and with the hope of having more than 54 per cent of the vote.

"If I were not elected in the first

round, that would mean the Tahitian population does not want a change, does not want 'autonomie interne'. In that case, I will know what to do."

He said, "Since I no longer had confidence of the population, I feel that it would no longer be necessary that I be in the Territorial Assembly. Having been disowned by the population, it would be my duty to no longer be in the Territorial Assembly. Perhaps I would remain mayor, but that's not even sure. Perhaps it would be my duty no longer to be mayor as well.

"But then again, it's really impossible for me to conceive of not being elected in the first round."



Maurice Lenormand . . . a challenge the governor.

Soft music for Caledonians

From a Noumea correspondent

Administrative and political personalities in New Caledonia have been making frequent island tours on the eve of the French national elections, while island voters have also been wooed by masses of electoral propaganda from Paris television broadcasts.

Well before polling days, fixed for March 4 and 11, it appeared that the running favourite as new Deputy to represent the island in Paris was the Gaullist Administration's chief supporter—Jean Leques, representing the anti-autonomist camp.

The autonomists had lost all probable chances once two separate candidates had been nominated from their ranks—outgoing deputy Roch Pidjot (Union Caledonienne party) and Yann Celene Uregei (Union Multiraciale). Both men being Melanesians, their candidacy was bound to split the loyalty of fellow-Melanesians, who make up almost 50 per cent of the island's population. Jean Leques, on the other hand, succeeding in winning the combined support of his own Mouvement Liberal Caledonien party, besides George Chatenay's Union Democratique and the Entente Democratique et Sociale led by Lafleur and Laroque.

The arguments put forward for both sides of the autonomy issue differed little from past debates. For the pro-Paris Administration, anti-autonomist side, the campaign was designed to emphasise the need for continued close collaboration with Paris to ensure economic security for the island (a convincing appeal in times of uncertainty, caused by the present nickel recession). On the other hand, the Union Caledonienne denounced increasing local reliance on loan funds from Paris. They claimed

that a build-up of debts to Paris could only result in putting the islanders in a "hand-outstretched" attitude, where they would be more than ever dependent on Paris decisions and subject to greater Paris controls.

On the position of the third candidate, Yann Celene, some opponents have challenged his sincerity over demands for autonomy and charged him with actually being a staunch supporter of the present Paris Administration.

Since the deputy for New Caledonia also represents French voters in the New Hebrides, Jean Leques flew to Port Vila and contacted neighbouring cousins to register his support for French interests there.

Governor Louis Verger and his collaborators in the French Administration have meanwhile been busy touring island communes (municipalities) highlighting new town hall or bridge openings. The governor has emphasised the increased benefits since the municipalities have obtained their own developments fund, with mayors working more through the governor's local representative (sub-division chief or district officer) rather than being dependent on the Territorial Assembly for funds, as in the past.

This by-passing of elected members is, of course, reinforcing the power of the public servant decision-makers in the French Administration. A very skilful handling of the local press, radio and television is building up the prestige image of the generous hand-outs through the various branches of the French Public Service, even if the funds involved are from local sources and voted by the Territorial Assembly.

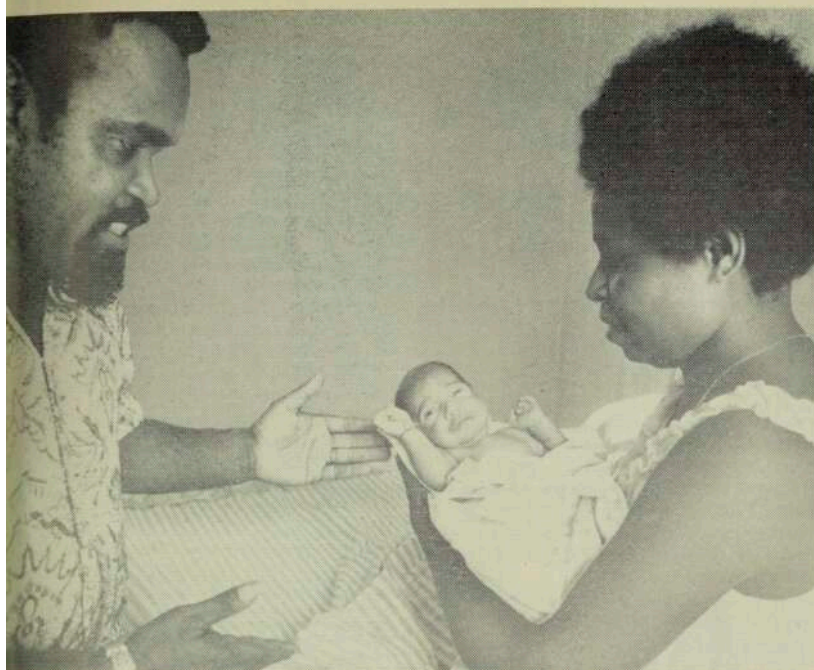
This form of benevolent paternal-

ism, of responsibility being assumed by an elite group, seems to be a comfortable arrangement for the Caledonians, even if they might be tempted to make harsh criticisms occasionally. Of course, no one would hint that censorship is applied in promoting the French officials. It simply that any writer reporting a false note is likely to incur the wrath of the conductor and not be included in future performances of the Official Orchestra.

In a flamboyant effort to develop a new variation on the oft-repeated official themes, the autonomists recently challenged the Governor. A pro-Administration candidate Jean Leques to meet them in a local debate. The challenge appeared in an open letter to Governor Verger in the Noumea press in early February. Signed by Union Caledonienne leaders Maurice Lenormand and Roch Pidjot, the letter noted interesting pre-electoral debates being televised from Paris, as well as frequent TV statements being made by Governor Verger.

The two autonomists then suggested that it might be interesting to organise a local programme along the lines of the debates being screened from France. Caledonian politicians are never allowed on local radio or TV to discuss political questions, so the open challenge could only line up as unfinished melodies wafting over Caledonian ears.

And in the meantime, the recently orchestrated notes from official musicians seem to have uplifted the Caledonians with European inspiration, so there seems little doubt about their allegiance to be expressed early March, in the French national elections.



Selling independence to the New Guineans

From a Port Moresby
correspondent.

AT no time in the past has Papua New Guinea been host to so many political Visiting Firemen as in the new Australian Government's first two months in office.

Minister for External Territories Morrison, Defence Minister and Deputy Prime Minister Barnard and finally Prime Minister Whitlam, have all been here with their entourages. The purpose of all visits was to persuade Papua New Guinea not only to become independent as soon as possible but that the country would thoroughly enjoy the sensation when it happened.

After his arrival in Port Moresby for a two-day visit on February 18, Mr Whitlam said that independence for PNG would come within the "lifetime of the present Australian parliament—by the end of 1975."

This looks like one more year of grace from the 1974 deadline set by External Territory Minister Morrison, although most observers believe that the 1974 date is still a matter of mutual agreement between Chief Minister Somare of PNG and Prime Minister Whitlam.

Mr Whitlam made it clear in Port Moresby that the wishes of the Papua New Guinea people made up only one side of the plan.

"I cannot stress too often," he said, "that the decision for independence is not only a decision about Papua New Guinea, it is about Australia and Australia's role in the world. Australia is no longer willing

Being "left holding the baby" is a risk politicians must take, but in this case it's a pleasure for PNG Chief Minister Michael Somare as he takes his new daughter, Dalciana (born on February 2) from wife Veronica.

to be the ruler of a colony."

The sugar to help that piece of medicine go down was an assurance by the Prime Minister of continuing Australian financial aid over the three-year period beginning with 1974-75.

Mr Whitlam's visit was obviously made with the purpose of allaying local fears. From Port Moresby he took the good word to Goroka, in the New Guinea Highlands, where a great deal of the anti-independence fear is generated.

Australia would always remain a good neighbour to an independent Papua New Guinea, Mr Whitlam told a gathering of village leaders and elders. But some still had their doubts. Mr Sinake Gire Gire, a local member in the House of Assembly, presented the Prime Minister with a petition signed by 2,000 Highlands leaders opposing early independence.

Earlier in February, on the other side of the country, Mr Matthias Toliman, leader of the opposition United Party in the House, attacked the PNG Government for appearing ready to accept independence "arbitrarily and unilaterally imposed".

In the end, this current elastic-sided date for independence may

cause Mr Somare's government more embarrassment than a clear-cut date somewhere at the end of 1974—which really isn't far removed from 1975. Already he has done some fancy stepping to try to be on both sides of the fence at once, and will be doing some more before the current session of the PNG Assembly ends.

At the time of Mr Whitlam's visit he said, in a speech of welcome, that anyone who faced the facts would know that independence would quickly follow self-government.

"However, my government feels we should not set a date for independence until we have achieved self-government and have had time to adjust to it."

All the pros and cons, doubts about and fears of independence are, at present, doing everything but weld the country into an integrated nation, although Australia has made it clear that it is determined to deliver it, in one whole piece, at independence. Would-be secessionists are to be warned that they may expect none of the Australian largesse that is to be poured into PNG coffers.

Several important matters must be resolved before Papua New Guinea becomes independent. One is the Torres Strait-Queensland border; another is defence; and the third, internal security. Under the terms of the Trusteeship Agreement with the UN so far as the New Guinea half of Papua New Guinea is concerned,

Australia is responsible for both defence and internal security until independence.

Papua New Guinea appears in no hurry to assume responsibility for defence until it has to, but it has been reported that Mr Somare has now asked Australia to hand over control of the police force as soon as possible. The Australian Government has made no commitment on this.

It could be that the request arises

out of nothing more than the recent suggestions and counter suggestions about reorganisation of PNG's police force. Mr Somare is said to be annoyed by reports that Mr Morrison wants to establish a para-military division of the police which would be able to handle serious internal disorders as well as performing border surveillance, without involving the Army, which at present is under Australian control.

On February 19 Mr Somare denied that it had been agreed to set up such a force. He said that two study groups are considering the defence force and the relationship between this and the police force. The study groups had not finished their work.

Australian Defence Minister Bernard put in five days in PNG in January. The burden of his song was to urge Papua New Guinea to "develop guidelines for the development of its defence forces."

On the matter of cost alone it seems pretty obvious that, at independence, Papua New Guinea will be in a position to do much about a defence force, in the modern sense.

It has been suggested that Australia will weigh in with about \$10 million p.a. to keep the forces at the present level in return for use of "Manus base", which Mr Barnard says is part of the Labor Government's defence plan. The Manus base was an important American base during the Pacific War but the installations were then allowed to crumble away by the post-war Australian Labor Government and Liberal Governments that followed. It is now little more than a glorified refuelling depot and not worth \$10 million per year.

The horse-trading probably means that the present government thinks \$20 million a modest price to pay to keep PNG within the Australian defence orbit. If, at independence, Papua New Guinea decided to do nothing about defence it could create a dangerous vacuum and an Australian embarrassment.

The Australians weren't the only politicians on tour in February. On February 4, Mr Somare left on a two-weeks tour that took him to Japan, Indonesia, Malaysia and Singapore and got him back to Port Moresby two hours before the arrival of Prime Minister Whitlam.

His tour was designed to "create an image abroad for Papua New Guinea" and, according to Mr Somare, there was no question of seeking foreign aid while he was doing it.

However, sources close to the government said that he sounded out the possibility of raising funds for PNG's 1972-73 loan programme which had failed by a long way to bring in the \$27 million sought at home and in Australia.

Mr Somare's finance minister, Julius Chan did not go with him. He left for Geneva to try to raise money to meet the target set in this year's budget.

In Kuala Lumpur on February

Exodus—and influx in PNG

From PERCY CHATTERTON, in Port Moresby

Furniture removal men in Port Moresby are flat out packing whole homesful of furniture for shipment to Australia. Vets have been kept busy providing euthanasia for no-longer-wanted pets, until Dr Everingham's announcement of more liberal quarantine regulations put an end to the necessity for this slaughter. The siren voices of Queensland's estate agents seek to lure departing expatriates to new elysia on the Gold Coast, and incidentally provide the Papua New Guinea Post-Courier with some very acceptable advertisement revenue.

How serious is the expatriate exodus from Papua New Guinea?

It is difficult to say. Some of those going are natural peripatetics—academics using Papua New Guinea's university as a stepping stone to higher things for example. Others are lower level public servants who would soon become redundant anyway. Others are businessmen, like the one who so guilelessly explained to an ABC interviewer that he was leaving because there was no longer a quick dollar to be made here.

Undoubtedly we are losing a few that we can ill spare—Department of Lands Director Don Grove for example. But I get the impression that most of those who really like the place are hanging on. One old friend of mine who "went finish" several years ago has now come back, and his wife and daughter will be returning in a few weeks' time. And that, I think, points up a trend. Many expatriates will undoubtedly pull out as the day of independence draws near. But others will come, attracted by the very aspects of the situation which has started the exodus.

Perhaps there will be fewer from race-conscious Australia and more from places like Scandinavia, Canada and New Zealand. Paguineans are a very pragmatic people. They will welcome those from overseas who have a real contribution to make to this country's welfare. But, however much the RSL may think that there should be, there will be no sentimental preference for Australians as such; in fact there may even be some prejudice against them as the former "colonialists".

In the meantime, the United Party's prophets of doom are having a field day. Their cries of "Woe, woe" fill the air. But Finance Minister Julius Chan, a very level-headed young man with a first-rate permanent departmental head at his elbow, is keeping his cool.

"Sure," he says, "people are going." And, "Sure there's an economic slow down". "Things will get worse before they get better," he adds with cheery pessimism.

He's probably right, too! Independence Day will have to come and go before the tide turns. Which is a good argument for bringing it on as soon as possible.

But as yet the Port Moresby suburb of Boroko still looks as much like a prosperous Sydney suburb as it ever did. One can drive through its quiet streets without seeing any vacant houses or neglected, overgrown gardens. Expatriate children still ride their bicycles on the footpaths and play on the well-kept lawns. The hum of Chimbu-owned and operated motor mowers is as soporific as ever on the hot afternoon air.

Well-polished cars still stand in the car ports, or are parked in serried ranks outside houses where parties are in progress. And in the city's main stores a major part of the display space is still monopolised by luxury goods which only expatriates can afford to buy.

If a debacle is impending, it is still hiding coyly round the corner.

Continued on p

ALTHOUGH the new Australian Government made much capital, before and after the December elections, out of extracting racial bias from Australia's immigration policy, it is doubtful whether, in practice, any more non-Europeans will have entry under Labor than they did under the old Liberal-Country Party government.

In recent years the criteria for entry of non-Europeans into Australia has been whether the individual concerned had the kind of skills and background necessary to fit into Australian life. Somewhere between three and four thousand non-European migrants per year are being admitted in this way.

But there is one change that the new government proposes that will make it easier for some islanders and other non-Europeans—but it seems to have been designed to placate New Zealand more than the would-be migrants in question.

New Zealanders and NZ Maoris have always had free and open entry into Australia (just as Australians can move into NZ with no more trouble than moving interstate in their own country). However, Cook Islanders, other Islanders or any non-Europeans not Maori did not have automatic entry into Australia no matter how long they had been NZ citizens. This has always annoyed both official and unofficial New Zealand and this is where the change is to come.

Under the new set-up (in early February the details still had to be worked out) New Zealand citizens, with New Zealand residential status,

Will Australia write a bold 'welcome' on the mat?

By JUDY TUDOR

no matter what their race or their skills can enter Australia quite freely.

The key to entry for other than European or Maori New Zealanders seems to be "resident status", as much as citizenship. This probably means that Cook Islanders or Niue Islanders, who are NZ citizens by birth, would have to be living in NZ before going to Australia. This point is not quite clear although it was one of four questions that we asked the Australian Department of Immigration recently. It probably will be cleared up in talks to be held shortly.

If you want the official view, as at January 31, read on. Our four questions and the department's answers follow:

Question: As Cook Islanders and Niue Islanders are New Zealand citizens, can they now migrate here direct from their own islands? Or must they first be resident in New Zealand?

Answer: In a joint communique issued on January 22, the Prime Ministers of Australia and New Zealand said:

"The Prime Ministers agreed that citizens of each country and citizens of other Commonwealth countries who have resident status in either Australia or New Zealand should henceforth be able to travel

between Australia and New Zealand, for permanent or temporary residence, without passports or visas. Talks between immigration officers of the two countries regarding practical arrangements for the implementation of the new policy would take place as soon as possible."

The talks referred to have yet to be arranged but the text of the communique clearly indicates the decision taken.

Question: Presumably Samoans or other Islanders who have been long enough in New Zealand to have acquired citizenship also have right of entry?

Answer: Yes—if they are citizens of New Zealand or have resident status in that country and are travelling to Australia from New Zealand.

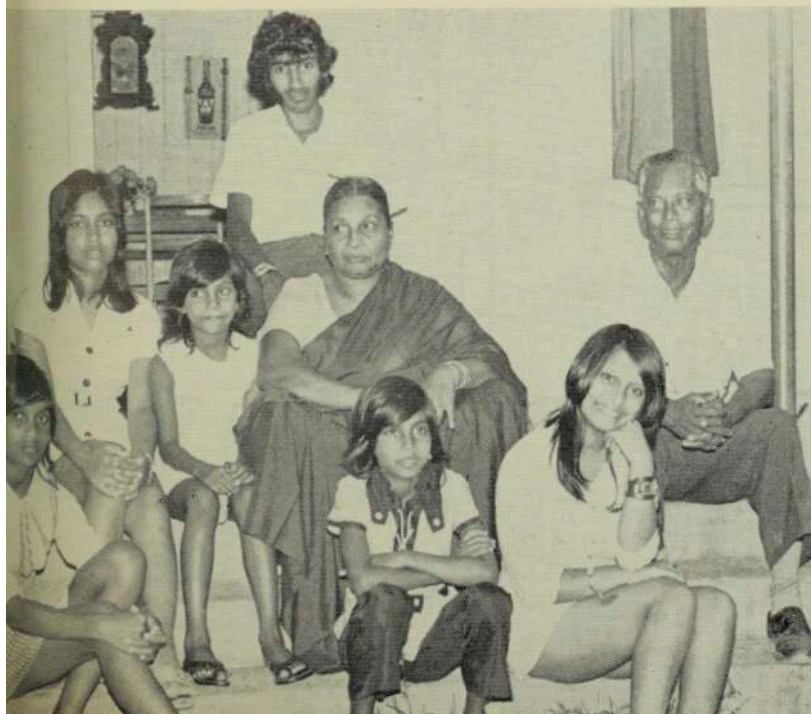
Question: Are there any changes in policy towards admitting Islanders other than those with NZ citizenship? If they have special skills or professions that are needed in Australia, they presumably have the same chance of entry as anyone else. But this is not new—for example, Indian or Singapore Chinese doctors who have been able to migrate for some time.

Answer: No changes have been made except in relation to those having resident status in New Zealand and wish to travel to Australia from New Zealand.

Question: Apart from Islander New Zealand citizens who may be skilled or unskilled and still have entry, it appears that the Australian policy still tends to skim off the cream—precisely those people desperately needed in their own developing countries. Or if this assumption is not correct, will there be any attempt by Australia to alleviate economic or population pressures in some Islands by taking some unskilled migrants? For example, Fiji Indians who are landless and among whom there is considerable poverty; or Gilbertese whose unproductive atolls are materially in-

On right in the front row is Nancy Prasad, the Fiji-Indian girl whose expulsion from Australia seven years ago caused a furore. Now Nancy, seen here with the family, has been told she can return. The rest of the family is expected to follow.

See commentary, p 3.



GUAM WON'T STAGE THE GAMES

Guam has withdrawn its offer to host the 1974 South Pacific Games because, the government says, there is no money for it. The Governor announced the cancellation after a 'phone call to Washington and said there were more pressing needs such as a new hospital and roads as well as a new telephone system. The Games money would have had to come from Washington on which Guam relies for its funds. Since typhoon Karen 11 years ago Guam has received \$US75 million in relief and wants more. Financing the Games would jeopardise its chances. The Governor has also cancelled Mr Ted Nelson's appointment as SP Games Council member. Supporters of Guam as the Games venue say they could still be held there if present facilities were used.

adequate for sustaining the population?

Answer: While being sympathetic to the problems of many people in under-developed countries, Australia cannot solve such problems or even reduce them substantially by migration to this country. Indeed, serious problems could develop in Australia by admitting large numbers of people likely to experience economic and social difficulties in settling into the Australian community. Applications will, however, be considered on an individual basis having regard to qualifications possessed by applicants, their personal qualities and the contribution they could make in this country. This policy is being implemented in all countries particularly in view of the present economic and employment situation in Australia.

From KATHLEEN HANCOCK in
New Zealand

New Zealand Prime Minister Norman Kirk set the tone for the meeting in Wellington with his Australian counterpart Gough Whitlam when he said that he thought it was vital their parliaments should be represented at the South Pacific Forum. Not long afterwards he announced that he would head the NZ team to the next Forum meeting, in Apia in April.

After his meeting with Whitlam he said, "What we have done is to accept that in the Pacific matters are not settled by our decisions alone. They are settled by others," meaning the Island territories in their own meetings, the Forum, the SP Conference and the Bureau of Economic Co-operation.

It is some time since Norman Kirk put forward his idea of a Pacific Council and major changes have taken place in the Pacific during the last few years. The Island territories themselves are virtually running the South Pacific Conference and the South Pacific Forum has emerged as

an arena for political discussion among the independent Pacific states. These two new concepts obviously modified the Prime Ministers' discussion of a possible Pacific Council.

As for the South Pacific Conference, Mr Kirk said that if the South Pacific Conference was capable

of developing adequately, then it was the course Australia and New Zealand would follow. The mechanism in a policy wasn't the vital thing. The vital thing was the objective. The South Pacific Conference could provide the means of achieving the end effectively and quicker than any other, then certainly we won't press changes."

Immigration matters were considered and altered. Formerly, entry into Australia by New Zealand citizens of Asian or Pacific Island blood was restricted. Now these restrictions have been lifted. Mr Kirk was asked if he thought there was any likelihood of a roundabout flood of Islanders and Asians into Australia. This means, but he didn't consider it likely. He reckons that the island population of New Zealand—nearly about 30,000—has really put its roots down in a country they find "culturally more appropriate".

NOUMEA NOW OFFERS IT WHOLESALE!

Caledonians in February lived through drastic water cuts, surprising retail price cuts, but ever-rising optimism.

The water cuts, which have become a traditional part of the summer *mode de vie* over recent years, were even more drastic this year when the Dumbea Dam, the only water supply for Noumea and surrounds, ran almost completely dry.

Governor Verger was forced to take swift action, and for the first time in such an emergency it became an offence, with a \$A50 fine, to wash one's car or courtyard, to water the garden or fill the swimming pool. During the height of the shortage, water was turned on in town for only three hours each morning and evening. As one well-perfumed young Parisienne remarked, "You have to be really enthusiastic to keep clean in Noumea these days".

While traders enjoyed a brisk demand for tanks and bottled mineral water imported from France, much-needed rain finally came to the aid of the Water Board, which for several years now has been working to improve Noumea's dam and pipeline facilities.

The water cuts, understandably, caused great inconvenience in Noumea (not every visitor can afford whisky and ice to brush his teeth). But there was no protest from consumers over cuts in another sector, ie price cuts in rents, housing and in goods sold in various retail stores. The Caledonians, like most shoppers nowadays, have grown accustomed to inflation, and the recent drop in the island's nickel income has forced a closer look at household budgets. In their bid to woo customers, shops have thus been forced to cut price margins. Weekly "special sales" are now a regular part of press advertising by Noumea supermarkets, while mark-downs have recently also become widespread among furniture stores, which previously enjoyed extravagant trading due to the rapid inflow of public servants and other workers from France.

The new wave of price consciousness may be regarded as following common practice in other competitive societies. But when the restaurant trade begins to follow the trend, then one realises the food-loving French are feeling the pinch. And that the restaurant trade has been hit is indicated by the fact that one Noumea dining spot, after building up an image of elegant luxury, is now advertising "table wines and champagne at wholesale prices".

More discriminate local spending has, of course, delighted the French Administration, which has been happy to report that the cost of living index for the territory in the 12 months to the end of December rose only 6.8 per cent, compared with greater rises of up to 9 per cent over the previous three years.

People

● Bishop Pio Taofinu'u, Bishop of Apia since 1968, has been given the Red Hat by Pope Paul in one of the most surprising pieces of "localisation" in the South Pacific. Perhaps not surprising though. The unpredictable Vatican began "localising" years ago when it appointed several indigenous bishops in the Islands—and years before that in Africa. Bishop Pio hasn't had to wait long for the unique honour of being the first South Pacific Islands cardinal. He has been a priest for only 19 years and, in the language of the Roman Catholic Church, is an "Ordinary", a bishop of a diocese within a province presided over by a "Metropolitan" (an archbishop), the metropolitan in this case being Archbishop Pearce of Suva, who was Bishop Pio's predecessor at Apia. It's usually a metropolitan who gets the Red Hat. The new cardinal, who says his honour is "proof of the Pope's love for the South Pacific peoples" and an indication that "Christianity has come of age in Samoa", was born in the Savaii village of Falealupo on December 8, 1923, so that he's the second VIP to come from that village. Legend has it that the first was the

famous Samoan goddess Nafanua. Bishop Pio was scheduled to leave Apia for Rome on February 23 to receive his red hat which, these days, is a red biretta (a square cap). Up to three years ago it was a large red hat with such a shallow crown that it couldn't be worn. A practical Pope Paul abolished it. Some day, he'll leave Apia for Rome for a most important job—electing a new pope. He could be it!

● Wamp Wan, one of the New Guinea West Highlands best-known chiefs, went to London to see the Queen—among other pursuits—in February, but he was out of luck. The Queen couldn't see him but her uncle, Lord Mountbatten, said he would. He'd been Wamp Wan's guest while on a visit to New Guinea some years ago. The chief had been invited to London by Qantas and the BBC as the latter was showing a film of his life and wanted viewers to see the star. His arrival at London Airport garbed in a suit was a disappointment for the press boys. One headline later moaned, "Wot, no fevvers".

● Sir John Field, who became the GEIC's first governor when the colony was detached from the West Pacific High Commission in 1972—he'd been Resident Commissioner there since January, 1970—won't be around when the islanders become arbiters of their own future and, possibly, when the Gilbertese and the Ellice Islanders part company. Sir

The new cardinal with Pope Paul in Sydney.

John retires in April and will leave the same month for Britain via South Africa where he went to school. He was later at Cambridge and got his MA. His next job hasn't been announced but, no doubt, he's hoping it isn't on an atoll. His main recreation is river fishing!! And talk about Outposts of Empire. In his time in the colonial service he has served in such places as St Helena and Monserat.

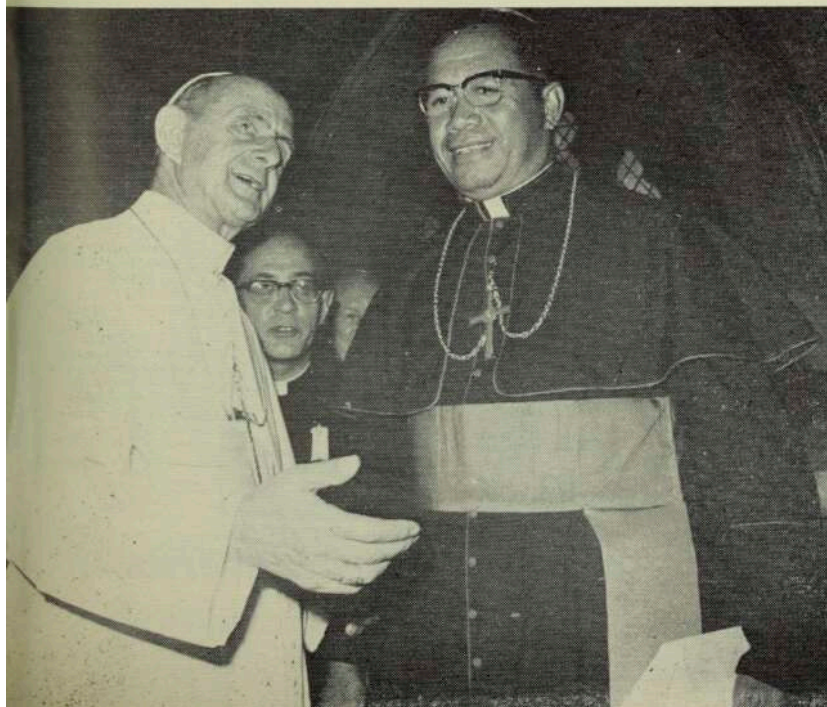
● Mr Charles Hoeft, Charlie to his friends till the end of 1972, is now a Tongan aristocrat. Mr Hoeft, who has been in New Zealand for the last 23 years, has been appointed *aho* (chief) by the Prime Minister of Tonga, Prince Tuipulehake. His new ranking makes him a sort of high commissioner for Tongans in Auckland. The title of *aho* is conferred only after a careful screening. The person appointed has to show he is fit to be present before the king, is a loyal subject and a friend of the people.

● Mr Frank C. Thorburn, for the last four years Financial Secretary to the Cook Islands Government and President of the Cook Islands Price Tribunal, has left Rarotonga to re-join the Australian Civil Service in Canberra. He was Financial Officer of the South Pacific Commission from 1964 to 1968.

● The new British Judge in the New Hebrides has just been named—Mr Dermot Renn Davis, who will take up office at the end of February. Before being appointed to the New Hebrides, Mr Davis was Attorney-General of the Solomon Islands.

● Mr Ralph Conley, TAA's Papua New Guinea manager, has been appointed chairman of the Melanesian Tourist Federation in succession to the late Don Barrett. Mr Conley, who was recently chosen as the Papua New Guinea Tourist Board's delegate to the federation, was given his new job through the unanimous vote of the four member territories. He's got a tough job ahead, following such a hard-working and enthusiastic planner as Don Barrett, but, says the federation, "We could not wish for a better chairman".

● Mr W. Lawrence, a BA from the University of Papua New Guinea and officer in the Localisation Branch of the Public Service Board, has been appointed acting Principal of the PNG Administrative College. He succeeds Mr D. Chenoweth, who has gone to the Public Service Board. Mr Lawrence, 31, was educated at Sogeri High School and at an Australian agricultural college.





Tropicalities

Norfolk salvages some Australiana

Another piece of Australian history, an anchor from Sirius, flagship of the First Fleet wrecked off Kingston on Norfolk Island on March 19, 1790, was hoisted on February 10 from its resting place on the seabed 20 feet below, carried by lighter to a spot only a few yards from the Kingston jetty and dropped to the bottom again—to await the arrival of a metal preservative. After 183 years under water corrosion could be rapid and the Norfolk Islanders want the two-ton, 18 ft long anchor for their museum. They might have a fight on their hands.

One anchor, recovered in 1906, is on permanent exhibition in Sydney's Macquarie Place. This latest prize, an imposing one as the picture shows, would look good, say in Canberra, Australia's national capital, some Australians will probably think, so there could be a tug-o'-war for the man-o'-war's anchor. As many of the islanders argue that Norfolk Island isn't Australian, there may be those who will argue that such an important piece of Australiana should not be in "foreign" hands.

The raising of the anchor was a combined operation by skindivers Ian Kenny and Peter Ely, lighterage boys Booney Buffett, Ukoo Douran and Puss Anderson and Captain Ivan Sheales and crew of the New Zealand trader Holmburn, which lifted the anchor and deposited it on one of the island's lighters for its short journey to shallower waters.

It wasn't a sudden operation. The position of the anchor has been recorded ever since it was discovered along with two or three smaller ones by three ABC cameramen, Jack Doyle, Rex Clayton and Don McAlpine, aided by local skindivers Karl Davies and Rick Irvine, in 1965. The discovery was no chance affair either. The late Mr William (Daddy Bill) Quintal, one of the Bounty Quintals, had seen it often as he

swam during his boyhood in Slaughter Bay. He often told how he saw it with a fluke sticking up above the waves as they broke on the reef.

It was almost a smooth recovery. Divers Ian and Peter attached wire slings to the anchor and then signalled on the Holmburn for a strong pull. A wire broke but was repaired and, on the second heave, up came the anchor.

Niue's getting there without pushing

Niue's future as a self-governing country—one island with 5,000 people—seems to be assured and all that's needed is a group of signatures on an agreement which was scheduled to be worked out in Wellington in February.

The islanders made their big decision after their constitutional adviser Professor R. Quentin-Baxter put pro-

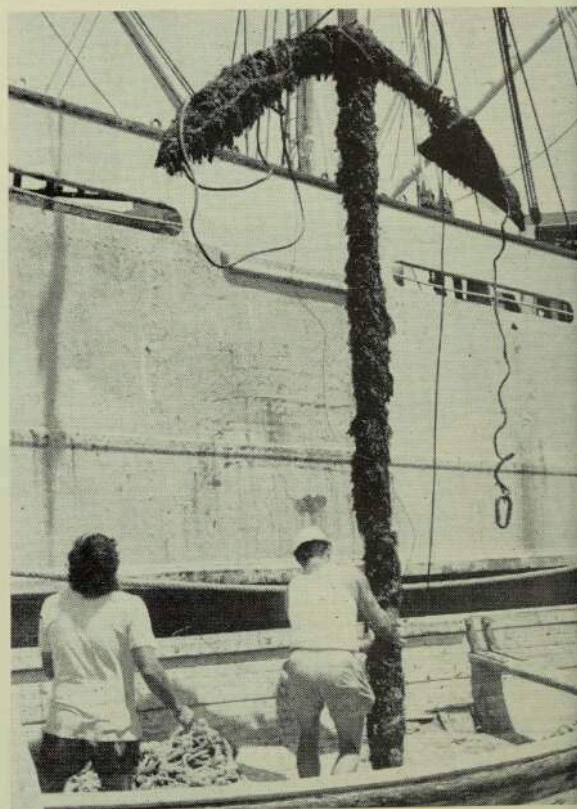
posals for self-government to them last October. They, almost to a man and a woman, voted for "full status of internal self-government in free association with New Zealand in 1974".

Leader of Government Business Robert R. Rex and the Assembly members for Hakupu and Namukulu were hot-footing it to New Zealand in February to negotiate a six-point agreement with the NZ Government.

The Niueans are also proposing along with self-government by 1974 a Niuean President of the Assembly instead of a NZ resident commissioner; the establishment of a Secretary to Government; retention of the services of the NZ State Services Commission; New Zealand to be responsible for Niue's defence and external affairs; Niueans to remain NZ citizens; NZ's financial assistance to continue; retention of existing trading arrangements and the provision of a NZ judge, who will make

The barnacle-encrusted anchor from the 183-year-old wreck of the Sirius, flagship of Australia's First Fleet, is being hoisted aboard a lighter after being lifted from the seabed 20 feet below. The First Fleet colonised Australia from England in 1788, and Norfolk Island almost immediately was made an outpost of the infant colony.

Photo: Ian Kenny.



periodic visits to the island. It is also proposed that New Zealand should continue to be represented in Niue.

Tohi Tala Niue, the government's weekly newsletter, told the people in a message, probably from Mr Rex's pen, "We have had pressure from certain quarters to push us along just that little bit faster on the road to self-government, and always, the answer has been—thank you for your concern, but we'll do it our way. Now we have done it our way. What lies in the future remains to be seen."

So it looks as if the Niueans will get the best of both worlds—masters in their own house and full New Zealand citizenship. The latter is likely to continue as a headache for the stay-at-home people. Niue's biggest problem is the brain and youth drain to New Zealand and how to stem it.

Captain Hugh will sail the Cooks again

That old salt Captain Hugh Williams, who complained bitterly in PIM last May that he couldn't get a licence to operate a ship in the Cook Islands—"nobody else can compete against the present monopoly", he said—has finally done it. He's got a licence to operate his recent acquisition, the Moana, on a passenger-cargo service from Rarotonga.

And the Cook Islands Government, which gave him the licence, has incurred the wrath of shippers Silk and Boyd Ltd, who had the monopoly which stymied Captain Hugh's plans last year. Mr Don Silk charges that the government has "dishonoured" an agreement made in 1970 giving his company the monopoly to operate three ships out of Rarotonga for 10 years.

The Shipping Ministry replies with an allegation that the company hasn't kept its side of the bargain because it has been operating with only two ships. Silk and Boyd prophesy financial disaster if Captain Hugh runs his service but the government isn't worried, Minister Mr William Estall observing that it wasn't likely that Captain Williams, who had evidently been successful in past shipping operations in the Cooks, would risk entering that field again if it threatened financial disaster.

The captain's not dismayed either. He's sure that his Moana, which he bought from Sofrana for \$40,000, will keep her end up. He's not particularly interested in profits, he says, and it'll be much better than playing

bowls over in Australia. He plans a cargo-passenger service, a package deal for tourists and, for local deck passengers, mattresses, tea and biscuits—something they've never had before. He'll be back in the Cooks with his family and his dog Smacker about April's end.

Tonga opens the door a little

Tonga is becoming a little bolder in its approach to tourism. It still eyes Hawaii with pity over the damage tourism has done, and it shakes its head a little over the dangers to which Fiji is exposed but it feels it should have some of the cake—although not enough to cause cultural bellyache.

It decided in February to go after a little more of the cake with a "Come and see Tonga" campaign which was floated in Sydney by Peter Wallace, chief of the Tonga Visitors Bureau, with the help of Geoffrey Lee-Martin and wife Jan, of Hutchinson Public Relations. Which shows that the Kingdom is really planning expansion.

Top tourist agencies and writers were invited to a party in Sydney's Carlton-Rex Hotel where Peter expatiated over Tonga's attractions with the help of a set of colour transparencies. The result is likely to be an influx of tourists, but Peter won't see the result of his drive. Around the time this appears Peter and his wife will be on their way home to the Irish Republic. Peter, who did a lengthy spell in the colonial service in Africa, has completed his contract.

Publicity will come Tonga's way when its singers and dancers along with groups from Fiji, New Zealand, Western Samoa, Cook Islands, New Hebrides, BSIP and Papua New Guinea appear in performances at the Sydney Opera House to mark its opening on October 20 by the Queen. The first of two performances by the teams who took part in last year's Festival of Arts in Suva will be on October 23. After further appearances in Sydney, all organised by Victor Carell, who was executive director of the Festival of Arts, the groups—totalling 250—will perform in Canberra and Melbourne, and possibly at Flemington racecourse on Melbourne Cup Day.

"Good, efficient service with a smile", is what PNG Tourist Board officer Mrs Bonnie Kinder (pictured) guarantees to give tourists. And that is what is being instilled into six cadets now being trained at the board's special school at Waigani.

Spades shovels on the dirt

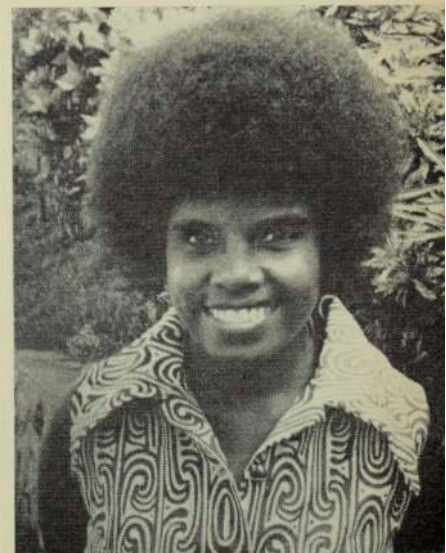
It was really shovelling the dirt thick on to a vanishing breed when a World Council of Churches conference, known as SPADES (South Pacific Action for Development Strategy) met in Vila. Delegates from 15 nations and territories of the South Pacific, expressed their belief that "all people under colonial governments in the South Pacific are oppressed and exploited". Two delegates from French Polynesia abstained, or dissociated themselves from that "belief".

In attendance was an African, Apollinarus Macha, Tanzanian consultant to the conference, who made an observation, "Without independence you cannot have development". It would be interesting to know if he told the conference he regarded the violence which has occurred in so many parts of Africa, as "Development with independence".

Some of the observations of the delegates were startling, to say the least, so much so that the British Residency issued a statement criticising statements made by some delegates, and making it clear it had no connection with organising the conference.

The Sessions of Paton Memorial Church (Presbyterian) in Vila, publicly disagreed with the statements of some delegates, in particular statements which, it said, might provoke racial hatred in the New Hebrides.

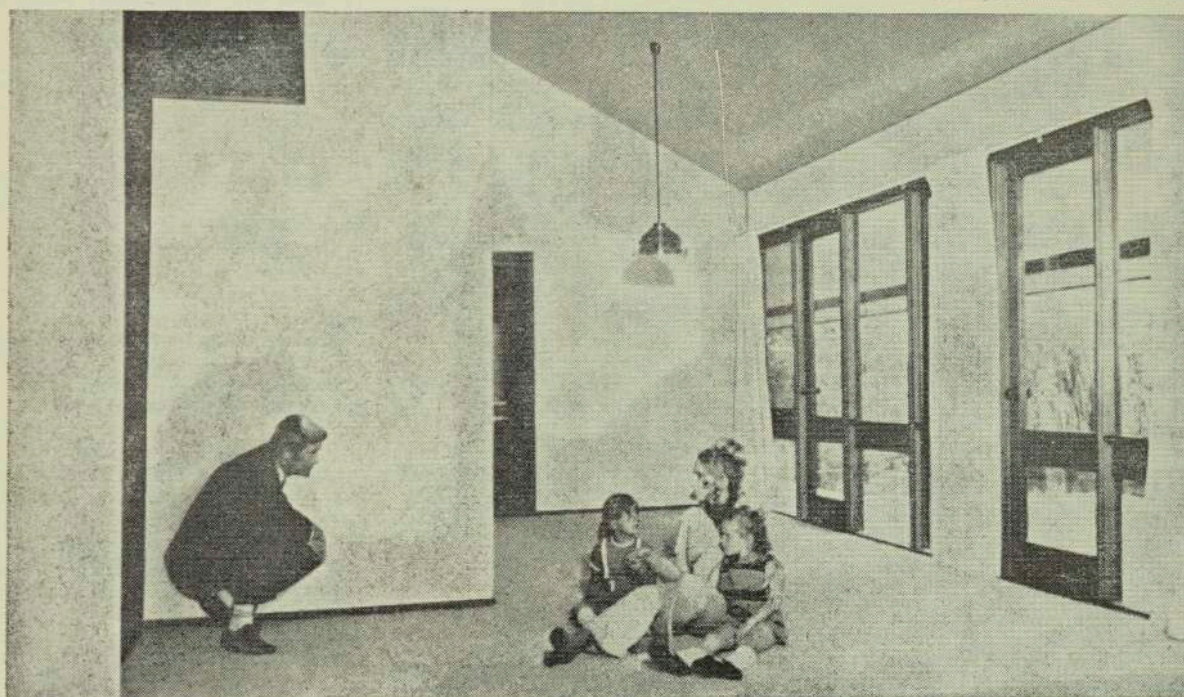
The Residency statement said some remarks, especially by delegates from other Pacific territories, were racist and could cause bad feeling between



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New Hebrideans and Europeans. The organisers were allowed to use British premises as the Residency understood the conference was to concern itself with church affairs in the Pacific. It regretted that a conference held on its premises "... should have been the occasion for extremist and racist public statements".

These were some of the delegates' statements:

Hafe Vilitana, Niue: Colonialism affects development of indigenous people because ideas are western ideas and not the way people think; it is not necessary to wait any longer for local people to handle their own affairs.

Pelak Sapul, Papua New Guinea: Colonialism creates an inferiority complex in the minds of people being colonised. In decision-making, people fear they are inferior, then they let imperialists make the decisions.

Rev Ropati Tiatia, Western Samoa (an independent country): I have an obligation to my brother; I'm not completely free when I know my brother is oppressed. Pacific Islanders must do away with colonialism to be full men.

Donald Jonah, US Trust Territory: People of Micronesia are pleading with the US to be in free association with them so that everything will be decided by our people, but the US is trying to keep authority over us to get our land.

Jane Rairi, Cook Islands: ... We are colonised, we are depending on New Zealand to help us financially.

Fr Walter Lini, New Hebrides: If colonialism continues it will create classes of people in the society. Some will be poor and some will be rich and the rich will always exploit the poor.

Wai Nine, New Caledonia: When people of our country want to act, they are unable to demonstrate because of colonial domination. This external domination is a real problem for countries that are developing.

Braving the litter bugs

While the authorities in Noumea are becoming increasingly concerned with building up the island's tourist industry to offset the current nickel recession, the local press has been trying to make its readers more litter conscious.

A recent newspaper editorial pointed out that Caledonians might be proud of their standard of living but visitors could well consider the locals poor types of citizens and compare their city to the markets in Ouagadougou or some Arab quarters.

Last year the Noumea City Council installed the first fixed refuse bins, of most attractive design, in prominent places.

More recently the council again treated the litter problem and seriously considered a proposal to empower certain agents to impose on-the-spot fines on persons throwing refuse in the streets. This seemed to be a very efficient solution, until one thoughtful soul calmly inquired who would be brave enough to march up to impose such a fine upon a rebellious citizen when he might be surrounded by a group of 20 persons?

Pay Islanders to stay at home

Dollars flowing out would do more to help Pacific Islanders than migrants from the Pacific flowing into New Zealand, according to a report on population and migration published by the NZ National Development Council.

The report says that, properly administered, "direct financial assistance can aid a far larger number of people in their homelands per million dollars spent than the same outlay on capital and other costs of absorbing a migration inflow of people without adequate education or skills."

The report, noting that in general the Pacific Islander looking for the chance to migrate to New Zealand is young, emphasises that this is the type of person island societies need to maintain their fabric.

The NDC paper argues that a cut in the number of Pacific migrants to New Zealand would help reduce social problems in the Islands and in New Zealand. While acknowledging that because some Polynesians—Tokelaus, Niue and Cook Islanders—have New Zealand citizenship they cannot be prevented from entering New Zealand, the report stresses that many Islanders suffer problems of adjustment if they migrate.

Special assistance is often required in housing and education if they are not to fall behind the New Zealand average.

About 1,500 Western Samoans emigrate to New Zealand each year, despite the fact that New Zealand has no special responsibility for this country. But the report says that this is no way in which to solve Samoa's economic and population problems. It recommends that part of the answer lies in allowing Western Samoa greater access to trade, even if it means opening New Zealand to products already produced domestically.

For those Islanders already in New



A New Zealand plumber and ex-Otago rugby forward, Paddy Sheehan is regarded as the "father" of Fiji rugby union. Working in Fiji and homesick for an organised game, he founded the Fiji Rugby Union in 1903. Now, it's the Fijians' national sport. To commemorate the event, the Fiji Post Office will issue on March 9 three stamps, 2c, 8c and 25c which should appeal to thematic collectors. British soldiers and Fijian policemen are supposed to have played the first games around 1884 but the first organised inter-club competition was not played until 1904. Now there are 600 teams, 11,000 players and 32 sub-unions, Suva's being the biggest with 42 teams. The high kicker on the stamp on the left is Pio Bosco Tikoisuvu of St John's team, Suva.

Zealand the report suggests that greatly increased financial assistance should be poured in to help them.

It would be "very expensive", it admits, but "increased assistance to Islanders within New Zealand would seem to be necessary if the social problems of having an underprivileged minority in our midst are to be avoided."

But, in the years to come, the report's emphasis is on helping Islanders to stay where they are.

Rare birds became rarer

Hopes that the Baiyer River Sanctuary in Papua New Guinea's Western Highlands might one day become a "plume factory" suffered a setback when nine rare birds disappeared in a matter of days. Missing were four eclectus parrots—the male is bright green, the female bright red—and five Pesquet's parrots which have spectacular red and black plumage, much coveted for tribal head-dresses. An official of the Wildlife Section of the Department of Agriculture said that the theft had interrupted studies aimed at breeding the birds in captivity. If this had been achieved, he said, it could have meant the production of plumes and a resultant cutback in the slaughter of wild birds for their plumage.

* Footnotes

TEN years have passed since I last taught in a classroom, but having spent most of the previous 40 teaching Papuan children, not infrequently I'm afraid the wrong things, my ears start flapping when educational issues are in the news. And here in Papua New Guinea they've really been hitting the headlines of late.

The most contentious issue to arise has been the fiat, on the eve of the re-opening of the schools for the 1973 school year, that, while Paginean children already attending Primary "A" schools will be allowed to continue their studies there, no new enrolments of such children in these schools will be allowed.

This decision has caused an outcry on several grounds.

First, no prior notice had been given of the government's intention to impose this ban, which caught some parents with their children already lined up for entry into "A" schools, uniforms bought, etc. Second, that the decision was taking hieratically without reference to or discussion with school boards of management, those recent creations of the national education system. Third, that the decision amounts to re-imposition of the colour bar of earlier years. And, lastly and oddly, that parents are entitled to secure for their children the education of their choice "provided that they can pay for it."

I consider the first two objections to be valid, but I take a poor view of the other two.

But before going any further I had better do a bit of explaining for the benefit of readers in other parts of the Pacific.

Papua New Guinea has two types of primary school, "A" schools which follow an Australian style curriculum and "T" schools (an embarrassing label now that the word "Territory" has become taboo) which follow a locally devised and orientated curriculum. The outstanding difference between the two curricula has been that whereas in "A" schools English is taught as the mother tongue, in "T" schools it is taught as a second language, with the aid of all the techniques which

ASSEMBLY LINE FOR BROWN AUSTRALIANS

have been worked out in recent years for the teaching of second languages. On the basis of this difference, I have always advised Papua parents to send their children to "T" schools unless they have made English the language of their homes, as indeed some have.

Originally, places in "A" schools were reserved for the children of expatriates. Later, in an effort to remove the stigma of racism, a limited number of local children began to be admitted.

The criteria for such admission should have been that the child came from home where English was habitually spoken, and that his likely future, insofar as it could be foreseen, would be such that an Australian oriented education would better fit him or her for that future than a PNG oriented one.

In practice I suspect that all too often the criteria were that the parents had an ingratiating manner which made a favourable impression on the headmaster.

that they had the dough needed to pay the appropriate fees and other charges, buy school uniforms and so on, and sometimes, perhaps, the dad knew the right people.

The whole problem has been given a new dimension by an important change in the "T" school programme. In stages over the last two or three years the entry age for these schools has been raised to seven. Concomitantly preparatory classes have been abolished and the length of the primary course has been reduced to six years.

Our Minister for Education, Mr Ebia Olewale cannot be blamed for this development. He inherited it. I think, however, that he might do well to take a hard look at his inheritance. The



WITH PERCY CHATTERTON
in Port Moresby

whole situation was well summed up for me by one Primary "T" school headmaster, who said, "We are now being asked to do in six years what we have so far not been able to do properly in seven."

In the meantime, the entry age for "A" schools remains at five minus; children who will be five before or on March 31 are admitted. So Pagueinean parents who are fortunate enough, well lined enough or well connected enough to get their offspring into "A" schools secure for them a start of two years or more over the children of their less fortunate compatriots.

The minister has been wise in bowing to the storm and postponing the implementation of the proposed change in policy for 12 months. He would be wise too to take such action as may be necessary to ensure that the newly established school boards of management are allowed to take a meaningful part in Papua New Guinea's education system and not to become a mere piece of administrative window dressing.

But, as I see it, Mr Olewale's new policy is basically sound. When some claim that parents are entitled to secure for their children the education of their choice "provided that they can pay for it", I do not know what they mean and I suspect that they don't know either. It is true that parents of "A" school pupils pay more, in fees and other charges, than do parents of "T" school pupils. But in both cases the sums paid are mere token payments, a small fraction of the cost to the government of the pupils' schooling.

As to the "colour bar" argument, PNG's first Director of Education, the late W. C. Groves, was surely right when he claimed that the difference between the two curricula was one of differentiation rather than discrimination, though the strength of his argument was somewhat diminished by the glaringly obvious fact that "A"

schools were generally better housed and equipped than "T" schools.

I hope that no one is going to accuse me of racism, but I consider it regrettable and anachronistic that in 1973 there should be Pagueinean parents who want their children to be educated to be brown Australians; and deplorable that we should, at primary level, give the children of our so-called elite a special kind of education, more expensive and of longer duration than that provided for the children of the non-elite.

What are we up to? Are these kids going to become our Platonic "guardians"? If so, we had better go the whole hog and breed them for the job, as Plato recommended.

The problem of what to do with "A" schools is one which the government of an independent Papua New Guinea will have to face up to. Clearly, if the expatriate skills which this country will still need are to be attracted to it, some provision will have to be made for the education of expatriate children. I do not think that sensible Pagueineans will object to this. But they may well object to such children receiving, at government expense, a more expensive education than that provided for their own children. Perhaps a solution will be found along the lines of a uniform per capita expenditure on all primary school pupils, leaving parents to meet the actual cost of the more expensive varieties of schooling by the payment of real rather than token fees. Then if some Pagueinean parents want to buy a "foreign" education for their children, I suppose that they will have to be allowed to do so.

Most of the opposition to Mr Olewale's new policy has come from predictable sources. But Mr John Kaputin has sprung a surprise on us, as he so often does. Who would have expected that passionate protagonist of Pagueinean *negritude* to declare himself, as he appears to have done, in favour of an assembly line for brown Australians?

This is the new radio station in the Western Highlands which was opened recently, bringing the number of government broadcasting stations to 12, with three more promised—at Kavieng, Kimbe and Mendi. Broadcasters, Minister for Information Paulus Arek told a group of them at a training course, were doing one of the most important jobs—educating two and a half million people every day in languages.



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NO MORE PAY AS YOU LEARN

From SEONA MARTIN in Suva

Youngsters going to Fiji schools for the first time in their short lives at the start of the 1973 schoolyear clutched no money in their hot little hands as their elders had done in their time. Their parents weren't billed for fees either. It was a milestone in the dominion's educational history—free schooling, or as free as schooling can be. Somebody has to pay!

Responding to calls—made in vain in colonial days—for “free” schooling, the Fiji Government has abolished fees for all Class 1 primary pupils in a long-term, easy stages “free” education plan. Next year Class 2 will be fee free and by 1978 all six primary grades will be free.

In place of fees, the government will pay a \$10 grant for each pupil in a free class.

Fees are possibly the smallest cost a Fiji parent has to contend with. The Fiji Education Department estimates that the average primary school fee is \$8.50 a year.

Most Fiji schools are run by community committees, religious organisations, or, in the Fijians' case, by Fijian Provincial Councils, so there is a wide discrepancy in charges, from nothing to about \$18 a year. These fees do not take into account contributions required for school equipment and building funds, which amount to an average of \$7.50 a year. Secondary school costs are at least three times as high. Textbooks, like anywhere else, are expensive and many children cannot buy them.

Next year the government plans to spend \$70,000 on its free textbook scheme to try to overcome the prob-

lem. This works out at about 50c-worth of books per child.

Uniforms are another requirement at most schools. They can cost up to about \$9 for a single outfit. Then there are bus fares. A conservative estimate is 8c per child per day. Some who can walk pay no transport costs, others pay up to 30c a day. If the government provided free transport for all its students it is estimated it would cost \$10,000 a day.

Money for education is a constant problem for the rural family man who leads a predominantly subsistence life and has little cash income. Even for a wage-earner, education costs are a strain on the family budget.

Although government already subsidises many free and partly-free places in schools and some committees award free places to needy children, there are always some students each term who suffer the humiliation of being sent home from class because their fees have not been paid. Then there are those who struggle for years without books, uniforms or essential equipment.

Government already pours more money into education than anything else. Last year it spent more than \$9 million, this year an even larger slice of the budget amounting to more than \$10 million was allocated. About \$1 million went to the highly expensive—for Fiji anyway—University of the South Pacific which is supported by governments in the region. The cost of providing free places in primary schools is expected to be another \$4 million.

What the pupil gets for all this money varies. Most communities are

eager and able to build schools. The number of junior secondary buildings alone is far outstripping the total recommended in the most recent education commission report which stressed quality rather than quantity. Education authorities find it difficult to stick sternly to the “quality” rule and prevent parents providing educational institutions for their children. The problems come when the buildings have to be equipped and staffed.

Almost a quarter of all primary teachers are unqualified and the percentage is growing, in spite of intensive efforts in teacher training. There are more of these “licensed teachers” in secondary schools. More and more students are taking the major public examinations but an ever larger proportion are failing to make satisfactory grades. Repeatedly the Education Department is faced with the quality v quantity spectre throughout the school system.

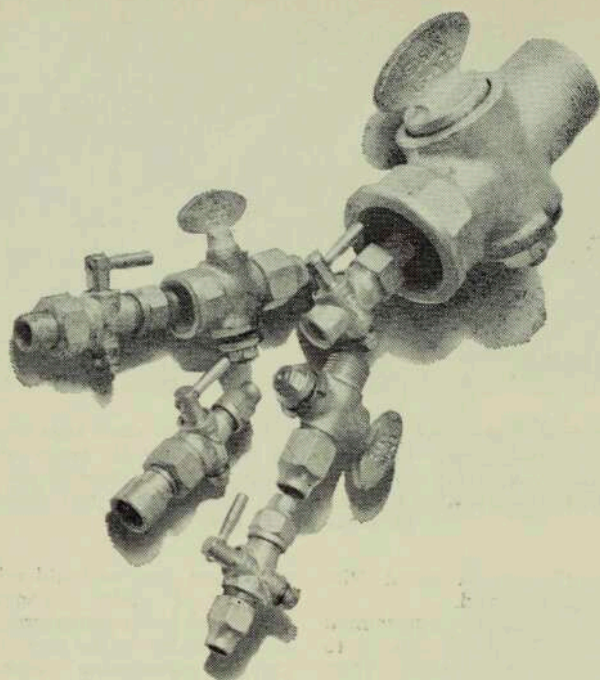
About 92 per cent of Fiji's children are already in primary classes and of the 12,500 or so who are not, some have not yet begun their formal education and others are drop-outs. Most have or will have some schooling.

The percentage going on to secondary schools has more than doubled in the past six years, to more than 18,000. By 1978, a school attendance of 97½ per cent or more is expected.

This is possibly the reason the Minister for Education, Mr Jone Naisara, told parliament there was no need to make education compulsory as well as fee free. He said the thirst for education was so widespread he did not feel Fiji would have to resort to compulsion.



Schooling for children like these at a Fiji Indian school has never been compulsory, or free, but in no other country has it been so popular for Fiji boasts of about the highest attendance rate of any developing country. It is now about 92 per cent among those of primary school age. In five years, with primary school fees abolished, it will be about 98 per cent.



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Streamlining in the Cooks

Premier Albert Henry of the Cook Islands is grappling with Parkinson's Law. He says that some government departments have become larger than necessary and others have outgrown their usefulness.

His streamlining job has resulted in each of the six ministers being given charge of a group of related departments.

Geoffrey Henry has been allocated the Ministry of Financial Services which includes treasury, customs and inland revenue; in charge of the Ministry of Economic Services which embraces agriculture, fisheries, marketing and trading is William Estall; Tupui Henry retains his internal affairs portfolio in the Ministry of Social Services which will also cover health, education, housing and information services; The Ministry of Supportive Services, including the portfolios of public works, electricity and harbour development, goes to Inatio Akaruru; Tiakana Numunui is responsible for the Ministry of Outer Islands Affairs which also covers the services of postal and telecommunications, and the Ministry of Justice and Land Development has the responsibility of Apenera Short.

Premier Henry retains most of his previous portfolios, including external affairs, legislative services, immigration, Public Service Commission and the House of Ariki. In addition, he has also taken over the portfolio of police and tourism.

It all sounds like a good move in the interests of economy for a place that, in spite of having a premier and cabinet ministers, is smaller in size than a New Zealand local government borough and a great deal smaller than an Australian shire.

But local residents are afraid that this, like every other move that has gone before it, will mean high costs and a new appeal to NZ funds. New secretaries to the ministry are to be appointed at a wage rise is threatened for government employees.

Perhaps Mr Henry is banking on instant tourism—following the opening this year of Rarotonga's jet airport—to get the country off to an economic launching pad. It's the best bet for making small country economically viable. The first two being, of course, (1) oil wells; and (2) an island composed entirely of high-grade phosphatic rock.



Sub-standard dwellings like these on the GEIC "business" isle of Betio are a growing menace as more young people, attracted by the bright lights, crowd into an already crowded area, presenting the government with problems of slums and unemployment.

Where 'state canoe' paddling is an art to be learned

From a special correspondent in Tarawa

The Gilbert & Ellice Islands Legislative Council was two years old at the close of 1972. Several of its members served in the former House of Representatives. One or two continued from the Resident Commissioner's appointed Advisory Council. Some of those with portfolios in the existing Executive Council also served in the former policy-making Governing Council. The Chief Elected Member under the old set-up, Reuben Uatoua, is also holding the current top political post of Leader of Government Business.

Apart from appointed officials and a few elected participants, members are still muddled about their role as legislators and policy-makers; they are still moaning about the content of fat documents such as the Budget or the Development Plan; they are still raising matters of little or no significance despite hints from various sources regarding the controversial issue to concentrate on; they are still uttering conflicting views on issues. Some did make an attempt to learn, for good or for bad; others thought they were worth \$100 a month to shut up.

The language barrier is undoubtedly the main obstacle to understanding, and if one adds the imposition of new ideas such as the art of democratic government, the art and power of legislating and formulating policies under an approved constitution, the techniques of commerce, trade and industry, one would really hate to blame the members for being so confused. None of them grew up in a country where those complex arts are practised as aspects of everyday life.

A few more informed citizens have reason to be disturbed about this lack of awareness. Ill-equipped legislators and policy-makers often con-

fuse national objectives and threaten the advance of orderly, constitutional government. GEIC is in the process of advancing constitutionally with internal self-government or complete independence as the goal. The motion at the last meeting by the Leader of Government Business that a Select Committee be appointed to see if any changes should be made to the existing set-up was passed unanimously. It's almost common knowledge that a "ministerial" system will be the next step. With more and more power going to the politicians, there is a slight feeling of uncertainty that the few reliable ones will in time, be outvoted on really crucial issues by the democratic majority rule—to the country's detriment.

But constitutional change must come. The Gilbertese and Ellice people themselves are the best qualified to determine and guide their own destiny. That does not mean that the GEIC has all the technical, professional and managerial expertise it requires. For a long time it will need foreign experts in those fields, but those experts should confine themselves to work specifically assigned to them and advise the administration on matters that come within their line of work. Whitehall (or is it Miss Emery's department in the FGO?) should interfere as little as possible. The "colonial boys" at Tarawa should take a back seat and make room for Islanders to paddle their own canoe.

But paddling will not be easy. The territory, having been brought this far by a series of past colonial governments who, in many cases, knew very little about the Islanders and their way of life, has a host of unique problems.

Very rapidly this territory—with very limited resources—is increasing its dependence on foreign money,

foreign skills, foreign ideas and foreign goods, all produced and priced according to factors outside its control. One wonders if many people realise the extent to which it has gone, and will continue to go, in this direction. It goes further than acquiring a taste for corned beef. It is all the more terrifying to see that practically no effort is being made on the part of those in authority (including locals) to curb this demand. The territory does not really need half of what it gets from overseas.

It is dependent on overseas employment for a very large part of the cash income. About 45,000 people, three quarters of the population, have a standard of living which could not be maintained if it could not place its men at Ocean Island, Nauru and in the merchant marine of other countries. The decisions which affect their employment—even whether they should continue to be employed—are not made by their own government. (Ocean Island poses a most peculiar case since it is part of the territory and yet the whole phosphate show is run completely by foreigners). The decisions are made by employers who have many other things on their minds besides GEIC's rural economy and by employees' organisations who may actually not want Gilbertese and Ellice people doing those jobs at all.

The civil service is steadily increasing its proportion of foreign workers. Over the last 10 years the number of foreigners, all in key positions, has risen twice as fast as the total size of the civil service. The indications are that this trend will continue, since the demands (apparently) being made by the people (apparently) require more foreign expertise, more expensive houses, offices, clerical staff etc, etc, with enormously distorting effects on the people's own

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ideas of what is a "good" or "happy" kind of life to aim for.

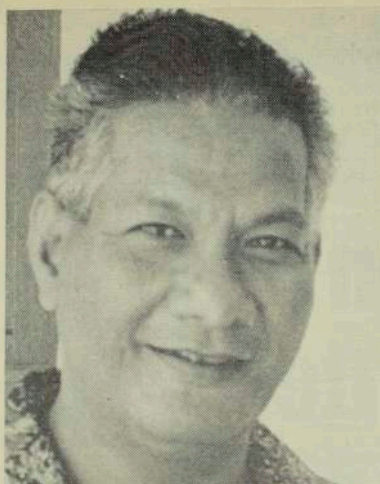
As well as foreign employees and foreign expertise, the territory is becoming permanently dependent on foreign money being injected into the economy. The way the economy is moving, in about 10 years the territory will be depending on large amounts of British (or someone else's) aid just to keep it going. The levels of services and standard of living apparently demanded by the people, are such that the large budget surplus we presently get from phosphate and put in the bank is already in danger, and probably cannot be saved over the next five years until phosphate is finished. Even the potential earnings from economic activities in fisheries and others are already endangered. Just to pay wages and try to keep things running is already costing well over \$5 million a year.

The population, standards and costs are rising at the same time as the country's prospective income is shrinking. The level at which things are now running is such that it is very unlikely that the territory can avoid a heavy dependence on foreign aid for the recurrent budget by about 1980. With that kind of foreign aid goes a particularly high degree of foreign influence and participation by foreigners in decision-making. People want to be free of interference in their domestic affairs, and this applies to nations as much as to families. Experience shown in all other developing countries is clear: the aid-giver always tries to make sure that the aid-receiver spends the aid in the way the giver thinks it should be spent, so that the giver's objectives are reached faster than those of the receiver.

Yet, to many politicians aid is looked upon as a haven, and it is feared that there are fatal misconceptions arising from the availability of aid, the two main ones being:

- That capital aid is a one-off expenditure and when you've spent it, that's it;
- That foreign aid is free, or perhaps more clearly, that it does not cost anything.

Infrastructure alone takes up 57.8 per cent of the capital allocation for 1973 and indications are that it will continue at that level throughout the plan period. The heavy investment in infrastructure is almost all in South Tarawa. Very little income is expected to be generated from these projects, but the annual recurrent costs resulting from the existence of infrastructure alone would certainly outweigh any expected income from productive projects. This is simple economic reasoning. Re-



Leader of Government Business Reuben K. Uatiao, who's learning his job fast.

current costs of capital projects don't qualify for aid funds. They will have to come out of the Gilbert and Ellice taxpayer's pocket. That money will be channelled to Britain every year to pay for materials, spare parts, machinery, etc to maintain roads,

public utilities, transport, airfields, houses, offices, stores, etc, so that, in the long run, it will be British industry which stands to gain. (The aid rule is buy British).

So far in this country, despite official warning about the consequences of capital aid and grant-in-aid, the rest of the people, including many politicians, have not faced up to the problem. A picture is seen at present of steadily increasing dependence on overseas goods and services; a steady upward trend in the use of highly-paid foreign personnel for key technical, executive or uncomfortable jobs; and an unquestioning acceptance that foreign aid is a marvellous thing.

There is surely a case for a reappraisal, since the net effect is that the territory is losing control of its own destiny; just at the time when it is supposed to be having control handed over to it. It will mean that the Gilbertese and Ellice Islanders will in the end place their hands on the levers and knobs in the control-room of the great Ship of State, but the actual steering of it will have to be done by aid-donors from many miles away.

About some 100 years ago in



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Abemama, Tem Baiteke woke up to the fact that this was happening to his kingdom, which had been invaded by beachcombers (an early form of technical assistance personnel!!); he suddenly realised that control of key sectors of the economy was slipping from his grasp. He had the lot executed on Abemama, Kuria and Arakuka, and got things back under control. Oddly enough, nothing nasty happened to him as a result of this. Foreign aid was not cut off and diplomatic pressure was not exerted.

Tem Baiteke's solution is not advocated, but one sympathises with his reaction to foreign takeover of the key functions in the society.

The budget clearly showed how wealth is being distributed in this small territory. It is being sliced up vertically into a geographical distribution between South Tarawa, Ocean Island, and the rest; and horizontally between foreigners, local people in town, and the rest. In the vertical slicing, the 12,000 or so people who live in South Tarawa collect something like three-quarters of the \$4.5 million paid out in cash incomes. The government and the Development Authority between them pay out \$3 million a year in South Tarawa in wages and salaries, 15 times as much as they pay in rural areas. Eighty per cent of all government staff and 93 per cent of all senior staff, work in South Tarawa; GEIDA has 1,500 employees in Tarawa and 50 outside it.

The three big co-operatives in South Tarawa account for half the country's \$2.5 million co-operative trading turnover each year. And of that, \$600,000 goes through Nano Lelei of Betio alone.

The influx of people from rural islands to South Tarawa is getting worse and worse, but who can blame them for that? Tarawa has a better cash income, better educational opportunity and facilities, brighter lights, etc. The existence of 600 unemployed already in Tarawa does not deter more people from coming. The unemployed will in turn become parasites and all sorts of violence will result.

If we leave out the Ocean Island workers, whose jobs will be ending in the next five years (and who live in another world as far as social organisation goes) and leave out our workers overseas whose remittances are actually keeping the rural communities going, we are left with the civil service and GEIDA employees dominating everyone else.

In the civil service, about 470 people, or 60 per cent of the total, are on salary scales with a mid-point of less than \$750 a year. Thus the bottom

section of the service receives 33 per cent of the total salaries. At the other end of the scale, the top 20 per cent of the civil service, receive nearly half of the total salary payments. The 60 people on the 'A' scale (mainly expatriates) divide \$152,000 between them (15 per cent of the total), and the 24 people on super-scales share \$122,000 or 12½ per cent of the total.

None of this is extreme by world standards, but it does not reflect any basically Gilbertese or Ellice view of society and how wealth should be distributed. The point to be made, though, is that the key decisions, including decisions on how much civil servants are to be paid,

are made in effect by a small group of already wealthy civil servants, listening to other civil servants and naturally having a very highly-developed understanding of the financial and other needs of civil servants. The civil service is due for salary review early in 1973, and accordingly provision was made in the estimates. This will result in a further widening of the rural/urban cash imbalance. Yet no member from the rural areas raised a finger in protest.

At the earlier meeting of the Legislature, a supplementary provision for more than \$300,000 went through with virtually no comment. The additional amount was required to pay shipping subsidies to GEIDA, some



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NP114

\$32,000 more than the actual expenditure of the entire Marine Department (including the operation of ships) in 1971. No question was raised as to how much of the loss was due to unsuitability of vessels in the fleet, how much was due to bad management, how much was due to GEIDA's tremendous "overheads".

Nearly everyone agrees with our education policy: that young people should be prepared for their adult life in their own environment. This is all very well. However, nearly all primary schools are staffed by graduates of the Tarawa Teachers Training College which is almost wholly staffed by foreigners who knew very little or nothing about atoll environments until they arrived in the territory.

The two government secondary schools at Tarawa are likewise staffed almost wholly by expatriates. Despite heavy investment in this area, the degree of failure at the schools among those sent for further education overseas is disproportionately high. Discipline is lagging; it is generally agreed that the mission schools are better organised. Yet a fat percentage of the taxpayer's \$ goes to support those schools every year.

The Development Plan began with this passage:

... then came the voice at this time saying, "Nareau, how can you remain floating in emptiness alone and without thought? Are you not tired of just floating? Do you not want to do something for yourself?" A third time Nareau marvelled to hear the voice call out to him, and he searched the emptiness to discover who had called him. He opened his eyes and shook himself to make sure he was not dreaming. He stretched himself and stood on his feet to cast off his drowsiness until he was wide awake.

When he was wide awake Nareau thought to himself, "How childish I have been. I have only just realised, this very moment that I have been calling out my own name. Here I have been searching for the voice that calls me but in fact it was really myself!" Nareau, therefore, kept his eyes wide open, and gathering his wits about him he decided to think...

The fact is that legend tells us that Nan Nareau was actually a thinking man because he created the Tunga from Makin to Arorae. The man who should be stirred to think of Nareau's descendants of today, the politicians, who are going to take over from Nareau in managing and directing the affairs of not only Tuvalu but Tuvalu as well.

The Editor's Mailbag

MORMONS IN PACIFIC

I enjoy reading the Pacific Islands Monthly which keeps me up-to-date on the latest news in the Pacific area. Having served in the Pacific with the US Navy and later travelling extensively in that area in my civilian job capacity I am very interested in the people, their way of life, and the progress they are making toward self-government.

Your in-depth articles give the reader an insight into South Pacific developments he would not otherwise be able to obtain—business, religion, politics, travel, etc.

As I read your magazine with interest, I note many references to various religious groups such as the schools they maintain, missionary activities, retirements and deaths of prominent denominational leaders, etc. However, I have yet to see information of any kind about a group called The Church of Jesus Christ of Latter Day Saints, whose members are more commonly called Mormons.

I understand this group has many missionaries in the Pacific area. The Mormons are constructing many new church buildings throughout the Islands, and maintain a large chain of schools. On Tonga for example there is the Liahona High School, enrolling over 1,000 Tongan students, plus nine other elementary and junior high schools. On Western Samoa, The Church College of Western Samoa provides education for over 1,000 students and in addition there are eight elementary schools. The Church College of New Zealand, The Church College at Laie, Hawaii, an elementary school at Papeete, Tahiti, the Mapusaga High School at Pago Pago are but a few.

When I last visited Tonga I heard that between 20 and 30 per cent of the entire Tongan population were members of the Mormon Church, claiming among its members many influential Tongans.

In future copies of your magazine I would be pleased to read about activities of The Church of Jesus Christ of Latter Day Saints in the Islands, just as I enjoy reading about developments and activities of the Wesleyan Church, the Catholics, the LMS, etc. I am certain all of these groups make a contribution to the growth and development of the Island peoples.

I wanted to call this matter to your attention, certain that deletion of information about the Mormons has been an oversight, and not an intentional editorial policy to exclude certain religious groups. Thank you for your consideration.

ROBERT L. FOSTER

Salt Lake City
Utah,
USA

● No, you can rest assured that PIM has no editorial policy which excludes certain religious groups. PIM does in fact report the activities of the Mormons—in August there was a column and a half on the church's developments in Samoa. Incidentally, the 1966 census report for Tonga, the last available, gives the following percentage breakdown for religious denominations in Tonga: Free Wesleyan, 49.57; Free Church of Tonga, 17.49; Roman Catholic, 14.72; Church of Tonga, 9.89; Latter Day Saints, 5.15; Seventh-day Adventists, 1.49 and Church of England, 0.93. A total of 0.76 follow other denominations, or didn't state their religion in the census.

WUVULU

It was pleasing to read in PIM (Dec p 107) that negotiations between the Papua New Guinea Government and Wuvulu Holdings Pty Ltd resulted in such a favourable deal for the Wuvulu islanders in that they have been given half of the island and that land is fully planted with coconuts. Credit for this solution must go to the negotiating skill of the Minister for Lands, Albert Maori Kiki, the generosity and good sense of the company and the publicity given to the islanders' needs by Fred Archer of Rabaul. But I must correct the statement in PIM that this settlement had anything to do with the re-discovery of an encumbrance in favour of natives imposed on the title by the German Government which had been overlooked in the post-war restoration of title.

The early title history of Wuvulu (or Matty) Island is contained in the German Groundbook entries (Admiralty Islands vol 1 folios 1, 14 & 15) held by the Land Titles Commission in Port Moresby. The first transaction was the purchase of a trading station site of four hectares by the German New Guinea Com-

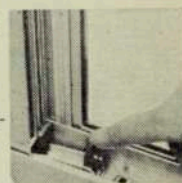
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One of the most rewarding aspects of skin care is that the complexion has a constant potential for improvement—there is always the promise that tomorrow your skin can look even lovelier than it does today.

This knowledge has become more and more appreciated by women the world over, particularly since the discovery of a tropically moist oil blend with the remarkable ability to help give the skin a smooth, youthful radiance.

Now your complexion can benefit from luxury living every day of your life because the unique beauty fluid virtually helps to simulate the conditions under which the human skin will thrive and blossom best.

The difference between a "young" skin and an "old" skin is primarily a question of oil and moisture. Many complexions lose their beauty early, simply because they are half-starved and thirsty. In these modern days, when the "climate" in which you live can be changed at the twist of a dial, it is easy to overlook the depletory effects on your skin of air conditioning. Such environments, together with the outdoor elements of wind and sun, the notorious oil-and-moisture snatchers, can dry out a fresh, smooth complexion in double quick time. Oil of Ulan moist oil blend, however, helps maintain your own built-in oil wells, bringing the natural young bloom softly to your skin.

An invisible film of this moist oil blend applied daily to the face and neck and used as a sub-foundation for make-up ensures that your cosmetics will stay matt without any signs of streakiness, whilst your complexion is protected against the drying effects of harsh weather and artificial elements.

At night this unique beauty fluid should be lavishly smoothed over the complexion, for it will then have an excellent opportunity to exert its remarkable softening and



smoothing properties whilst your skin is relaxed during sleep.

Available from chemists and beauty counters, Oil of Ulan, is the precious means of obtaining a smooth, youthful, radiant complexion.

Beauty cleansing for a lovelier skin

The exceptional beauty benefits derived from moist oiling your complexion should be complemented by an equally beneficial cleansing routine. There is no finer way to support the nurtured softness and smoothness of your skin than to use a gentle effective beauty milk night and morning to cleanse away dust, dirt and stale make-up. Soap and water cleansing for the complexion is often rather drastic, making the skin taut and dry because it has a detergent action that removes too great a quantity of the natural oil that nature provides to protect the skin. However, this non-detergent cleansing milk patted on the face and neck will gently lift stale make-up, dust and other impurities from the skin. The dissolving action of Delph Cleansing Milk means that you merely have to tissue or rinse it off, and your skin is left absolutely clean, and youthful soft, without being dried out.

pany in 1896. This site was transferred to Hensheim & Co in 1899 and sold by that firm to H. F. Wahlen in 1903. The remainder of the island was purchased by the German Government in 1906. In 1907, the government ceded to Wahlen 817 hectares which he developed as adjoining plantation Agita and Tumuvai, and the government retained 547 hectares as native reserves, Onne (147 ha) and Aun (150 ha) in the west and Ruvurau (250 ha) in the east. The German Government had strict laws at that time for the protection of native interests; land needed for their home and subsistence could not be ceded. The 1907 cession contained standard conditions which had been laid down by Governor Hahl in 1904. The land ceded was subject to the obligation to allow any person to use the sea shore as a landing place and to allow natives to use the foreshore for fishing purposes. Also, Wahlen was obliged to sell to the government at cost price any land required for roads, railways, telegraphs, landing places or other public purposes, but he would be paid for any improvements he had made.

The island was undoubtedly a money spinner for Wahlen—his two plantations contained 36,000 native palms and he planted 83,000 more—and in May, 1912, he persuaded the German Government to cede Ruvurau to him. The government ceded this area of 250 hectares which, as noted, had been retained in 1907 as a native reserve, on the condition that all encumbrance go on the title for Agita and Tumuvai giving the government the right to call for a transfer of those portions of the property which comprise the taro plantations of the natives, the so called hula fields. The hula fields comprised an es-

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PIM 807/72

Letters

mated 300 hectares (Dr R. Cilento, Causes of the Depopulation of the Western Islands (1928) p 4). Ruvuraue itself, was ceded without the hula fields encumbrance but otherwise subject to the similar conditions to the 1907 cession: the right of any person to use the seashore as a landing place, the right of natives to use the foreshore for fishing, and the obligation to cede to the government free of charge land required for roads, railways, telegraphs and other public purposes subject to payment for improvements. The slightly different wording of this public purpose encumbrance ("free of charge") from the 1907 one ("at cost price") is explained by the fact that just prior to the 1912 cession the government had issued new model conditions for the cession of land which altered the wording of this condition.

Thus, when the German properties in New Guinea were expropriated in 1920, the encumbrances of benefit to the natives were the hula fields encumbrance on Agita and Tumuvuli (817 ha) and the landing place and foreshore fishing encumbrance on that property and Ruvuraue (250 ha). The public purpose encumbrance on each title probably would not have benefited the natives as it would be hard to establish that native reserves were a public purpose of the same kind as roads, railways, telegraphs, etc.

The property was sold by the Custodian of Expropriated Property in 1927 for £60,100 to L. F. Howard whom the Commonwealth Auditor General declared to be a dummy for W.R. Carpenter & Co Ltd (1928-29 report, p 31). It was perhaps unique of the several hundred expropriated properties sold at that time in that it was worked by the Wuvulu islanders as free labour rather than by indentured labour.

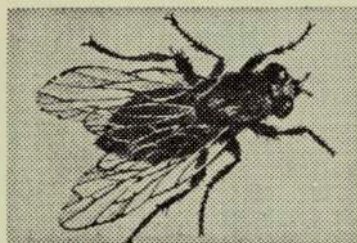
In 1928, the Registrar of Titles commenced the process of bringing the land under the Torrens system of registration by issuing two draft certificates of title which faithfully reproduced the German encumbrances. But the registrar required a re-survey which was not completed until 1941 when the advent of war prevented registration occurring.

In June, 1958, the Commissioner of Titles, Mr C. P. McCubbery, visited the island for the purpose of restoring titles. The islanders claimed title to Ruvuraue on the ground that it

Concentrated Pea-Beu is lethal to flies, mosquitoes and all insect pests...

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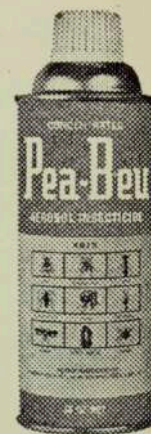
With tropical weather providing ideal conditions for prolifically breeding flies and mosquitoes, serious outbreaks of disease can be spread by swarms of these insect invaders. Once more householders are urged to combat this threat to public health by killing every disease carrying insect seen. A.N.I. Research Chemists are constantly at work worldwide to ensure that Pea-Beu aerosol insecticide is effective in eliminating flies and mosquitoes from households. Pea-Beu is specifically formulated to contain Pyrethrins, one of the most powerful insecticidal ingredients known—deadly to flies and mosquitoes and yet harmless to man and his pets.



rest with their irritating whine and inflicting painful toxic bites, mosquitoes pass on many serious disease including malaria, hepatitis, dengue and yellow fever, disfiguring elephantiasis and encephalitis.

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The mosquito's record is just as grim. Besides wrecking your night's

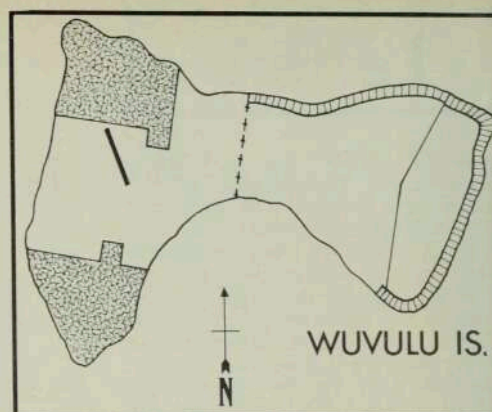
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Wuvulu Island. Onne and Auna are the shaded areas at left, with the airstrip between. Ruvuraue is the unshaded portion at right. Subdivided developer's land is shown around the coast. The western half of the island (dotted line) will come under native control.



was never properly alienated from them, but this claim was dismissed by the commissioner. The commissioner's files may contain a record of the evidence given by both sides and the reasons for this decision. At law, the Groundbook entry was prima facie evidence that the German Government had bought the island and ceded Ruvuraue to Wahlen in 1912, but this could have been rebutted by strong native evidence that there was no sale. The commissioner found that the taro pits scattered throughout the plantation comprised 32 hectares. Rather than restore the hula fields encumbrance in its German form covering all of Agita and Tumuvai, he cancelled it and excised two areas totalling 32 hectares which he added to the two native reserves. The islanders may have consented to this decision; at any rate they did not appeal against it.

The company's plans for the island seem almost fantastically ambitious—the one acre foreshore blocks are to be offered for sale at \$30,000 each—for such a remote but undoubtedly beautiful island populated by fine people and it is hoped that PIM will give future reports on the progress of this venture.

THEO BREDMEYER

Rabaul.

SOLOMONS HISTORY

I read recently in your magazine that a young German who visited Honiara last year is thinking of writing a history of the British Solomon Islands.

I am curious as to what sources he will find for his information. No doubt there is a large quantity of writing available from the government, and from various missions. Possibly there may be some detail of recent matters from the natives. But I feel that it will be difficult to compile a valid history from these sources.

For instance, I would like to know if there is any detailed account of the

murders at Sinarango, Malaita, in the late 'twenties, of the District Officer Bell, his cadet Lillies, and 25 police.

If there is no detailed account of these in present archives, I feel that something should be done to try and ascertain facts from responsible persons around Tulagi at the time.

Paul Mason, recently deceased, told me he had visited the murder spot. A number of sailors had been landed from the battleship Adelaide and were encamped there.

It might be possible to gain an account from Erny Palmer who would have been in the Solomons then. Perhaps Colin Allan (now resident in the New Hebrides) may have heard some accounts from the Malaitans when he was on his tour of duty there in the mid-century. Martin and O Johnston had seen Bell and knew the threats.

K. W. SETON

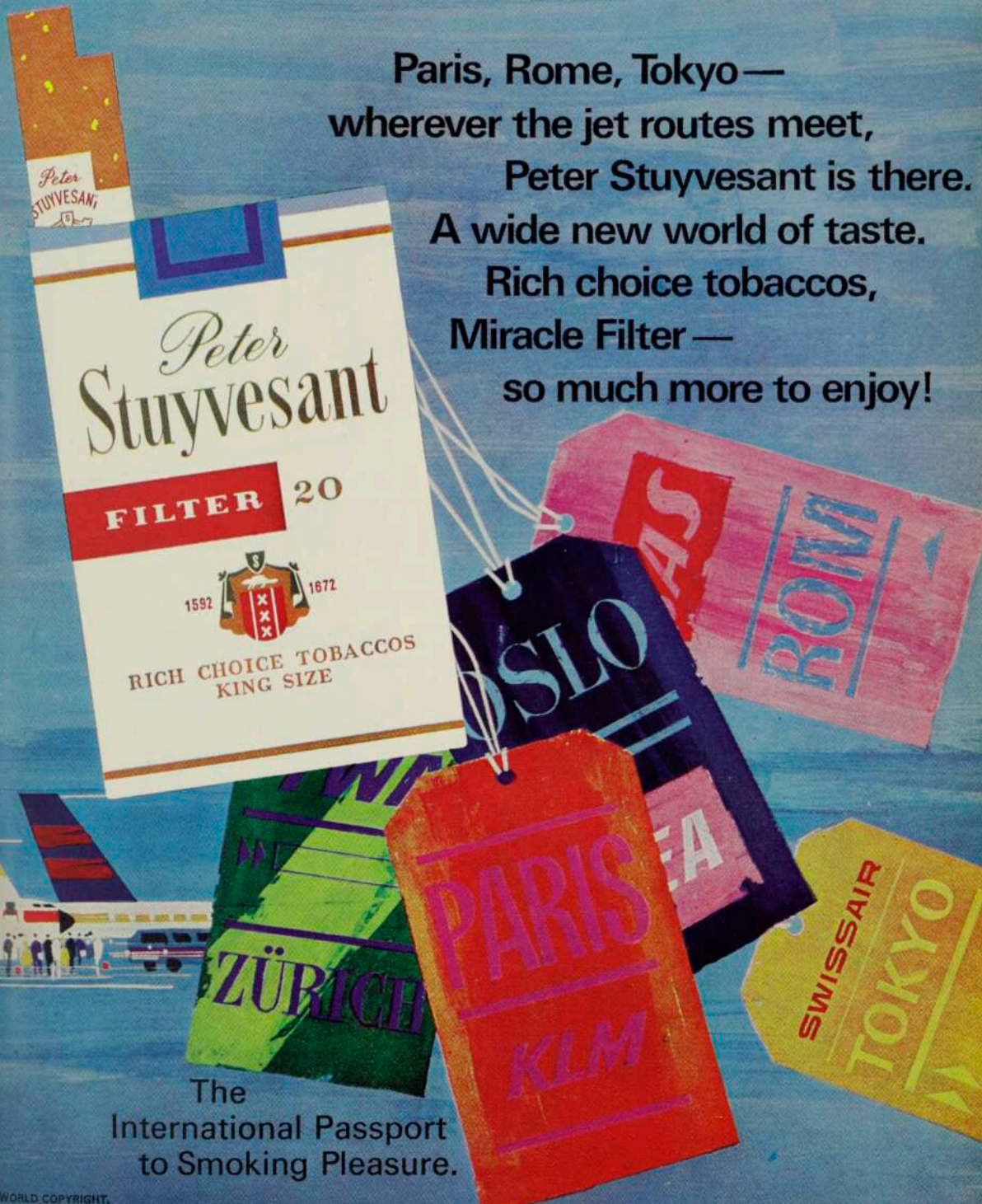
Kangaroo Point,
Queensland.

● The bibliography of the Solomons is quite extensive, and one of the best lists we've seen is in *The Search for the Islands of Solomon 1567-1838* by Colin Jack-Hinton, published by Oxford in 1969. There are several histories, although none right up to date. Dr C. E. Fox's small history, *The Story of the Solomons*, is of special interest. We have several accounts of the killing of District Officer Bell and others in October, 1927. As PIM reported in February, Paul Mason was a member of the civilian "army" which went out to arrest the murderers. Jack McLane told the murder story in a book published in London before World War II, *Gentlemen of Empire*. We agree with Mrs Seton that every scrap of information on the recent history of the Solomons, or any other group, should be collected from contemporary sources while the sources are still contemporary.

● More letters on p. 37

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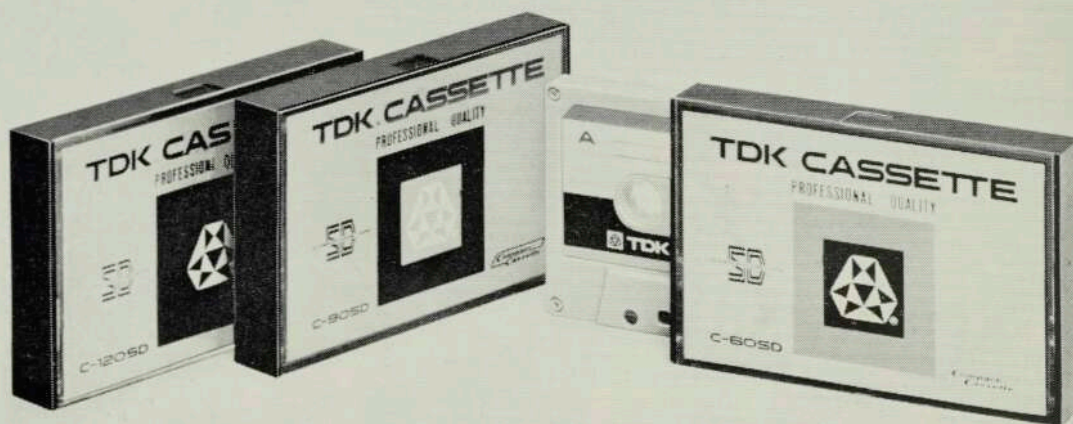


The advertisement features a large, white Peter Stuyvesant cigarette pack with a red band that says 'FILTER 20'. The pack has a crest with the years '1592' and '1672' and the text 'RICH CHOICE TOBACCOS KING SIZE'. To the right of the pack are several colorful travel tags: a pink one for 'ROME', a dark blue one for 'SLO', a red one for 'PARIS KLM', a green one for 'ZÜRICH', and a yellow one for 'SWISSAIR TOKYO'. In the background, a jet airplane is visible on a runway.

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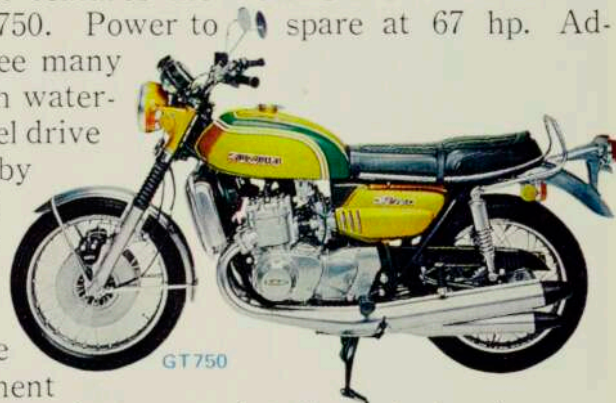
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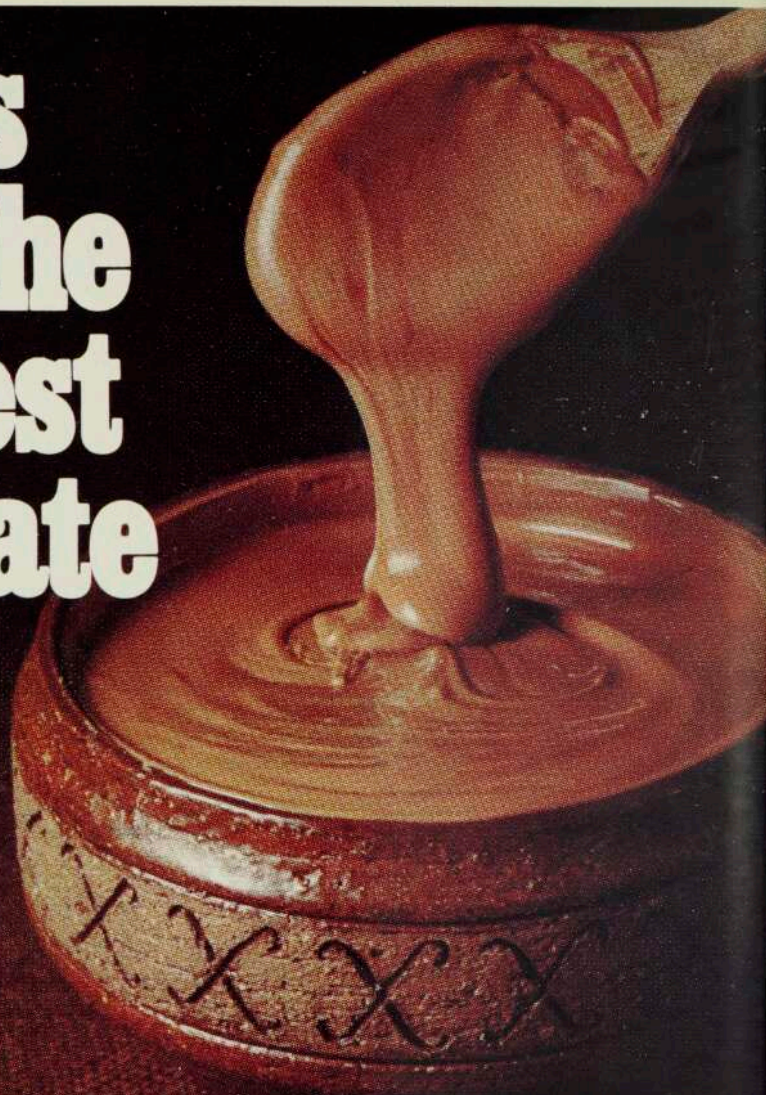
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NLS 91E

Letters

WEST IRIAN

I must agree with Mr A. Fraser (Letters, PIM, Jan, p 10) concerning West Irian. Despite being an "integral province of Indonesia", West Irian, unlike Hawaii, is populated primarily by Pacific Islanders. For understandable reasons, Mr Somare chooses to overlook the ethnic and cultural connections between the people of PNG and West Irian, but PIM is not under the same pressures. I sincerely hope one of the changes you have promised for 1973 is the freeing of myself and many other readers of our ignorance of the most neglected people in the Pacific.

NEAL ENGLEADOW.

University of the
South Pacific,
Suva.

MINERVANS, AGAIN

The following letter was sent to Mr Robert D. West, of Chillicote, Ohio, United States by Miss Ruth E. Lechte, of Suva.

For 200 years, people from other areas of the world have, more often by foul means than fair, been pinching bits of our Pacific, or messing about with it. If, as you say in your letter (PIM, Dec, p 49), you have made an "in depth study of the history of the Islands", you must know that. It's quite a story and includes the Japanese attempts of 20 years ago, and the present outrageous French pollution of our environment with nuclear testing.

To understand our attitude you might study our cultures, as well as our history, and you will understand that we do not "own" our land, we hold it in trust for our descendants.

Apart from your personal abuse of King Taufa'ahau Tupou IV and the Kingdom of Tonga (a strange way to "win friends and influence people"), did it not occur to you and the "Minervans" that the people of the Pacific might have had about enough of Western affluence using its resources to acquire what is ours, rather than helping us develop it in our own ways? As well as an "in depth study of history" I'd suggest you might find proof of this with an "in depth study" of recent legislation in the New Hebrides Condominium and the Dominion of Fiji seeking at last to contain acquisition of South Pacific resources from outside.

Or maybe you'd exchange an equivalent area in Ohio to that the "Minervans" laid claim to in the Pacific, equal in distance from Chillicote to that of Minerva Reef from Nukualofa, for the same number of Pacific Islanders as there are Minervans, to settle? Perish the thought! We'd never make it! Our nationalities preclude us as prohibited immigrants!

The great thing about your letter is that it's so insulting and abusive that it has probably effectively rallied the whole Pacific on the side of Tonga against the "Minervans". I take your word for it that they are sincere and honest (though one wonders about their threatening responses to setbacks) but they need your type of apologist for their cause like a hole in the head!

Pacific Islanders being what they are I think the "Minervans" would have no trouble obtaining a reef similar to Minerva and setting it up as they wish—if they ask properly. You just don't go round anymore in this part of the world, laying claim to areas out of the blue, regardless of what the law of the sea or anything else says.

RUTH E. LECHTE.

4 Macgregor Rd,
Suva.

THE "AGGRIEVED" BANABANS

In an interesting review of Miss Sheree Lipton's new book on Fiji, Mrs Judy Tudor suggested in the January issue of Pacific Islands Monthly (p 73) that readers might not see the Banabans as outraged victims of exploitation.

Well, I am NOT sure that the Banabans feel outraged. In the three years that I have worked among them I have sensed that they feel aggrieved rather than outraged.

But they do believe that they have been exploited. And, having been present when Miss Lipton delved into Banaban history and the story of the phosphate mining on Ocean Island, I think she believed it, too.

Supposing your readers were told how, in the year 1900, when the Banabans were living typical, unsophisticated South Sea lives, a smart operator from the civilised world found that their remote island was almost entirely made of phosphate and—knowing full well that they had not the slightest idea of its enormous value—persuaded them to let his company have a 999-year exclusive right to dig it out and export it, in return for £50 a year?

Supposing your readers learned now that the British Government, to protect the concession thus dubiously acquired, issued the company with a



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No. 8	Width:	82.5 cm	32½"
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AF129

licence to work the phosphate, defining the island as "belonging to Her Majesty," when it belonged to nobody but the Banabans?

Supposing your readers were to learn that after the island was brought under British administration (a one-sided action to which the Banabans never agreed because they were never asked) Britain saw fit to bend its own Pacific laws and legalise illegal purchases of Banaban land by the company so that it could get its hands on the quick easy phosphate it was after?

Supposing your readers were shown official records disclosing that from land for which the company paid the Banabans such paltry sums as £20 or less, with £60 an acre as top price, it dug phosphate worth at a conservative estimate £37,500 to £45,000 an acre, so that its profits were soon colossal and its lucky shareholders were drawing dividends of 50 per cent?

Supposing your readers were offered proof that the company charged the Banabans 200 per cent more than it charged Europeans for goods in its trade store (having nicely arranged things so that nobody else was allowed to open a store on the island) and was quite prepared, during drought, to charge them four times as much for drinking-water distilled from sea-water?

Supposing your readers were assured that, although the authorities were more than once advised by competent officials that the company's so-called concession from the Banabans had no legal validity, the company's men brandished it as if it were Holy Writ every time they were hungry for more phosphate-bearing land that the Banabans were unwilling to let them have—and the Government and local administration let them get away with it?

Supposing that it now came to your readers' knowledge that when the Banabans refused to part with more land more than 40 years ago because their island was being destroyed before their eyes (and because they wanted a better share of its wealth) 150 acres were seized compulsorily as a matter of Colonial need, on terms against which they protested, and the phosphate sold at rock-bottom prices chiefly for the benefit of farmers in Australia and New Zealand?

Supposing I were to say—as I now do—that although a British Secretary of State for the Colonies clearly decreed that the land and phosphate on Ocean Island belonged to the Banabans a High Commissioner for the Western Pacific (wanting as much money as he could get for the

administration of the Gilbert and Ellice Islands) told the Banaban landowners a few years later that they had not planted the phosphate and were not responsible for its being there and that therefore it belonged to the Crown?

Let us suppose that some of these things—which really did happen and which tell only a small part of the story—are new to many people. Will they, do you think, cause your readers to agree with Miss Lipton's tacitly expressed opinion that the Banabans have been exploited?

I believe they will. And I hope that Mrs Tudor, for whom I have the highest regard, will think so, too.

BERTRAM JONES.

Secretary to the
Rabi Council of Leaders, Suva.

MUCH-TRAVELLED PIM

I received on November 30, at Cairns, where I retired after 20 happy years in New Guinea, the April copy of PIM. It is not the fault at all, I must say, of the magazine administrative section or Post Offices services, but at the contrary, a good demonstration of the persistence in following up the movements of a travelling reader.

The envelope shows that it arrived at Goroka (PNG) on April 26, when I had just left for Europe. It was forwarded to France and reached Neauphle le Chateau, near Paris by surface mail, on August 28, when I had already returned to New Guinea. The French Post Office sent it back to Goroka where it landed on November 20. I was, of course, already in Queensland and the faithful copy found me at last in Cairns, after seven months of a round-the-world trip without much damage to the wrapping paper.

JOHN HUON

Machans Beach,
Queensland

RECOLLECTIONS WANTED

I am compiling an account of the travels and adventures of certain writers in the Pacific with emphasis upon their sojourns in Australia.

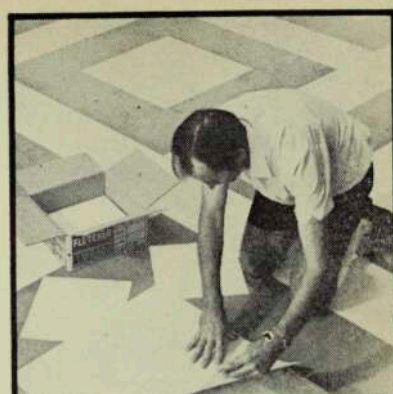
Among recent travellers in the Pacific I am interested in Somerset Maugham, Rupert Brooke, Jack London and Errol Flynn.

It occurs to me that some of PIM's older readers might have personal recollections of these gentlemen, or could put me on the track of long forgotten newspaper reports.

I would appreciate any such memoir, either as a confidential source or as an acknowledged anecdote.

ROBERT TRAVERS.

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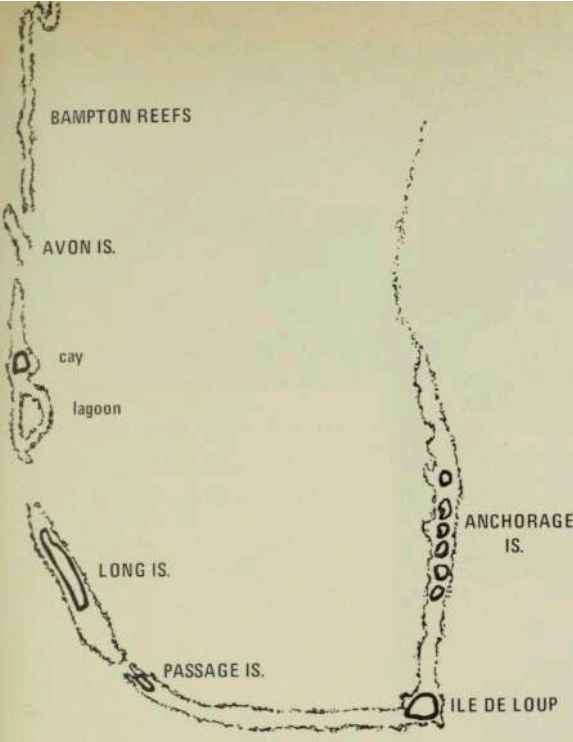
YOUR GUARANTEE



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T.2.



A DOZEN DO THEIR OWN THING IN THE CHESTERFIELDS

By SHEILA HUNTER

The 79 ft Coralita is a luxury job and so well-known in Queensland Barrier Reef waters that she was chosen when Mr Pierre Trudeau, Canada's Prime Minister, made his tour of the Reef in 1972. But out on the open ocean, Coralita goes pitch-pitch-pitch-roll-roll, over and over again, and does disastrous things to my stomach. It also affects my husband, Norman; but he feels that he can put up with it if a full-blooded adventure is in the offing.

The adventure, on this occasion, was to the little-visited Chesterfield Group of islands that lie out in the Coral Sea, about 500 miles east of the North Queensland coast and, politically, are part of New Caledonian territory. Because of their remoteness and isolation these coral lagoons, islets and sand cays form a natural wildlife reserve that is probably unique in the SW Pacific.

We are enthusiastic shell-collectors and have been interested in the Chesterfields since we heard of the schooner that was wrecked there on the Bampton Reef area in 1910.

The survivors of this wreck had little to do but pick up shells washed upon the beach in the three months they spent there awaiting rescue and the results of their efforts rest in the Australian Museum, Sydney, today. Among the shells they donated are *Cymbiolacca thatcheri*, *Conus crocatus* and *Conus lamberti*—names that spell romance to shell collectors. When reports came that live speci-

mens of *thatcheri* had been found in 1971, in the Chesterfields, by another party the die was cast.

We had sailed many times with Wally Muller, skipper of Coralita, and we claim that no skipper knows the Coral Sea and Great Barrier Reef better. His ship is so comfortable that few first-class hotels can equal it in food and service to the passengers. It is air-conditioned and even poor sailors can at least be sick in comfort.

There were 12 passengers, made up of our family party and some friends who went along to do their own thing—some to dive and take underwater shots, some to fish, some to navigate, some to shell. Eric Worrell, one of Australia's foremost naturalists, went to catch and study sea snakes.

The point of embarkation was Yeppoon, Queensland, about 400 miles north of Brisbane, the home port of Coralita. We left on September 17, 1972, and 50 hours of seasickness later arrived in the sheltered waters of the Chesterfield Reefs. For three days we enjoyed

the calm of the lagoon and the glorious tropic sun. The Group lies north-east of Yeppoon, in 158 deg east longitude and 20 deg south latitude.

The reef is "J" shaped, about 25 miles wide and 100 miles long, with Bampton Reefs at the north. At intervals along its length are many sand cays. We anchored each night off the Anchorage Islands, a chain of six cays, in the east, and this gave us complete protection from the south-east seas. And comfortable nights.

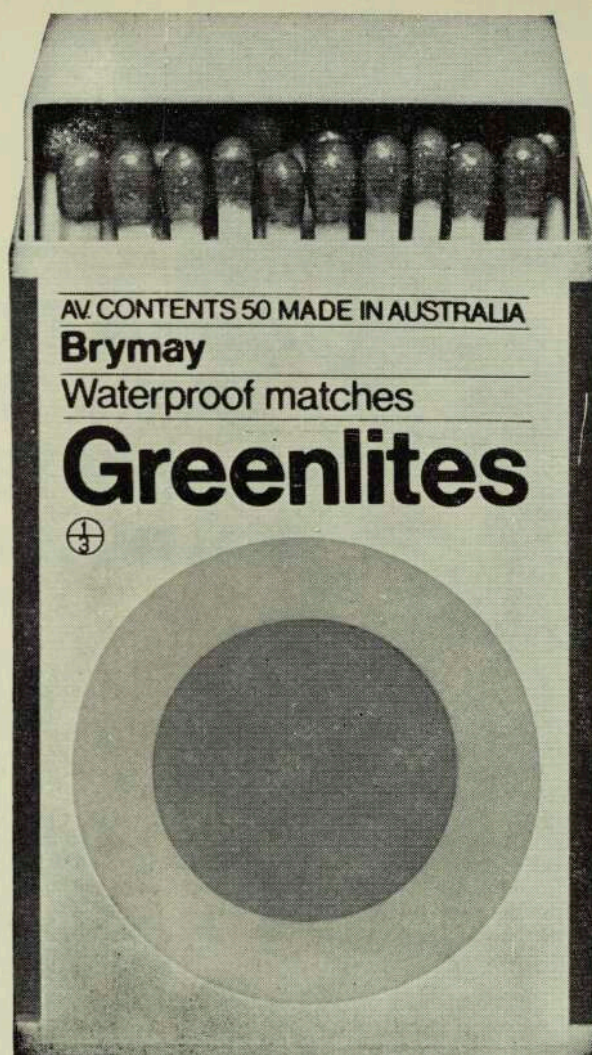
Most of the cays are covered with grass and a waist-high bush called *Messerschmidia*. All over the islands Masked, Brown and Red-legged Gannets, many kinds of Tern and Frigate birds nest in the shrubs, grass or on the bare sand. The birds were quite unafraid of humans as probably they had never seen any before. They were easy to photograph, close up, without a telephoto lens and large chicks could be picked up, if you were not afraid of having regurgitated fish disgorged all over you.

The air above the cays was thick



Ken Wood riding a turtle.

PACIFIC ISLANDS MONTHLY—MARCH, 1973



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Messerschmidia bush which was the home for gannets, frigate birds and terns on Anchorage Island.

with flying birds, their sounds and the smell they left behind.

As there are few such nesting places like these in the Coral Sea, it would be a shame if these magnificent colonies were ever disturbed for the mining of the small amounts of guano that are there but which have not been worked for more than half a century.

When not on the islands beach-combing, all except the divers and the sea snake experts were helping to dredge for the shell *thatcheri*. This latter proved to be very hard work for very little reward; however, we were able to get some and also observe this beautiful shell as it crawled around the shelling bucket.

Eric collected many varieties of sea snakes and soon the decks were strewn with buckets containing choice specimens. Eric said he learned a lot, but so did the rest of us. We even got used to them crawling here and there in unexpected places on the ship.

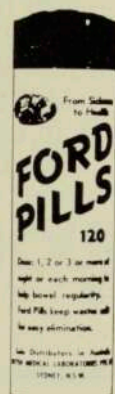
It was soon obvious that damage was done to the snakes when caught by hand, and thenceforth they were always caught in a net, so that they could regulate their own breathing as they were brought to the surface. Probably more than 100 snakes were caught on the trip, and many are still alive and well, at Eric's Australian Reptile Park near Gosford, NSW.

Each morning as we came on deck it was the thing to turn towards whatever island we were near and count the turtles. Along the sandy beaches there were always a number of female turtles and on one occasion a pair, in the act of mating, were found stranded by the tide. All the party found turtle riding, especially in the water, a fascinating pastime.

On one of the islands, Ile de Loup, there is a French automatic weather station and here we found birds in an even heavier concentration than

elsewhere. I was able to record their bird calls, which were deafening.

To the south-east of the main Chesterfield Group are the Bellona Reefs, marked on the Admiralty chart as "uncharted waters unsafe for shipping" but which our skipper wanted to explore. It took us an hour, one early morning, to clear the lagoon and reefs and get into the open sea, and another 4½ hours before we sighted the northern extremity of Bellona. It gave no protection and no anchorage and for five hours we skirted it and successive stretches of half-submerged coral and anchored at last in the lee of an atoll in the making—circular reef, with a pale



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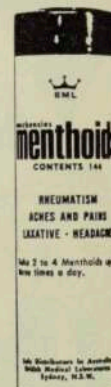
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blue, still lagoon and one green islet.

Our skipper manoeuvred his big boat skilfully through the tiny entrance to the mirror-like lagoon which had a depth of up to nine feet at low tide.

The two dinghies were over the side almost before the anchor. Several green glass Japanese floats were found on the island, dozens of bottles and thousands of birds wheeling in the sky or nesting in the shrubs and the grass. Dozens of live sea snakes were found high and dry on the tide line. Groups of turtles played around in the shallows, looking so tame that Norman swam out and grabbed the nearest, which took off with his 13½ stone weight like an aquaplane. An old-man turtle, incensed by one of his harem being removed in this fashion, made a vicious attack and knocked Norman clean off his vehicle.

In spite of the bottles and floats the tiny island had a new and fresh look, as though it had only just been created; as though no man had walked there before. Whether this was true or not I do not know, but it seems entirely likely that the women of our party were the first of their sex to step ashore there. The church service held on board that Sunday night was also probably a "first".



Wally Muller, skipper (left) and "snake-man" Eric Worrell on Coralita.

At the Bellona Reefs and also at Kenn Reef, on the return journey, fishing really began. Huge turrums, coral trout, red-mouthed sweetlips, sharks and other varieties abounded in the waters close to the reefs and sent the fishermen of our party into transports.

At a point about 500 miles from the Queensland coast Coralita turned for home, setting off one dusk on the first 18 hour leg to Kenn Reef. Twelve hours later dawn appeared and so did a Russian ship of about 20,000 tons, right on a collision course. Obviously feeling that they were alone in the ocean, the watch must have been asleep but at the last moment we were sighted and the Russians shot off to starboard in a hurry.

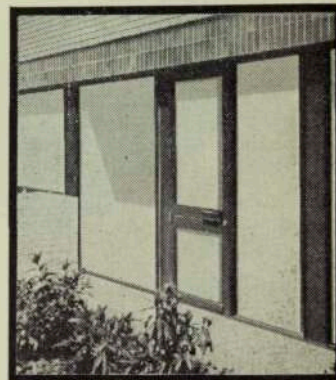
Kenn Reef, 350 miles east of Coralita's home port, looked beautiful in the late morning sun. The blue waves were topped with white-lace crests, breaking on the very long reef and to complete the picture there is a sand cay in the centre of the semi-submerged coral. We had been there before, in 1966, with Skipper Wally and anticipated good shelling but since that trip the reef had been lashed by storms and cyclones and damage was everywhere evident.

One of the cays that we had explored on the previous visit had disappeared; of the thousands of birds that once nested there, less than 100 remained; and huge coral boulders, sitting on top of the reef, had been crushed and broken.

This reef is marked on the charts as "strewn with wrecks", most of them having occurred in the days of sail in the last century. Bonavista, in March 1828; the Dutch barque Doelwyck and the Hester, in April 1854; the Oliver van Noort and the Rodney in January 1858 were all cyclone-season victims of this patch of treacherous coral. Their remains are still visible—huge anchors, encrusted with rust and coral, chains, keels and other bits and pieces.

Good fishing compensated a little for lack of shells on the beaten-up reef, then it was back to Yeppoon, via Saumarez Reef where the Australian authorities have recently erected an automatic beacon and where, a little further south, an American Liberty ship still sits high on the reef where she went when being chased by a Japanese submarine in 1945.

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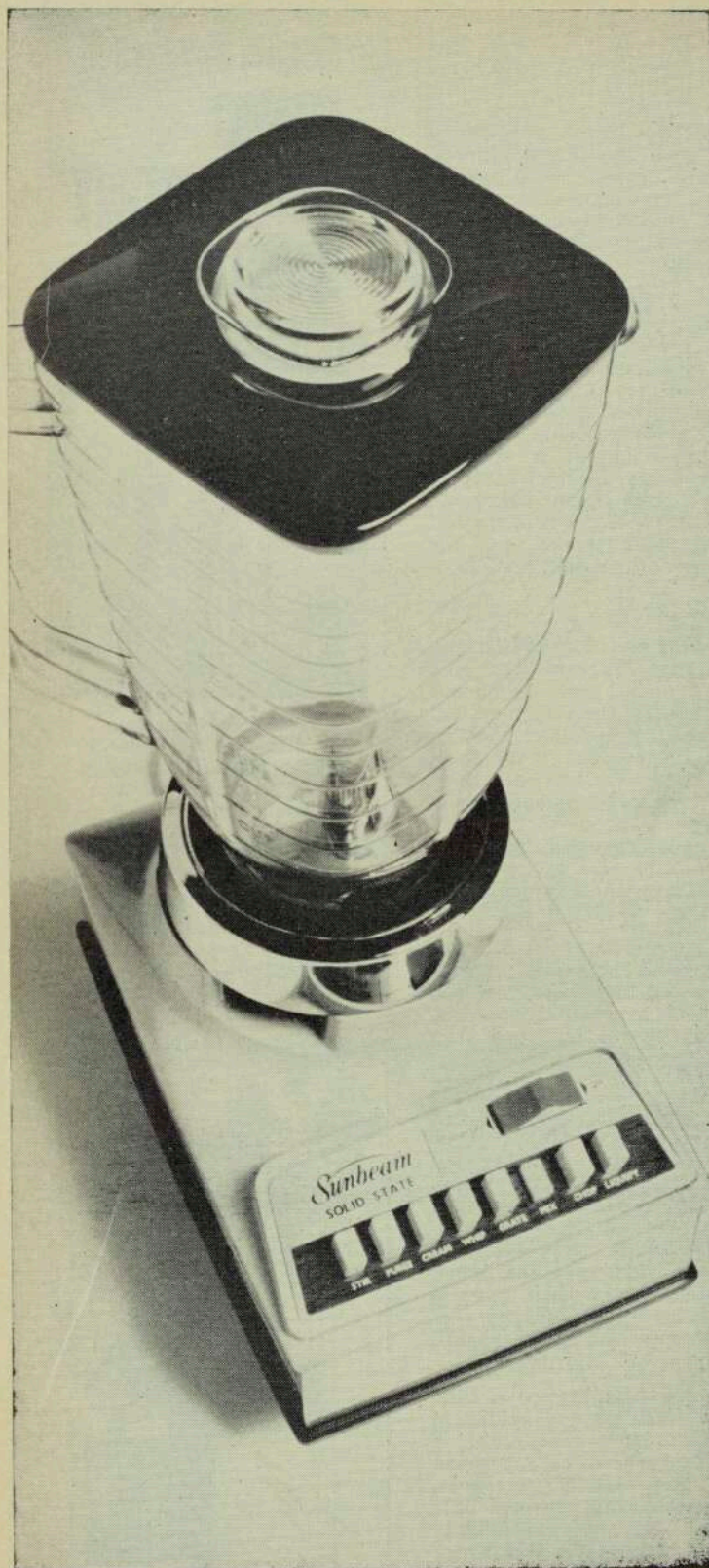
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FROM JAMES BOYACK

IT is rumoured that some marriages are made in heaven, and, come hell or high water, the partnership enacted on Rangiroa atoll last week must be considered in the realm of such blessed unions.

Freelance photographer Martin Jeffrey, 27, could not relax in the Fokker Friendship prop-jet speeding him to Rangiroa, largest of the Tuamotu atolls. He had no time to spare because he should have been there the day before. He did not know that he was already too late.

Pat Cotten, 30, a self-taught naval architect, standing in the coconut frond hut which is Rangiroa's airline terminal building, was in no hurry at all. If anything, he was hoping that there would be no space on Martin's plane returning to Papeete immediately. Pat had just called it quits with the most ambitious project of his young life, and he had not yet fully come to grips with his decision. He had just spent several days with the owner-builders of the Kia Ora Hotel, about to become the first atoll hostelry in French Polynesia. Serge and Yannis, particularly the latter, had been very good to him. They had sheltered him after he decided to leave the Moksha, a 71-foot, 120-ton, ferro-cement hippie community which, as he waited for the plane back to Papeete, was under stiff breeze off the atoll headed for Honolulu. Serge and Yannis had taken him into their home and they had offered exactly the right amount of sympathy and disinterested logic which enabled him to leave his "family" with a relatively clear conscience.

As Pat mused over the possibility that he would never again see the Moksha, Martin was desperately searching the lagoon surface below him for the craft's black shape. Martin had travelled from Japan to Tahiti to get to Pitcairn Island, and the Moksha was his last hope. Greatly dismayed, Martin had learned that information obtained in Honolulu was false. There were no freighters leaving Papeete for Pitcairn. And, the few yachts in port which might have taken him 1,200 miles to the island, had offered this service for a minimum of \$300 a day. Just as he was going to give up getting to Pitcairn from Tahiti, Martin met Bernard Moitessier, the renowned French single-handed sailor. Moitessier had become good friends with the Moksha commune in Tahiti and he told Martin the luxurious craft was probably still in Rangiroa, its first port of

If you're
zany you
can do it

call on a voyage to Peru. Martin was not overly worried that he had not seen the Moksha from the air. He knew Rangiroa's lagoon was gigantic. As his Air Polynésie flight touched down on the island, Martin was lost in the imagined dialogue which would oblige the captain to take him aboard. The ambitious photo journalist had already decided to pay whatever sum was required.

PAT had just been informed there would definitely be no space for him on the return flight. He was relieved. The vast peace of the atoll and the warm counsel of his new friends were very important to him at this juncture in his life. He needed more time to reflect on his next move. Papeete's hubbub could only distract and depress him. He would return to Tiputa, one of the two island villages, in Yannis' outboard.

Martin alighted from the plane and walked right over to Pat. He had neither broken stride nor spoken to anyone else when he asked the bearded American, "Say, man, you don't know where the Moksha is, do you?" "The Moksha, are you kidding?" Pat laughed. "The Moksha's 40 miles due north by now." The Moksha had left that morning. "It's headed for Easter Island," he added, mistakenly. "We've got to get it back here," Martin, breathlessly, half-implored and half-ordered. "I have to get to Pitcairn."

"But you don't understand," Pat said. "It's on its way to Hawaii." Pat had confused Easter with Christmas Island, an error which, once explained, ended Martin's hopes of reaching Pitcairn from French Polynesia, or at least that's what Martin had decided as he was fruitlessly badgering the ticket agent to allow him to fly immediately back to Papeete.

Martin, like Pat, was stuck on Rangiroa for another three days. For this reason, Pat and Martin will sail to Pitcairn at the beginning of March.

YANNIS, an ebullient, big-hearted Greek (whose hobby of soaring beneath kites has earned him world acclaim and several distance records) invited Martin along to his Tiputa home. Conversation was animated that Sunday evening. The two castaways had to wait until Wednesday to catch the next flight to Papeete. Martin explained that he and his \$4,000 of camera equipment (two Nikons, assorted lenses and a Bronica 24 square) were going to Pitcairn no matter

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how. He had contemplated the voyage for a year after reading the Nordhoff and Hall Bounty trilogy, and his second reading of Pitcairn Island the month before in a Tokyo hotel room had ignited the jets that propelled him to Tahiti. His goal was to produce the best photo-illustrated book on Pitcairn ever attempted.

Pat detailed the circumstances which had brought him to Rangiroa. He had been designing and building cement pleasure yachts in San Diego when a hippie family asked him to build them the ark which would allow them to flee the American police state. This was in early 1970. Pat accepted the commission and poured the Moksha mould in May of that year in Los Angeles. This task accomplished, he set off for Canada with his wife Linda in his own yacht, the 35-foot Barbary. He maintained telephone contact with the Los Angeles commune, offering advice as the boat progressed.

In October, Pat was invited to join the family and help complete the Moksha. He sold Barbary to a friend for \$20,000 and invested the entire amount in the sailing community project.

His decision to become involved with the Moksha opened up two new horizons for him. It freed him from the workaday world of high finance boat building. Pat had no formal training as a boat builder. While in the Navy in 1965 he converted a \$25 navy whaleboat carcass into an eminently seaworthy 26 ft gaff-rigged cutter. He sailed with Linda to Tahiti—where I met him in 1967—and then to New Zealand. He sold that Spirit of Barbary in Auckland and with two snapshots of it he got a job which permitted him to design 25 yachts in the following three years. The decision also allowed him to see through his most daring design to its fruition.

THE Moksha was certainly big and bold in conception. Pat reeled off a number of statistics: 71 feet in length on deck, 23 feet across, gross weight 120 tons, main mast 87 feet tall (3,200 lb), 38 tons of ballast, 20-ton cargo hold, carries 3,000 gallons of water (14 tons) and 1,000 gallons of fuel for a 200 hp motor with 1,500 mile autonomy; dining room table seats 18, sleeps 27 in eight double beds and 11 singles; main cabin 26 by 23 ft; three miles of chicken wire, 200 sacks of cement, 900 lb of glue, 350 sheets of plywood and five tons of $\frac{1}{2}$ in. steel rod were used.

Yannis and Martin, and I afterwards, were left with mouths agape at the details of this wonderful example of Americana, which also had wall-to-wall carpeting, a full-sized piano and an electric organ on board, along with a ton of berries and vegetables the family canned on the beach one day in Billingsham, Washington, in two mornings of picking.

The Moksha heeled six degrees under full sail in a 35-knot wind and was equipped with charts of all the oceans. It was built by Pat to sail non-stop comfortably from any port on the globe to any other. Two years' provisions were aboard.

The boat sailed from the West Coast to Tahiti a few weeks ago, the first example, to my knowledge, of a floating hippie commune. It was very exciting to observe life on the Moksha and to realise here was the first of what will probably be many such boats to sail away from the polluted continents.

For the second time, I couldn't believe my eyes, there was my friend Pat, who suddenly turned up with Martin in Papeete, headed in a completely different direction than when he left here the previous week in the Moksha.

Social pressures in the vessel had forced him to quit the family in Rangiroa and had obliged the family to



Martin Jeffrey (left) and Pat Cotten.

change its own plans. Instead of a leisurely cruise to South America, up the coast and over to Europe, the Moksha, while in the Rangiroa lagoon, decided to return to the Hawaiian part of the United States. The 11 remaining members of the family needed more time "to get their heads together", as they explained their dilemma to themselves. They were headed back to America for several years of introspection, their exciting experiment temporarily abandoned.

WITH the Moksha sailing out of their lives, Pat and Martin took about two hours to come up with the zaniest, most exciting and natural idea that could unite two people who had known each other for about 100 minutes—for Pat to build a boat to sail Martin and himself to Pitcairn. Yannis was in the discussion too, in the atoll home of Serge Arnoux, famous for his part in the round-the-world Moana sailing expedition.

Pat, with Martin's prodding, decided to build the cheapest, fastest-to-construct and most practical sailboat in which to get to Pitcairn and back to Tahiti. Because there is no harbour or lagoon at Pitcairn, and because it would be very dangerous, if not impossible, to anchor off shore, it was decided that Pitcairn, the name of the boat now being built at Arue, Tahiti, will ride the waves on to the rocks ashore—the first-ever foreign vessel to do so. Pitcairn, therefore, will have a draft of 2½ ft and a relatively flat keel. As Pat explained, it will be "as strong as a battleship, framed like a 40 ft sailboat . . . a little machine, designed to go to wind (the 1,200 miles between Tahiti and Pitcairn are swept by an east wind), built to sail into the wind and into the seas" which are reportedly among the world's more turbulent.

Pitcairn will be 18 ft long, 7 ft 3 in. wide, of plywood, weighing 900 lb—the weight of the turnbuckles on the Moksha. Less than a week after the idea was born, the first two-by-two frame ribs had been cut. The new boat is coming along well. It will be built by March 1. Pat said so.

If Pat is the builder, Martin the journalist is an equal visionary. He understood that to arrive in Pitcairn on a French military helicopter would be, well, nice but innocuous. He realised that the Pitcairn Islanders would be thrilled to see a Pitcairn built for them, by two people whose only intention in sailing was to visit them. The size of the boat and the way in which it runs up on the island will be an introduction no other journalist could hope for. It will be the perfect calling card for someone whose goal is to see and feel and record all of life as it is today in Pitcairn. The islanders will know the hardship he suffered to meet them. They will appreciate with friendship.

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From the Islands Press

From the Norfolk Islander:

... the (Australian) Minister for External Territories, Mr Morrison, was reported as saying, on January 8, that "we do not see ourselves as rulers, as an imperial power. Australia has no right to decide the way people in another country shall live." ... his words should be borne in mind by Norfolk Islanders, since Norfolk Island IS another country as far as Australia is concerned.

From the American Samoa News Bulletin:

There is entirely too much shoplifting and too much drinking of intoxicating beverages by teenagers in American Samoa, according to Public Safety Commissioner R. J. Ranney. "Therefore," he said, "all persons who are apprehended for shoplifting will be jailed, including juveniles." Ranney also said that juveniles who are apprehended for drinking intoxicating beverages will be placed in jail for 24 hours.

Extract from speech on family planning by New Hebrides British Resident Commissioner Mr Allan, reported in the British Newsletter:

... Many New Hebridean families have six, eight, even 10 or more children. If this goes on there will be shortages of land on some islands. ... I know that some New Hebrideans think that large families are needed to stop people from outside this country taking their land. Let me say once and for all, that this is nonsense. Britain and France will make sure that New Hebrideans can keep their land in safety.

From a letter by Wayne T. Lomu in the Tonga Chronicle:

... let us look at unmarried couples who have been living together for years and in the meantime they have raised a very large family. The same also applies to illegitimate children, hundreds of whom are born every year. No one takes much notice of this, but they are responsible for a certain amount of the population increase. Something should be done to put a stop to this so that the family planning programme can be effective.

From the GEIC's Atoll Pioneer:

On page 5 last week, under the "Studying Surgery" we, perhaps understandably, spelt out UNFPA as the United Nations Family Planning Association. How wrong can you be? It should have been the United Nations Fund for Population Activities.

From the BSI News Sheet:

Down with mini-skirts! A sub-district development committee on Choiseul wants to encourage the Choiseul members of the Western Council to ban the use of mini-skirts on their island. Boniface Vangalo reported that the Tepazaka sub-district development committee considers that it is against Choiseul custom for girls to show their underwear. The meeting agreed that because more and more girls on the island were wearing mini-skirts, the council members and village elders should work together to put an end to it.

From Jack McCarthy's column "From the Top" in the Papua New Guinea Post-Courier commenting on PNG's claims to Torres Straits islands:

... There has been a sickening amount of unctuousness about "our border" and "our islands" which basically is all hokey. The border has no real significance and has never meant much since it was chalked in during the 1880s, but the Torres Straits people mean a lot and no PNG Government will ever take them over. The Highlands is an example of defiance of law and order. If PNG sticks its neck into the Torres Straits there will be something more serious than defiance. ...

From the New Hebrides Group News (radio):

In Pentecost Island, a pineapple recently harvested at Enare village has 69 heads. A pineapple with the similar features was harvested in Malekula two years ago, but the present one is believed to be the biggest. It is the normal size pineapple except it has 69 heads sprouting from its top instead of one as usual.

From a letter by Fair Go in the Cook Islands News:

Recently I was rather surprised and I might add rather annoyed that during intermission from one of the local theatres in Avarua my child went into one of the nearby shops to buy an ice cream, whereupon he was given his change in toffees. When he protested the shop assistant said she had no 1c or 2c pieces. The point is that he had a certain amount of money to allow for picture ticket, intermission and bus fare and he found he could not pay the return bus fare with toffees and was to phone me to come and pick him up. ...

From a letter in the Micronitor signed "A pissed-off Yankee":

... My fondest desire is to see the US of A pull all our people out of Micronesia. Plus all the millions of dollars with exception of that used for restitution purposes ... Don't be such hypocrites. You cuss the American, yet you smoke his Kool cigarettes and drink his Olympia beer. You complain on one hand yet take everything you can with the other ... You ask for wages equal to Americans, yet show up for work whenever you desire. You want to run yet you have just begun to crawl. Since you dislike Americans, be assured you do not have to pick up anything just because they lay it down. You do not have to pattern yourselves after them ...

From the Samoa Times:

His Highness the Head of State, Malietoa Tanumafili II, took just a few minutes in deciding to accept the ifoga traditional ceremony of apology by chiefs and orators from American Samoa late yesterday afternoon. The ifoga is believed to have been made because of a wound received by Savea Ioane, the Head of State's elder brother, during a quarrel with his wife's brother over a family matter ... The party from America is believed to have brought fine mats and a large amount of money ... their apology was accepted but the gifts were not.

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Magazine Section

One of the most famous, or infamous, murders in the Islands was perpetrated in Fiji on Sunday, July 22, 1869. The victims were the Wesleyan missionary Thomas Baker, the last missionary to be murdered in Fiji, and three of his companions. The bodies, and even Baker's boots, went into the oven, but the Fijians found the footwear poor eating and discarded them. They are now in the Fiji Museum. R. A. Derrick, in his *History of Fiji*, and other writers have related the story of the murder but without the wealth of detail in the story told below by Fijian journalist Manoa Rasigatale, who heard it from the lips of the great-great-grandson of the man who wielded the axe. For the first time that man is named in this story.

MURDERER'S DESCENDANT BRIDGES THE GAPS IN THE THOMAS BAKER STORY

By staff writer MANOA RASIGATALE of Fiji

There are many stories written about the murder of the Wesleyan missionary, the Rev Thomas Baker at Nubutautau in the Colo of Navosa in the Fiji Islands, on Sunday, July 22, 1869. But the story you read here is one that I researched myself, given to me by Ratu Jope Nawawabalavu, the present *Tui Navatusila* (king of the Navatusila people), the descendent of the actual *tui* who killed the Rev Thomas Baker. His name was Ratu Filimoni Nawawabalavu No 1.

Three other Fijians accompanied me on this three-day journey to the village, which lies right in the centre of Viti Levu, the main island of Fiji. They were Netava Vunivalu, of Yavulo village in Nasigatoka, who works with me as a journalist on the Fijian newspaper, *Nai Lalakai*; Ratu Alipate Vuidreketi (my cousin) who is the manager of the Valley Industries Co-operative branch at Keiyasi, Nadroga, and Alipate Lumelume of Namoli village, a village about five miles from Nubutautau. He acted as our guide.

On a Sunday afternoon in August, 1972, I interviewed Ratu Jope Nawawabalavu in the *bure* (house) of one of his sons at their village in Nubutautau.

The *tui* was away in the garden—only his five sons and their wives and children were around, so we waited for his arrival. When he

entered the house he welcomed us with a rich warm voice: *Dou sa bua vinaka mai na noqu gone*, "Welcome home my sons". His stature and the variety of tones in his voice could only belong to a person who had the blood of one of the strongest lines of chiefs in his veins. This was in his own right. Before the interview started, our guide Alipate Lumelume presented a *yagona* (*sevusevu*) on our behalf according to Fijian custom asking permission to enter the village.

We were well received by the *tui* who opened the interview with, "I'm ready, if you want to ask anything, do so". My first question was, "Did anybody ever come here to research the murder of the late Rev Baker?" He looked at me as if he was very pleased at the idea of the interview and reflected: "You are the first man to come and gather the whole story at our doorstep".

I was very surprised when he told me this, and I was also pleased. I said to myself, "Thank God for that". The Rev Thomas Baker and five Fijian missionaries were spreading the word of the Bible in the Naitasiri province.

When they came to Navuso and asked the *turaga-na-qaranivalu* (overall chief of the Navuso people) to stop being savage and become Christian, Qaranivalu accepted it. But he found out later that this was the idea of

Ratu Seru Cakobau, who ceded Fiji to Great Britain. Ratu Cakobau said that Qaranivalu and his people were on his side because they had accepted Christianity.

Qaranivalu did not like this idea, and he sent a message to Cakobau that if this were true they were betrayed and wouldn't accept Christianity.

So Qaranivalu ordered some of his people to dress as warriors and they followed the missionaries who had left in the morning and tried to kill them. Instead of letting his man do the killing, he decided to trap someone into committing the murder by giving him a white *tabua* (whale's tooth).

He told the warriors they must present the *tabua* to any village they passed and explained the plot, that whoever accepted the *tabua* would have to kill Thomas Baker.

The missionaries who were preaching along the Waimanu River, knew nothing of what was going on. The *tabua* was rejected everywhere, all saying, "We are now Christian and it is wrong in the eyes of the Lord if we kill and eat somebody again". But in the village of Nadrau on a Saturday morning, the *tui* (king) was delighted to do the killing and received the *tabua*.

By then the missionaries had already left for Delaigaganivatu, the home of Tui Navatusila.

When we reached this point in the

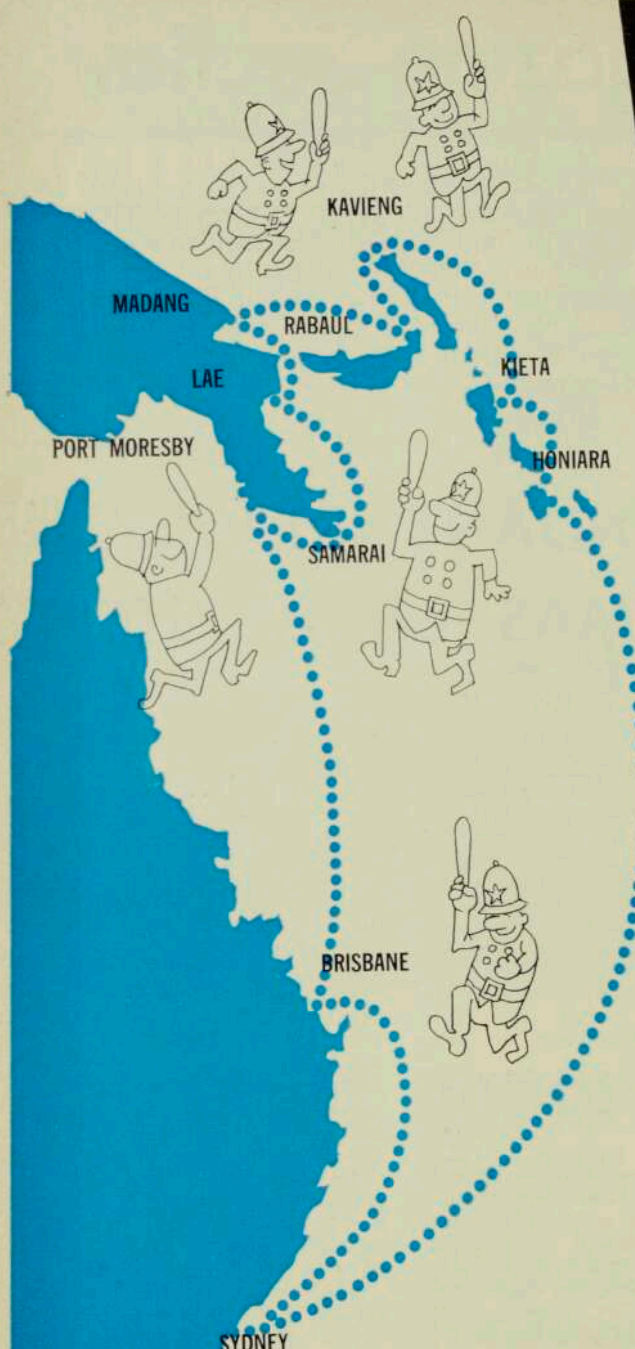
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story Ratu Jope stopped, . . . smiled and said: "Tui Nadrau accepted the *tabua*, because he enjoyed eating white man's flesh. It is soft and tasty like that of a white pig".

They were welcomed at Dalaigaganivatu by Tui Navatusila (Ratu Filimoni Nawawabalavu No. 1) and one *bure* (house) was given to them for the night. But in Nadrau, the *tui* examined the *tabua* and thought it would be a good idea if he changed the one brought by the Qaranivalu messengers and replaced it with a small one he had.

Before dawn, Tui Nadrau gave his *tabua* to his messenger and sent him to Tui Navatusila, asking if he would join him in the killing of Thomas Baker. Tui Navatusila didn't agree and repeated what the other villagers had told the Qaranivalu's messengers. Tui Nadrau was worried, because he had already accepted the *tabua*. He wanted to return it back to the messengers, but it was too late—they had already started on their journey back to Navuso.

In the evening, at Delaigaganivatu, Ratu Filimoni (Tui Navatusila) visited the visitors in their *bure*. He was fascinated by Baker's comb while he was combing his hair, and asked him if he could try it. He did so, and Baker promised that he would send one to him when he returned to Davuilevu, the Wesleyan missionaries' headquarters, near Nausori, which is still there.

Ratu Filimoni forgot to give back the comb to Thomas Baker and went into his chiefly *bure* (Vale Levu) with the comb in his hair. Baker also forgot the comb.

In those days suitcases made out of tin were commonly used and were known to the Fijians as *kato kava*. The missionaries had one each in which they carried their belongings wherever they went.

Next morning (Sunday) the missionaries packed up to continue their journey. Before they left they were taken by the *Matanivanua ni Turaga* (chief spokesman) to Vale Levu (*tui's* house) and he went to waken the chief.

The first thing Rev Baker saw when he met Tui Navatusila, was his comb still in the chief's hair. He didn't hesitate but pointed to it and said: "That's my comb, I have told you that I will send one when I reach home".

Tui Navatusila was muddled as the words were spoken in English and turned around thinking that the missionary was talking to someone behind him. Baker stepped forward and pulled the comb out of the chief's hair. The *tui* was shocked when he felt that somebody had touched his



Ratu Jope Nawawabalavu, the present Tui Navatusila with the axe, 'Mi Bure', used by his great-great-grandfather to kill Thomas Baker over 100 years ago on the very spot where Ratu Jope stands.—Photo: Manoa Rasigatale.

head from his back. He turned around suddenly, looked at Baker and said to himself, "I'll kill you today". Knowing that none of the missionaries would understand his dialect, he smiled at the missionary to hide his annoyance and said, *O iko ke o a tabu mase, ia na lemu dereia 'qu ulu i na tabu dania na dromu ni higa nikua. 'Qu ulu o'kwe hequ ro ni vulu a hi dereia ga o Nene, e hukai hila tale*.

This is a Korolevu-Navosa dialect. It means, "I wouldn't have killed you, but now you have touched my head I promise that you will never see the sunset again. Nobody in this world has touched my hair or my head except my mother". (Touching someone's head is *tabu*, a supreme insult in Fijian custom). Tui Navatusila set a quick trap and told five of his warriors to carry the missionaries' tin suitcases and show kindness to them until they reached the village boundary.

The *tui* led the procession with his axe *Mi Bure* on his shoulder. He was followed by Thomas Baker. They walked in single file, with a warrior in front and behind each missionary. A few chains outside the village boundary on a flat surface, after they crossed a little creek, Tui Navatusila called out to his warriors, *Du vi laba*, which means, "Time to kill". The terrible sound of the *kato kava* landing on the missionaries' heads shocked Baker who turned round and saw his fellow missionaries on the ground. He stretched his hands out to try to stop the murders and shouted, "Hey . . .". That was his

last word for the *tui* swung *Mi Bure* hard at his head. The first blow landed on the right side, and as it didn't connect properly he swung another one right across the left side of Baker's neck.

Baker fell dead at his feet. Only one missionary escaped. His name was Waisea who was believed to have come from Burebasaga village in the Rewa Province. He was also the first man to spread the news about Baker's murder.

A mile away on top of a hill, near the boundary of the Ba district, the *tui's* only child, a son, Ratu Waisea Maka, saw the killing and ran down with some of his warriors who were on duty guarding the village.

He asked his father why he killed Baker. His father explained and ordered him to send a messenger to the Tui Nadrau telling him that he had carried out the killing. Tui Nadrau was delighted when he heard the news and sent some of his people to Delaigaganivatu for his share. "Don't carry the dead bodies on your shoulders, lift them like pigs—two on each hand and two on each leg". Tui Navatusila commanded his warriors when they took the bodies to the village.

The bodies were placed on a huge, flat volcanic rock in the village. The *tui* then brought his wife and ordered three men to slice her breast until it bled and her blood dropped on the dead bodies. Two women cried when they saw the murder. One of them was called Lewatovu. The bodies were then distributed to Nadrau and to all the people under Tui Navatusila's

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This is one of the four great black solid rock walls which surrounded the fortress-like bure (house) of Ratu Filimoni Nawawabalavu No 1, which stood more than 20 ft high with walls 2½ inches thick. Ratu Jope points to the bullet marks made when the tribesmen shot at Ratu Filimoni's Bete ni i valu (war priest) to test his supernatural powers. According to the story handed down to this day, the bullets went through his body without causing him any injury.—Photo: Manoa Rasigatale.

rule. Baker's boots were cooked also.

Ratu Maka's village is called Naduguivalu, and was occupied only by the great warriors who guarded the chiefly village of Delaigaganivatu.

Today both Naduguivalu and Delaigaganivatu are covered with bush but we still can see the foundations of the old houses.

These are some of the stories about Ratu Filimoni Nawawabalavu No. 1 (Tui Navatusila): He had two axes—one called *Mi Bure*, the one that killed Rev Baker and the other called *Teve Driu*. *Mi Bure* is still in Nubutautau today (home of the present tui, Ratu Jope), but the *Teve Driu* was given by Ratu Jope to the Credit Union League Association in Fiji when they came to Nubutautau a few years ago to establish a new credit union branch there.

The two axes were brought to Delaigaganivatu (old village) by some of Ratu Filimoni's warriors after a great battle at Naloto, which is known to the Fijians as *Na i valu mai Naloto*. The charred soles of Baker's boots were given to the Fiji Museum in 1972.

Ratu Filimoni was famous—whenever he opened his mouth and used his tooth pick, it meant that he was looking for somebody in the village to eat. A second sign that showed his longing for human flesh was when he carried one of his axes around. Ratu Jope said that he was a very tall broad-shouldered man. His height was said to be about the same as his *bure*.

The *bure* had two solid rock steps, each about 3 ft high 6 in. wide and

3 ft long. When I measured the foundation of this bure it was 10 ft by 6½ ft. Outside this foundation, stood four great black rock walls about 20 to 30 ft high and 2½ in. thick. They still stand there today. Ratu Jope said the *bure* had only one door and the walls were strong. This meant that if somebody was seen inside the compound threatening the *tui*, he couldn't escape—he was sure to die.

Ratu Filimoni Nawawabalavu No. 1 had one child, Ratu Waisea who also had one named after his father, Ratu Filimoni Nawawabalavu No. 2; Ratu Nawawabalavu No. 2 had a son, Ratu Viliame Katolaloa, who is the father of Ratu Jope, the present Tui Navatusila, and two other boys. Their mother was called Adi Losana Naimasi from Narokorokoyawa in Ra. But Ratu Jope had seven children—five boys and two girls.

Nubutautau today, a new village built after they moved from Delaigaganivatu before the turn of the century, is occupied only by Ratu Jope's family.

They have a shop and live happily. Ratu Jope's wife (Adi Alisi Viai, the sister of the present Tui Nadrau) died in 1970 and was buried at Nadarivatu village, a few miles from Nubutautau. All are Christian and belong to the Seventh-day Adventist Church.

Before Ratu Jope finished his story he smiled and said, "My son, go and publish this story so that people should read the true story about the murder of the Rev Baker that has been passed down to me by my father and his fathers."

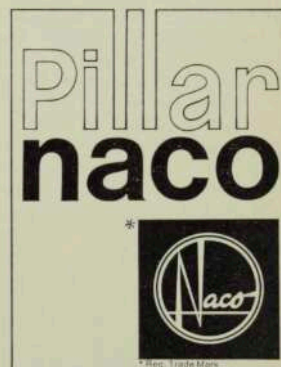
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PIM3

The Solomon Islands are on the threshold of something new—another step along Independence Road with the expected formation in the latter half of this year of a Council of Ministers instead of the present Governing Council's committee system. Twenty years ago, as PIM in its March, 1953, issue reported, the protectorate was taking its first steps under the guidance of the new High Commissioner for the Western Pacific, Mr R. C. Stanley. He reported to the Advisory Council, which had been, until then, composed exclusively of Europeans, that a native council had been set up on Malaita after a meeting between him and leaders of the "Marching Rule" movement, and that its leader, Salana Ga'a, of Areo, had been chosen by the people themselves, an arrangement contingent on recognition by Salana Ga'a of Mr Stanley's authority and his willingness to work with the district commissioner "for the good of the people". Salana was then appointed as the first native member of the Advisory Council.

Yesterday

When Captain Ray Baxter, of the Australian Northern Command, returned to Brisbane in mid-February, 1953, he reported that his party of 28 Australian Army engineers had, in four months, built an army post at Wanimo, in Northern New Guinea. Wanimo is on the sea-coast, north of Aitape and just on the Australian side of the Dutch border. Before the war it was an administration patrol post. It was about 40 miles from Hollandia. It had been suggested that the establishment of a military post at Wanimo was connected with coastwatching and the possible infiltration of Indonesians from Dutch New Guinea. This theory was discounted by Authority, which spoke of the post's weatherwatching functions ("first contact with monsoons building up north of NG and swooping down on Queensland") and the opportunities afforded there for training the native troops of the Pacific Islands Regiment. However, territory residents, who probably did not know before that Queensland's cyclones originated in Wanimo, and who hitherto had only known of the place as a jumping-off place for PNG in the old bird-of-paradise hunting days, put their own construction upon the creation of the new post. This army camp is still there today.

The Spaniards may not be amused! These, said PIM, were the questions set in a school examination in the Cook Islands 20 years ago: "What do you mean by pollination? What is self-pollination? What is cross-pollination? This was one answer received by the teacher: "Pollinations are all the Maori people with brown skins. Most of them lived in warm countries. The Maoris here in Cook Islands are pollinations, too. The cross-pollinations are the people of Spain. The self-pollination is the Maoris of the Cook Islands.

Built at a cost of £158,000, of which the United Kingdom provided £100,000 from Colonial Development and Welfare funds, Fiji's new Queen Victoria School at Matavatuou was opened by the Governor of Fiji (Sir Ronald Garvey) on March 5, 1953. The original QVS was opened at Nasinu, near Suva, in 1907, most of the buildings being paid for by the Fijians themselves. It became Fiji's foremost school, but in 1941 it was turned into an army hospital. Then it became the Teachers Training College while QV School remained exiled in deplorable conditions at Nanukuloa, Ra, near Viti Levu Bay. The new school is at Matavatuou, on the Tailevu coast, 45 miles north of Suva. Here 205 acres of land, in a setting of unspoiled natural beauty, were given by Sir Henry Scott. Today the school buildings are spacious, well-equipped and modern in every detail.

In 1953 the New Zealand Minister of Island Territories, Mr Webb, congratulated Western Samoa on adding £149,000 to the dollar pool from the proceeds of cocoa sales to the United States. Mr Webb said that this was an outstanding effort for a country with a small population of 85,000. Credit was due to the Western Samoa Government for taking determined steps in 1952 to restrict dollar spending.

The accounts of the Solomon Islands Copra Board for the year ended December 31, 1951, were published in January, 1953. When 1951 opened, the board had 1,421 tons of copra on hand. During the year it took over 10,485 tons from planters, sold 11,448 tons to the British Ministry of Food, and had 413 tons on hand at the year's end. Shrinkage took 45 tons. For copra sold, the Board got £759,833. It paid £584,662 to the planters and no less than £113,972 to the BSI Government by way of export duty at the rate of about £10 per ton; and then showed a profit of £23,629.



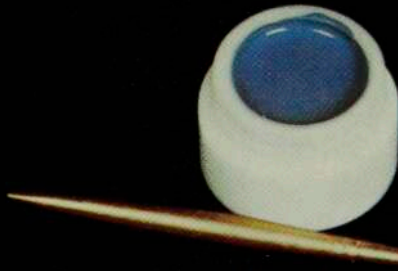
Sir Robert Stanley, first High Commissioner for the Western Pacific to live at Honiara and the first to occupy the position after it was separated from that of Governor of Fiji. Twenty years ago, he guided the Solomons in its first step towards self-government, appointing the first Solomon islander, Salana Ga'a, to the Advisory Council.

During the 1952 hurricane in Fiji, the Methodist Mission headquarters in New Zealand announced that £3,728, collected there for Fiji hurricane relief was to be expended on the replacement of married quarters for theological students at Davuilevu and the hostel at the Navuso Agricultural School. Due to the difficulty of allocating funds fairly to individual churches in Fiji, it was decided not to use the funds at all in that way.

After the shooting of the film *His Majesty O'Keefe* in Fiji 20 years ago, Miss Elizabeth Hennings became ill after her heavy task in the film. She was in bed for three months at her father's home on Naitaubu, Lau Group in Fiji before she went back to London. Now this island is owned by Raymond Burr, American television star.

A lot of the talk on Norfolk Island these days is about taxation—income tax which nobody wants but which almost everybody fears will come to the island. Twenty years ago, the island had a work tax which people paid to avoid one of their duties, work on the roads. To escape your nine statutory days working on the roads you paid a tax of 6/- a day. PIM, in March, 1953, recorded an increase to £1 a day and said it was a safe bet every one would still pay rather than work.

● *Magazine continued with MAN on p 69.*



"Jacqueline, how lovely to see you."
The girl turned, surprised, and gazed at me.
"My name is Anna," she said. "And I've never
seen you in my life before."
"But that's impossible," I answered.
"Remember last summer in Dubrovnik?"
"Where's Dubrovnik?" she asked.
"And remember that little funicular
railway in Switzerland?"
"No," she answered.
"And do you still own that scarlet E-type?"
"I've never owned a car in my life," she said.
But this time she smiled, and accepted my
offer of a Benson and Hedges.
"Anyway," she added, "I've had it
repainted blue."



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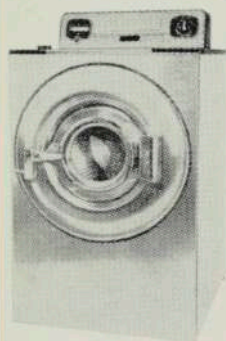
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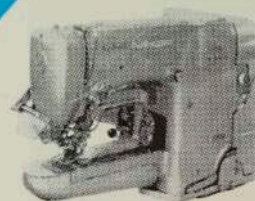
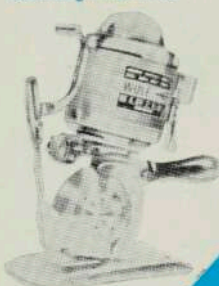


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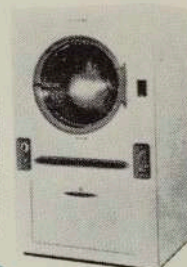
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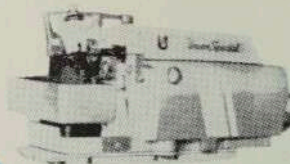
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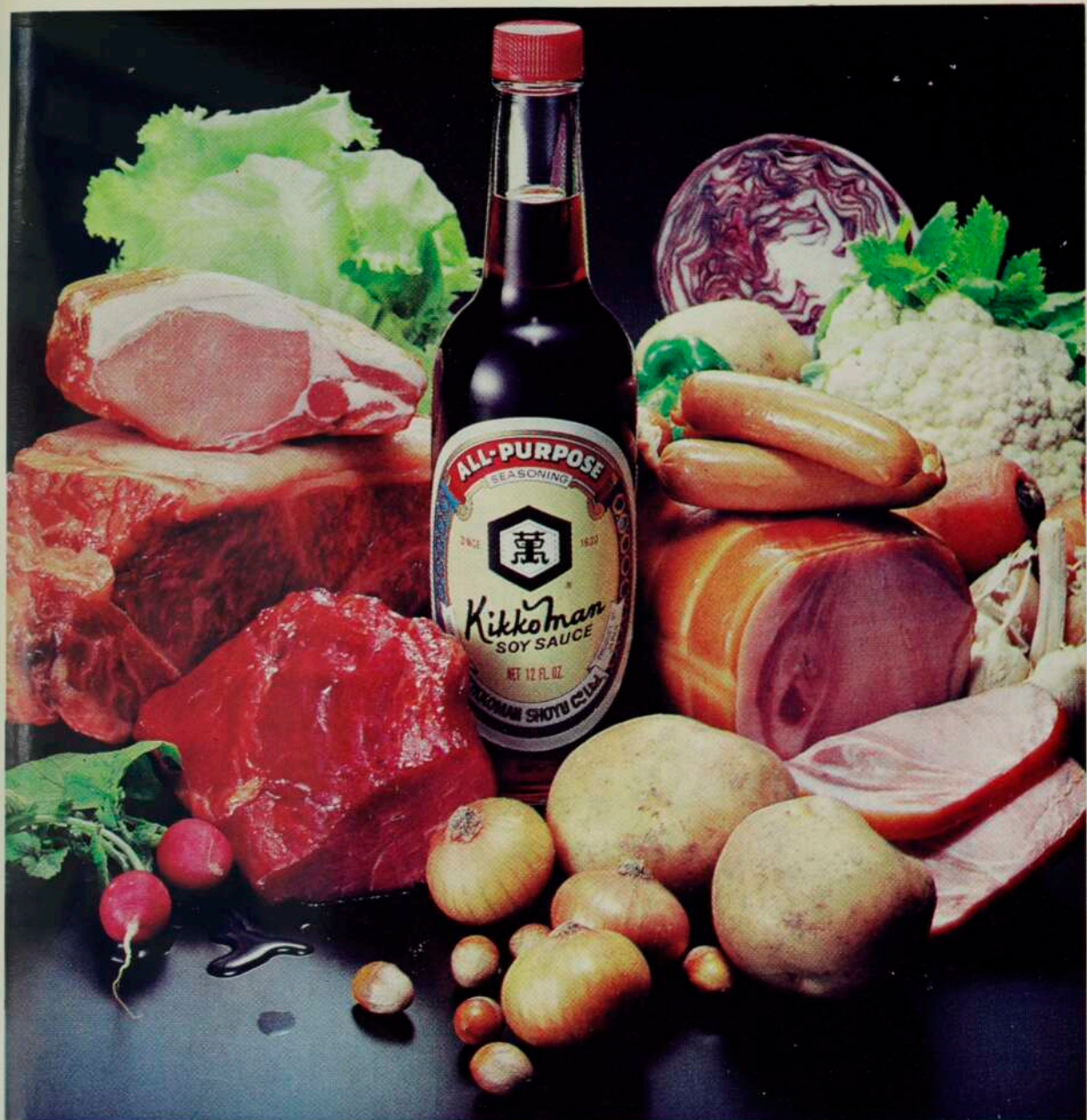
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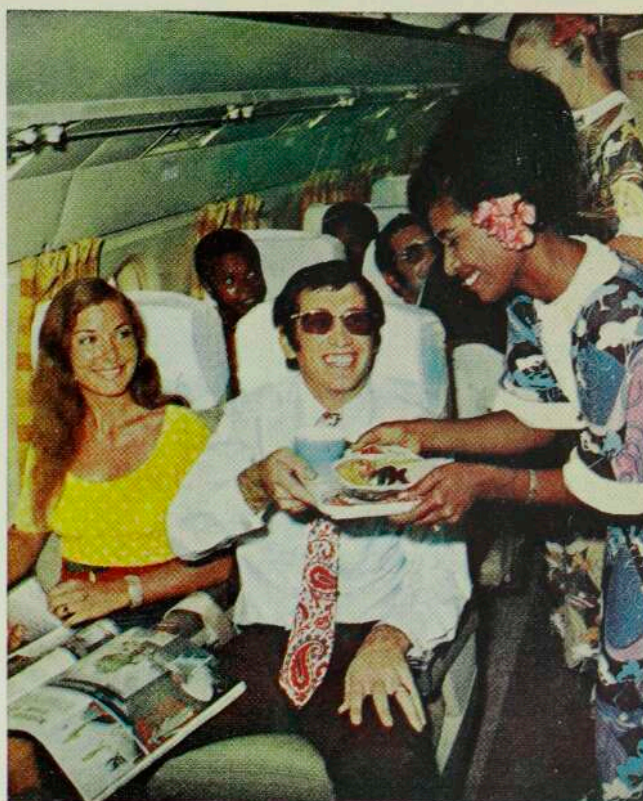
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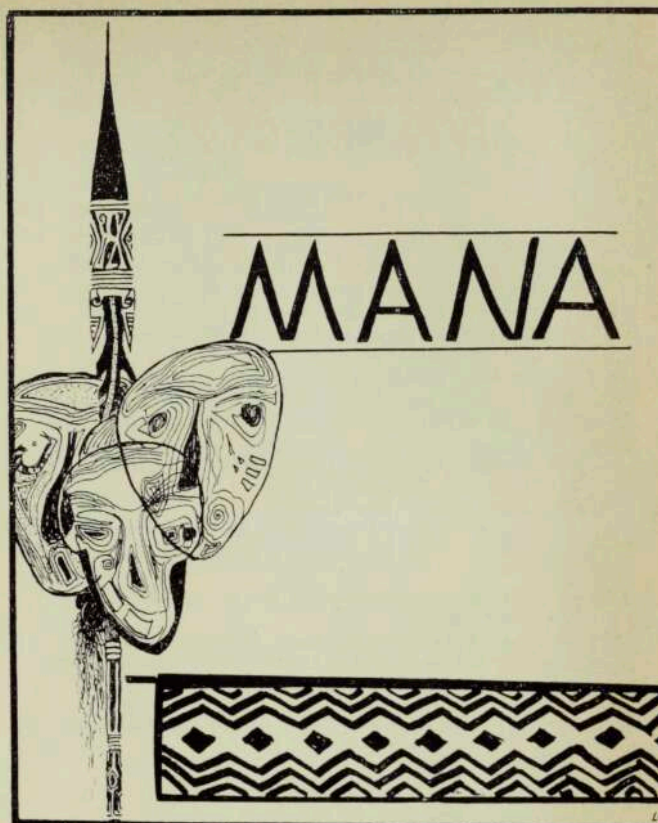
Introducing *MANA*

An upsurge of creative talent that has remained passive for generations is breaking forth across the whole Pacific. Independence or self government, and the successful first South Pacific Arts Festival, have heralded a new wave of confidence among the Islands peoples, and visions which formerly lay dormant are now being expressed. **MANA** is a new vessel which will contain and transport the best of this creativity.

MANA will appear each month as a section of the Pacific Islands Monthly, which carries it to many thousands of readers throughout the Islands and beyond. Each month we will include a rich collection of writings from various parts of the Pacific. At the end of each year, Pacific Publications, the publishers of PIM, will bring the whole collection together with other new material as an annual book on the creative arts in the Pacific.

MANA is set up for Pacific Islands' writers and other artists to publish their work. It will contain creative writing in all its forms—poetry, plays, chants, short stories, and legends as well as articles and reviews on all aspects of the arts in the Pacific area—dance, music, painting, carving, crafts, tattooing, sculpture, pottery, and any other form of creative expression.

MANA is an organ of the South Pacific Creative Arts Society, which was set up in September, 1972, to publish works in traditional and modern form from all over the Islands. Its editor is Marjorie Tuainekore Crocombe of the Cook Islands, and the editorial committee includes Albert Wendt, poet, novelist and principal of Samoa College; Futa Helu, poet, composer and principal of Atenisi Institute, Tonga; Radike Qereqeretabua, secretary Fiji Arts Council; Nicolai Michoutouchkine, painter, of the New Hebrides and New Caledonia; John Saunana, poet and novelist of the Solomon Islands; Ken Arvidson,



poet and lecturer in literature, University of the South Pacific; Walter Lini, editor of **New Hebridean Viewpoints**, Aoba, New Hebrides; Maunaa Itaiā, Trainee Minister of the Gilbert Islands; Sione Tupouniua, university lecturer and editor of **Pacific Perspective**, of Tonga; Satendra Nandan, lecturer in English, University of the South Pacific; and university students Vanessa Griffen, Fiji; Ata Ma'ia'i, Western Samoa and Neal Engledow, American Samoa. Designer of masthead—Lai Naulumatua; Illustrator Ulumaina Ngaunuvule.

The president of the society is Jo Nacola of the University of the South Pacific, vice-president is Raymond Pillai; the treasurer is Fazal Khan, and the secretary Howard Van Trease. Some of the editorial committee and other officers of the society are located at the University of the South Pacific. Others are spread throughout the Islands. Details of subscription rates to the South Pacific Creative Arts Society are published elsewhere in this issue of the Pacific Islands Monthly, or can be obtained from the secretary, South Pacific Creative Arts Society, Box 5083, Suva, Fiji. Items for publication in **MANA** should be sent to The Editor (Marjorie Tuainekore Crocombe) at the same Suva address, and not to PIM.

MANA will express the soul of the peoples of the Pacific.

THE LAST NIGHT OF MY ANCESTORS

By MAUNAA ITAIA

*My Baangota¹ is next to my heart.
The skulls of my father and fathers' fathers of the ages,
I bury them in my dear ancestral Baangota.
Every evening I anoint them with my sweetest oil.
In my sleep I speak and am happy with them.*

*But a word from a white missionary is spoken in my
ears,
"Root up the skulls of your baangota and throw them
away!"
With a humble weak voice I say: "These are the
skulls of my fathers.
They hurt no man. I love them."
Why? Why? Why shall I root them up and throw them
away?*

*Whose voice is more precious to me — my fathers' or
the white man?
The voice of the white missionary is foolishness to me.
Baangota are my roots and my trunk. I die without them.
I beg you, leave me in peace alone with them.*

*But a strong tone bursts in my ears: "Your baangota
must be destroyed tomorrow!"*

*For the last night, I wash the heads of my fathers
with the last water of my eyes.
With the last oil I anoint them and bid them the last
TI A KABO!²
For the last time, I recall all the intimate memories
of relationship.
For the last time, I pray with all my heart for a
thousand years of night.*

*In spite of my uttermost petition the dawn of disaster
comes at last.*

*My beloved baangota is encircled by the white man and
his followers.*

*Stamps, stamps, and he stamps with hatred on the
heads of my fathers.
Crushes, crushes and he crushes the heads under his
dancing feet.
Throws, throws and he throws the last bone away
into the trees.
Laughs, laughs, and he laughs mockingly.*

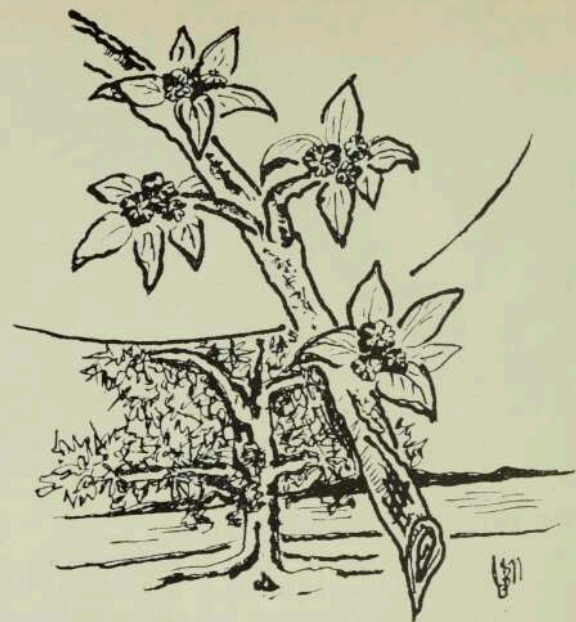
*A hot air comes out of my mouth. I cry out —
What kind of God is this? Is he a God without love?
Why will he not let me love my fathers?
Is he a slave without ancestry?
Is he a God of wrath?*

Does not Baangota represent ancient family love?

*Ignorant! Ignorant! Ignorant!
Can't the missionary see with his wicked christian eye
That he stamps, stamps, and stamps on my head?
That he squeezes, squeezes, and squeezes my heart
tightly in his bloody white hand?
I hate, hate and I hate him!
I'll crush, crush, and I'll crush him!*

¹ A Gilbertese shrine for the skulls of the ancestors.

² TI A KABO — goodbye, farewell.



Heilala

THE KAKALA

By FUTA HELU

KAKALA is a Tongan term that is usually rendered as sweet-smelling flower or perfume. This is incorrect, for *kakala* is more than that. For example the rose is sweet-smelling but it is not *kakala*.

A *kakala* is a flower, leaf, twig, or fruit that has the sanction of ages. Tales and legends refer to it. In short a *kakala* is a mythical perfume that has burst its mythical shell and come down to us in historical times. The rose and other European flowers were introduced to Tonga only recently and hence cannot be *kakala* because they are not of mythical origin and have not been hallowed by time.

All *kakala* originated in Pulumotu, the mythical abode of the dead and gods in Polynesian mythologies. Most of the legends that tell of how the different *kakala* were brought to *maama* (man's world) are still related by old people. Here is one version of how the *heilala*, the most revered, noblest of the Tongan *kakala* hierarchy, came into being:

"Ikatafoli, one of the Tu'i Tonga's (King) *toutai*, or royal fisherman, went on an angling expedition at Tofua and Kao. He soon was catching many fish when he saw that a beautiful woman had been caught on his hook. He was frightened and threw the hook, line and pretty catch away and rowed back as fast as he could. Soon he noticed the woman was swimming after him, calling his name every now and again. This caused him to row even faster. When Tongatapu came in sight he was worn out and could row no more. The woman caught up with him and boarded his canoe. When they arrived at Nukuleka, Ikatafoli's village, they found a woman there with a message from the Tu'i Tonga demanding that Ikatafoli weave garlands for a festival

to be held the next day. On hearing the message the sea-goddess—for that's what the woman was—told Ikatafoli she must leave and would return the next morning.

This she did, and early next morning before dawn Ikatafoli saw someone swimming down through the bay waving above her head a *heilala* branch in full bloom. It was his friend returning from Puluotu and that was the introduction of the *heilala* to *maama*. They then set out together to Lapaha where the King was living but as they went the woman strung together a beautiful garland from the *heilala* flowers. The King was enthralled by the appearance and fragrance of the garland and to this day, that garland, in disc-shape, is called the *tui-tu'u* (to string while walking).

So *kakala* does not mean merely sweet-smelling flower or fruit but one that has behind it the sanction of mythical existence and Puluotu, the Polynesian Olympus.

TAPESTRY

(A Sentimental Journey)

By DHRUP CHAND

*Yesterday, I began sleeping
into another yesterday
where I had been king.*

*Not very far away
from today
lies that yesterday
of memories,
dreams,
and ashes
(a part of me has died)
Fluttering lashes
once again teased me,
out of their dark and mysterious
seeing eyes
that melted in my gaze,
as though the sun had melted
all that it had held
in its moist sentiment.*

*A tapestry of the past
revealed, as though at last
it could hold no more,
no more;
unravelling its mysterious
lies and half-truths and mirths
moulded in the sun and earth
of its own private world.*

*The vision dissolved into tears.
Inspiration was a fugitive —
It betrayed me.
Deserted me
and I was left alone . . .
with a piece of torn tapestry in my hand,
thinking of a blind girl.*



Left, Albert Wendt, of Western Samoa. He is principal of Samoa College, and is already an established writer whose poems have been published in the NZ literary journal, *Landfall*. He has been the driving force behind one of the most creative college magazines in the South Pacific. Futa Helu (right), of Tonga, is principal and founder of Atenisi Institute. He was trained in many aspects of Tongan traditional culture by the late Queen Salote.

MONTHS OF IT

By ALBERT WENDT

*Months of it, a sun in paralysis grips
earth sucked dry, cracked, a death
ripeness in the forest—wild pig
and pigeon escape the hunt into
untracked mountain fortress.*

*Heat chokes our food gardens,
ground is arid stone, burns
fingering root and footprint
of water in the dead stream.*

*In fale drooped in a long thirst
flies splinter our gasping mouths.
Bone and skull ascend through
our ragged hides, only the lick of rain
can quench their sure climb.*

*Unaccustomed to such ferocious grip
we articulate hope of rain,
the memory of tongue fat-bellied
nourish our hungry children on.*

*Lagoons cannot breathe, fish claw
muscle of coral for shade, baited hooks
dangle to no unwary victim, spears
idle in herod hands, our canoes locked
in the fire-clear conscience of water.*

*Into cool sea-floor dying seaslug
burrows, measuring the slow suck
of tide, terror in stalking shadow
of stingray, the flip of shark fin.*

*The octopus feeds on its tentacles,
frenzied rip and tear until crippled, dies.
We net only reef's bleeding, the hush
of winds that will not blow, horizons
teethed like our sharp hunger.*

*On seaweed furrowed beach dry
like the pubis of a barren aunt,
we deny ancestry to honest cannibal
but ravenous grip of belly mocks denial.*

*Months of it, our bodies scaled
down to a true integrity by
a cannibal sun. In our famine
abandon hope for the lean bone
of wisdom, myth to ease our suffering.*



Eti Sa'aga, of Western Samoa. A construction worker, he writes from the point of view of the Islands' working man.

Me, the Labourer

By ETI SA'AGA

*Me,
the labourer, sweat
in the sun
to pave the road
for the richman
to ride on in comfort.
My friend is the wind
is cool on my body,
and the sun
is warm my soul
from the stares and frowns
of the people who pass
me by.
They don't like me
but they don't say it
because they need me
to do their dirty work.*

*I does my work hard
and think of me.
Is good to have me
think of me
for there's no one to
think of me but me.
My wife and kids
think I'm very good worker
But I get very little money.
The road is finished
and pretty speeches are said.
The richman rides ahead,
satisfied
More cars go by
and race on into the evening.*

*But silently
on the roadside
I stand.
No one sees me.
No one waves.
No one remembers me
for the road I made.
I walk back
to the warmth of
my wife and family.
When is it to be
my day?*

Short Story

THE CONCERT

By VANESSA GRIFFEN

It was the sleepest part of the day, the first lesson after lunch, when the sun fell across the floor near the windows and the air was hot. The class of girls, so recently chatting noisily, ducked their heads quickly over their backs as Miss Renner entered the room.

She glanced at the bent heads and decided that just this once, she would not scold them.

"Girls," she said, instead, in a bright voice, "I have good news for you."

Immediately the bent heads lifted, the exaggerated postures relaxed. She waited for pin-drop silence, then let the news fall among them like a sweet given to a child.

"A famous quartet is arriving in Suva next Friday. I think it would be very good for us all to go along and hear them." She waited to see their reaction. There were murmurs of excited approval, happy smiles were exchanged.

"It's not often that we get a chance to hear good music here in Fiji," Miss Renner went on, in a slightly regretful voice. "So we must make full use of this opportunity."

She sat at her desk, looking at the girls in an oddly searching way. There was a tiny silence. The class felt that something was required of it, and, not thinking what it was, they felt slightly uneasy.

Miss Renner broke the silence by telling the girls about the quartet, and where they were from. While she talked, her attention was brought to the garden outside, brilliant in the glare of the sun. The carefully mown grass was a bright, bitter green, and the tall croton bushes were bright too, with red, yellow and green intermingled in their leaves. She remembered briefly, and again with regret, that the roses and chrysanthemums that she had tried to grow had died. The soil and the sun had reduced them to stunted stems whose greenness vanished as the sun shrivelled them.

"Girls," she had been saying, "you cannot really know what good music is, until you have listened to the great composers."

The scrub with their colourful leaves, the clumps of bush fern, and the festival red and orange of the hibiscus, seemed to dance in the sun.

Miss Renner's gaze shifted past the brilliant sunlit colours, to the dark green shade of the bush.

"You may like to listen to the music on the radio, but you must also listen to other types of music," she continued, her eyes seeing the tangled undergrowth of the bush, "if you are to become more cultured."

The girls listened in silence. Some of them were also gazing at the natural luxuriance of the bush and garden. The hot afternoon made them very sleepy but they were dying to ask Miss Renner questions about their trip. All through her talk, they were wondering how to, and making signals to each other across the room.

At last, Miss Renner paused, and looked at the class. One girl put up her hand.

"Yes, Akata?" She smiled, for Akata was one of her favourites, although she tried to treat them all fairly. The girl was tall, neat and well-mannered, and she spoke English beautifully.

"Miss Renner, when will we be going to Suva on Friday? What time . . ." Quickly, the other voices joined in.

"We going before tea, or after?"

"Who's all going?"

"How much we going to pay?"

Miss Renner smiled, and held up her hand for silence.

"We'll have an early tea at 5.30, and leave at 6. Only the Seniors will be going and the prefects will be in charge of you when you are getting ready. We must all get together quickly and quietly and remember," Miss Renner paused, and raised her voice for emphasis, "at the theatre everyone must be on their best behaviour. No talking or giggling, and only clap at the right time."

They all looked forward to the trip. To leave school and travel into the busy city, where cars sped past people crowded out of cinemas, and the shops held tantalising goods behind shining glass, was exciting. Especially after the isolation, the order and quiet of the school.

Friday came and the tea was a noisy affair. Miss Renner gave up and regarded them all with strained benevolence. Getting into the bus the girls pushed and chattered, all eager to get on and be gone. There were muttered messages to "Make

sure you get the back seat!", but at last Miss Renner ushered them all onto the bus.

The girls were rather in awe of her tonight. They were surprised at her appearance. She was wearing a pale pink dress, and a string of pearls with earrings to match. The soft colour was flattering, and with a light scarf covering her hair, she looked almost pretty. The girls whispered about her in the back.

"She looks nice tonight, eh?"

"Yeah. Can't believe."

"Man, don't spoil. That dress is a lovely one."

Miss Renner got into the bus last. There was a tiny smile on her face as she took her seat behind the driver. She was excited too.

IT was a long dusty trip, but the girls enjoyed it immensely, despite the jolts and bumps. The bus was somehow an isolated unit, carrying them all through the dark clumpy shades of the bush on either side, lighting up only a patch of the gravel road ahead, glancing briefly on the trees. Eventually, the gravel became black with a long white line in the middle, and street lights appeared on either side. They all sat up, blinking at the bright lights of the city. Suva was not new to them but they still stared at the shops, the dashing cars, the self-confident city people. The city, with its bluish street lights, was so strange after the school, the bush, and the isolated darkness of the journey.

The bus swung round the drive and parked a short distance from the Town Hall. The girls, dusty and dishevelled, were eager to get off the bus. Miss Renner once more checked them and organised them into an orderly group. They walked through the shadowy car park, up to the big entrance, quiet and rather wide-eyed as they were ushered into the bright light. It was the first time they had come there. The tiles, a discreet black and white, gleamed immaculately, and the lights shone white from behind long elegant cylinders of glass. They had not time to notice more, for an usher, formal in a suit, indicated the stairs with a slight impatient movement of his hand.

The stairs were beautiful. They noticed that as soon as they felt their footsteps hush in its soft depths. A few of them looked at each other and grinned happily.

"Nice!" and a shake of the head, was all they could do to show how impressed they were.

At the top of the stairs, the excited group moved into the polished foyer,

and into an atmosphere of cigarette smoke, murmurs of conversation, the soft pastels of evening gowns, the black and white of suits. Miss Renner paused, and looked around quickly, then she led them over to an empty corner. They all followed, whispering to each other and frankly taking in all around them. They had to walk through large groups of people, and there was the whiff of perfume and cigarette smoke, and the soft rustle of skirts, as people moved aside to let them through.

In their corner, the girls looked about them, talked, laughed behind their hands at something said. The foyer took in most of their interest, and they could not stop admiring the tiled floor, and the clever arrangement of the lights. They were lost in their observations and chatter, and did not notice the occasional glances being cast their way. Miss Renner, talking to some other teachers, soon did. She turned and frowned at

them and shook her head. The girls smiled back sheepishly, then lowered their voices. The cigarette smoke grew thicker and more people arrived.

THE girls took in the long pale gowns, elegant shoes and gloves, quietly formal jewellery. But the way some people behaved soon began to amuse them more. There was a tall bald-headed man in one group, who was smoking a pipe and talking very animatedly to a middle-aged woman in black. Every time he made an expansive movement, with his hand, the girls broke into suppressed giggles. At one stage, he inadvertently hit someone, and one girl broke into a particularly loud spurt of spontaneous laughter. There was a pause in the conversation of the people nearest them, then they resumed talking, but Miss Renner was already making her way quickly towards them.

"Girls" was all she said, reprov-

THE "SHE" PSEUDONYM

(N.B. How cyclones are christened female names).

By JOHN SAUNANA

*To a trigometrical bisection in the hollow of the sky,
Swirling above a Pacific islet,
Bubbling salt vapour percolate to a whirlwind of rising air,
Filling an infinitesimal vacuum.*

*Sudden-like a crescent formation of black fumes,
Explode with the maddening rigour of barbaric odysseys,
Abominable traffic veering on auto expressways,
Frolicking congestions and collisions of multiple particles.*

*Tenaciously menacing little red angels,
Winging romantically in bubbles of crumbling foams,
Swirling and twirling in diabolical peripheral circles,
Engulfing the shirking sea with the tentacles of a Mururoa nuclear bomb.*

*In the nerve-centre ballroom of the watchtower, Barometer,
Zero sensitive detectors click and flick doggedly,
Spying the notorious monster in the outer zeniths,
and heralding the wake of aerial detonations.*

*Destructive stratospherical attritions,
Looming over the distant horizon,
Sweep a weary vigilant watchman to fits of shock,
An awakening wish for self-salvation.*

*With wishful atonement in affectionate tantrum,
A penultimate toast of luck to his sweetheart,
And to his dear God, her guardian,
From his pseudonymous sweetie and fearsome annihilation.*



ingly, and she led them into the theatre.

It was dim inside for all the lights had been turned off, except for the lights set high in the ceiling. The stage was half-lit, showing up the chairs and black music stands that had been placed there and highlighting the folds of the thick drawn-back curtains. The people were sitting quietly, waiting, and watching everyone else walk in. After a while the sidelights began to flicker, and people went to their places more quickly. Then the lights went out completely. There was an expectant hush. Two yellow spotlights pounced on the musicians and encircled them as they walked onto the stage. A burst of clapping greeted them and continued till the solemn black-suited figures had seated themselves. A man came forward and began to introduce them to the audience, saying how honoured everyone was to have them there to play that night. He talked for quite some time, and could not be heard very well, yet everyone appeared most attentive and strained to hear what he said that caused faint ripples of laughter in the front. Finally, he ended, there were bows, nods and brief smiles from the musicians, a long silence while they fiddled with their instruments, and then, the music.

MISS RENNER was rapt, and leaned forward in her seat, eyes fixed on the stage, fingers gently tapping the programme. After the first half hour, the girls' attention began to wander and only when the music got very loud and clashing, did they listen again to what was being played. Then, the violinist began to amuse them. He had long hair and played very energetically, his head jerking low over his violin, hair falling in his face. There were a few nudges and giggles, which were immediately stifled by a brief, cold stare from the woman in front. They subsided into a pleasant sort of boredom, some girls openly slept, while others fanned themselves with the programme and looked about. The music was soft, slow and sad, and most of them settled down in their comfortable leather seats to doze.

A sudden sound like a hundred birds flapping about aroused them. The clapping went on and on, the black-suited figures bowed many times, then went backstage. The lights flickered on for interval. The people in front of them broke into enthusiastic discussion in hushed tones, and Miss Renner sat back in her seat and smiled contentedly. She turned to the girls.

"Are you enjoying yourselves?"

she asked, smiling and looking around at them. "Isn't the music wonderful?"

"Yes, Miss Renner," a few said shyly, and the others just smiled, and nodded too. They did not like to show that they had not been listening.

Miss Renner looked at them uncertainly, then said, "You may go and buy refreshments if you wish, girls." They were all glad to get up. It was a relief to get out of the solemn almost sacred silence that had descended once the music began.

After interval they returned to their seats refreshed, and determined to listen to the music. The people around them paid strained attention to the music, their faces fixed almost immovably on the stage. The girls tried to do the same, but the music grew slow and thin again, and they gave up and slouched in their chairs, trying to make themselves comfortable. They were in a reasonably

comfortable state, when the class sleepy-head, Mereoni, spoilt it all. She was half-paying attention, looking at the clock and trying not to doze off. At that moment, the slow music stopped abruptly. Mereoni woke up, blinked, and with relief and without thinking, she clapped. Once. The reverent silence of the listeners made it sound as loud as a thunderclap. The silence itself seemed to catch its breath. Then the people around them began registering shock in all their different ways. There were annoyed murmurs, and sniffs of disgust, and a few heads turned slowly around to cast one pained, disapproving stare, before turning back to face the stage. There, in the yellow light, the musicians played on, calm and unperturbed.

The girls had never felt such a quiet devastating wave of disapproval, and for a few seconds were stunned into silence. Miss Renner sat stiff and furious in her seat, Mereoni sat with her hand clapped over her mouth, horrified. Then secretly, inevitably, the girls remembered how funny it had been. They looked at Mereoni, and at each other and began to shake with silent laughter. In the silence, with the delicate music filling the air, they laughed helplessly, trying desperately not to make any sound. With their laughter they quite ruined the solemnity of the whole affair. But the music played on, and the rest of the people once more remained silent, intent listening.

MISS RENNER had told them how disappointed she was with all of them, and her cold angry voice remained with them as the bus drove through the city. The girls were all silent, staring out of the windows. Outside the city limits, the bus began to drive faster, and soon there were no more street lights, and they hit the rough gravel road. The bus bumped along, the dark clumps of bush closed in on either side, the wind blew freshly against their faces. The girls began to sing. Unself-consciously, naturally, they broke into song, and their strong young voices rose, and were then lost, to the rushing darkness and the bus outside.

All the way back they sang, and only when the yellow headlight picked up briefly the bright croton leaves of the school garden, did their voices die down. It was only when they were silent that Miss Renner realised that their singing was beautiful. But then, she thought, again with that same feeling of regret, they'd only Fijian songs.

In a Temple

By SHASHIKANT NAIR

*The joss sticks aspiring curly fumes,
I sit, my hands clasped amidst Gods
dreaming.*

*Eternal silence and eternal peace reign,
Amidst the sharp tinkling of a tiny
bell.*

*The sound sinks and sinks deeper
and deeper,
Merges with the soul and the soul
becomes —*

*A sound, and swings silently in
rhythm,*

With the music of the tiny bell.

*Gods look and smile into my face
aglow,*

*With the world forgotten, with
Peace in my mind fully contented,
I stay for an hour silently nowhere.
But then —*

*Slowly the joss sticks die and with
Last puffs and scented fumes
disappear,*

*The tinkling bells ring a retreat
And step by step the rhythms cease.*

*The music of the bell disengages
the being.*

*When with a sigh of eternal satiation,
I stand and leave the blessed temple.*



A Pilioko painting of dancing girls.

Pacific personality

Aloï Pilioko and Pacific art

By NICOLAI MICHOUTOUCHKINE, interviewed by
Marjorie Crocombe

Aloï Pilioko is a young artist from Uvea (or Wallis Island). He lives and works in the New Hebrides and travels extensively, researching, painting, decorating and exhibiting his work in the South Pacific as well as in Australia and Europe. Pilioko was born 35 years ago in the small village of Hihifo, the 13th of a large family. His father was a *Tufunga* (or *ta'unga* or *kahuna* or whatever you like to call it in the various island languages)—a traditional craftsman with priestly and artistic roles. This is extremely interesting. As a *Tufunga*, he had developed a great sensitivity and his son Aloï Pilioko has inherited this same quality.

Pilioko worked as a plantation labourer in the New Hebrides and then in New Caledonia. In 1959 when I opened the first art gallery in the South Pacific in New Caledonia, Pilioko was living close by and he became a regular visitor to the gallery. One day we found him behind a crate trying to draw with colours. I encouraged him. Later he started doing artistic, creative designs and for the last 13 years he has worked, first under my guidance and then he developed himself independently. He has been able to use various media, he has travelled throughout the South Pacific, living in New Guinea, Solomons, Marquesas, Fiji, Rotuma, Samoa, Tonga and the Wallis Islands, doing his work and searching for various interesting inspirations from South Pacific subjects.

M.C.: How did you recognise that Pilioko had artistic talent?

N.M.: Well, you see, I felt it straight away. First of all, he was an extremely shy boy, could hardly speak French but from the way he was spending hours, standing and gazing with his wide open eyes at all this new world that he was discovering, I could tell that he was moved by something. It was a kind of magic discovery for him and something similar I believe to that experienced by the first people who had the chance to discover that they could make designs, with mud and clay, on the walls of caves where our ancestors used to live. Pilioko got exactly the same fascination, that desire to express himself, and I feel that this was a wonderful thing to encourage. Most fortunately Pilioko also had that power, that tenacity in himself and whatever he has achieved he has not done it under my direction.

I have merely created a climate for him, but he has been searching for himself and in doing so he has tried various media to express himself. That's how he has developed. Furthermore, people have been discovering him and his kind of art, and have commissioned him to do various works in Tahiti, New Caledonia, the New Hebrides and Fiji. Also, his creative work is so deeply inspired by the South Pacific that he has been able to continue in that style.

M.C.: Has Pilioko had art training outside the South Pacific?

N.M.: A few years ago he was granted a scholarship to Europe by one of the visiting French Ministers who felt that this young man should be encouraged, but fortunately



One of Aloii Pilioko's tapestries, done for the University of the South Pacific, Suva.

he didn't just study the arts in Paris. You see, Pilioko didn't want to become a European painter or artist. He wanted to preserve that traditional South Pacific spirit and inspiration within himself. So he travelled with me to visit various places in the South Pacific, meeting both Melanesian and Polynesian peoples, seeing their art and keeping in close contact with his own country. Later, when I was invited to have an exhibition in the Modern Art Museum in Paris, Pilioko was invited too, because at the time he had already reached a kind of maturity and his work was extremely interesting. That was soon after he had started his tapestry work which is extremely original. There are not many people doing the same kind of work.

In Paris he got the chance to work in various studios with creative artists such as Lyn Vautrin in particular. She is a lady who for many years has been doing research and trying to help craftsmen to discover new media, even using cellulosic things and carving jewellery. Pilioko underwent training in making jewellery and he became one of her really brilliant students.

She was absolutely fascinated and much taken with Pilioko because he had the personality and at the same time he could adapt immediately to the new medium and he made jewellery that was inspired mainly by the jewellery and ornaments found in the South Pacific; things like bracelets having the shape of a tooth or pig's tusks, jewellery inspired by the shape of a whale's tooth. Other jewellery drew their inspiration from Melanesian and Polynesian shell ornaments. Also, when travelling he has been

able to visit museums and many places of interest in keeping with the idea of preserving or respecting his traditions and his South Pacific spirit.

M.C.: What is representative about Pilioko's art?

N.M.: First of all he started drawing animals—fowls mainly, and then fish. Why fowls? He was very often questioned so one day he said, "Well, for me, fowls are like human beings. I know these fowls, so I have been drawing something that I know". Very often therefore Pilioko has embodied fowls or hens with human spirit, so very often they have elongated necks. The fowl is therefore something that is typical of Pilioko. Gradually, as he has travelled, people have been introduced into his paintings, drawings and tapestry. These people are mainly tattooed women from the New Hebrides, women from the markets, and from Malaita in the Solomons. Then gradually he has been painting some New Guinea people. Pilioko likes dancing and music, so he has often drawn dancing girls from Tahiti, Rarotonga, Samoa or Wallis and traditional ceremonies like the Kava ceremony. Market scenes feature a lot in his drawings and tapestry.

He started tapestry work in Rotuma. What kind of tapestry? It's a little bit less than a tapestry and more than an embroidery. When we visited Rotuma in 1964 we ran short of paints and I asked him to let me have the paints for my work. So he looked around and found a big piece of copra sacking. The stores sold a lot of coloured wool which is used by Rotuman people to decorate their mats.

So Pilioko said, "What about if

I just take a copra bag needle and sew the wool on to the sacking? I want to do some creative work. That way I can leave you the paints." I said, "Oh, well, try and see what happens". And that's how he made his first tapestry.

It was extremely linear and mainly inspired by tapa cloth designs but gradually he began introducing people into the designs and then filling them up and he has reached the stage of that big mural he did for the University of the South Pacific where he decorated the hessian with fish, the sun, and all those dancing groups including a kava ceremony.

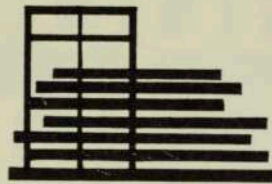
M.C.: How have the university students reacted to this sort of work being done among them?

N.M.: The students actually have reacted in a marvellous way. After one and half months staying in the university they finally discovered how interesting this experience was and I believe it was for many students suddenly an open door to something that they have not been able to see before.

Of course, the first question that often came while they were looking at Pilioko's paintings was, "What does this photo mean?" First of all I explain that it is not a photo, it is a drawing and these drawings are inspired mainly from the South Pacific subjects or designs. What kind of designs? Well, mainly tapa designs from both Melanesian and Polynesian islands. Design is a kind of language full of symbolism. Pilioko is the son of Tufunga and he has inherited that power, that *mana*, that strength, that spirit of the Pacific because he is an extremely sensitive person. He is able not only to capture that but he tries to translate it by means of colour and design.

Unfortunately in the university there is no art teaching but it could be absolutely exciting to invite different Pacific artists such as sculptors, poets or whatever, to come and join in and show their arts and make contact with all the students who are really longing for that experience. It could be a nice break for them between their serious studies. I'm definite about their interest because of the questions some of these students from Rarotonga, Samoa, New Hebrides and everywhere have been asking. It's not only university degrees that must be available to these people but also an opening to a kind of traditional and creative art and maybe give them a chance to become carvers, artists, painters, musicians or writers themselves, and be able to get the inspiration from the rich cultures and traditions of the South Pacific as Pilioko has done.

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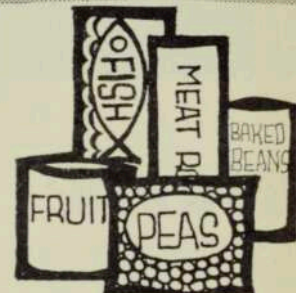
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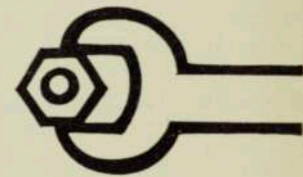
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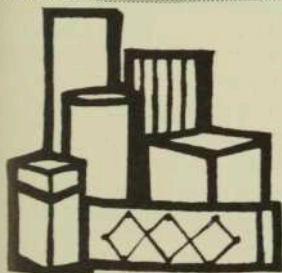
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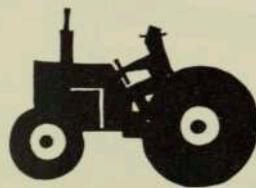
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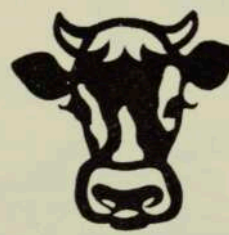
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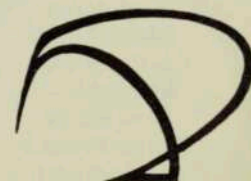
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Book Reviews

ALL THE WAY WITH DAD AND NATIONAL GEOGRAPHIC

Life increasingly is not what it seems. High adventure that turns out to be commercial gimmickry is so common that we have lost our capacity to be disillusioned about it.

All this notwithstanding, it still leaves a bit of a credibility gap between the hoo-haa that went on in the late 1960s when the teenager Robin Lee Graham was sailing his 24 ft yacht single-handed around the world, and the story as Graham himself tells it in 1972, in his book *Dove*.

When he left the US West Coast in 1965 he was 16 and it was this fact that made him different from all the other people who have done the same thing. But he was five years on the way and therefore did not remain 16, although everything that has been written about him implies that, in the matter of birthdays, time stood still for Robin Lee Graham.

As a youngster he liked to fool about in boats and before he was 16 he had had experience of ocean sailing. He says that he got the idea of sailing around the world, because it didn't look too far on his school atlas. But whether it was solely his idea or not, in the end only two things kept him at it—his father and a commitment to the *National Geographic* magazine.

A third factor entered the scene in Fiji, about a year after leaving California, in the shape of a blonde American girl named Patti who eventually became his wife. Thereafter, Patti joined dad and *National Geographic* writers and photographers in leap-frogging about the world to keep Robin and the *Dove* pointed in the right direction, although her role was more of a comfort than a pusher.

Dad turned up in Fiji, the BSIP, the New Hebrides and Darwin and fades out there, in the physical sense anyhow, as his son heads into the Indian Ocean. He no doubt felt that the danger period was over and that Robin would soon realise that the



The *Dove* leaving Los Angeles in July, 1965.

quickest way home and out of his agony was to keep on going.

The *National Geographic* men turned up at various strategic spots including Darwin, Durban and Barbados; and Patti, from Fiji onwards, was either one jump ahead or one behind all the way for four years.

Undoubtedly Robin Lee Graham was a very competent young yachtsman and met and overcame the usual amount of trouble, trials and tests of endurance such voyages entail. But largely this is a chronicle of fun and games during lengthy intervals in ports, and of his acute misery and loneliness while at sea.

It would have made a much better book and a lot more sense, if Patti had joined him for the adventure from Fiji on; but that wasn't in the scenario and presumably wouldn't have made money.

At one time, off the coast of South Africa, the hero contemplates scuttling his yacht and pretending she had

been lost at sea, in order to be done with the whole enterprise. But wiser counsels, or thoughts of dad and the *National Geographic* prevail and he struggles on. By the time he has reached Barbados his nerves are in shreds and he refuses to go on in small *Dove*. Instead, with *National Geographic* royalties, he flies to New York and buys a 33-ft sloop and finishes the last 1,000-odd miles in that.

For those who like to have loose ends tied up—Patti and Robin (who were legally married in South Africa) produce a daughter (by "natural childbirth" methods) and at last advice were living the simple life on 160 acres of mountain country in Montana.

This is a juvenile book yet, in its own way, portrays so much of the American conundrum of today: hard-headed commercialism, generation gap, sentimentality, idealism and naivety.—JT.

(*DOVE*. Angus and Robertson; \$4.95).

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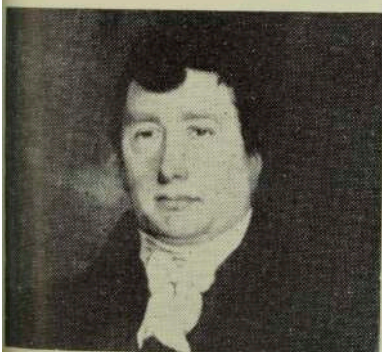
Four centuries of missionary endeavour in the South Seas, beginning with the work of Roman Catholic priests accompanying explorers in the 16th century, followed by missionaries of other faiths—Congregational, Anglican, Methodist, Presbyterian, South Sea Evangelical, Latter Day Saints and others—have been condensed into 230 pages of a popular book. All the island groups of the South Pacific, including Australia and New Zealand, are represented.

It therefore makes Graeme Kent's brief too wide for him to delve in depth into any one group. Nevertheless, he has succeeded in presenting a good general description of the difficulties of introducing Christianity to the Pacific Islands, where missionaries also had to contend with avaricious traders, convict escapees and renegades, many of whom behaved no better than the Islanders who engaged in warfare or unethical conduct.

Missionary writings of the period provide a rich store of quotations which the author has used liberally. Many of these quotations almost fill a page, as do the many reproductions of wood-cut drawings.

Here the author became over-enthusiastic in his choice. There seems little justification for having two similar portraits of the Reverend Henry Nott of Tahiti (pp 38 and 49), except that from a woman's point of view he's decidedly more handsome in the second portrait!

Having spent what must have been



Rev Henry Nott



an enormous amount of time re-searching his material, Kent should also have done the index and read the galley proofs more carefully. I noticed 11 typographical errors in a glance at the index alone, not to mention inconsistencies in the spelling of local words in the text, eg Uluka-

lala (p 32) becomes Ukalala (p 36), Eimeo (p 148) becomes Eimo in the index; King George Tupou (p 163) is misspelt twice (p 165 and p 168). Rarotonga, Talili, Rimatara, Cakobau, all are spelt differently in index and text. Finally, to correct the glaring error in the preface—Ellice Islanders are Polynesians, not Micronesians.

Nevertheless, it is a useful introductory description of mission history in the Pacific area.—*Marjorie Crocombe.*

(COMPANY OF HEAVEN: EARLY MISSIONARIES IN THE SOUTH SEAS. By Graeme Kent. A. H. & A. W. Reed, \$5.95).

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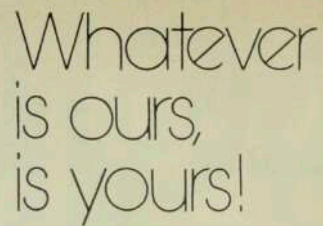
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PACIFIC ISLANDS MONTHLY—MARCH, 1911

Pacific Shipping

GOVERNMENT AND COMPANIES ARE ALL MATES IN FIJI'S SHIPYARDS

From SUE WENDT in Suva

Luxury cruise vessels, service ships, landing craft, barges, research vessels, tugs, fishing and pleasure boats—Fiji's fastgrowing shipbuilding industry is turning them out, if not quite at the rate of knots, certainly at an encouraging pace.

If the industry expands as fast as the demand, it could become very big business indeed for Fiji, as the ministry with the tediously long title of Communications, Works and Tourism is discovering. Its Walu Bay shipyard is already fully committed until at least the middle of 1974.

The government shipyard is Fiji's biggest, with 228 employees and several million dollars worth of construction either completed during the past two years or due for completion by early 1974. Originally intended to build government vessels only, the shipyard launched into the commercial sphere in 1970, with a contract to build a 121 ft luxury cruise vessel for Blue Lagoon Cruises, of Lautoka.

The contract price for the cruiser, named *Lycianda*, was \$156,750 but costs rose to \$171,305. There was some confusion over whether or not the shipyard made or lost money on *Lycianda* (the ministry says it made a profit, though not as much as anticipated) but an important side effect at the time was to maintain full employment in the shipyard and avoid redundancies. The exercise was satisfactory enough for it to take on a second Blue Lagoon order—the 24 ft *Talei-Anda*, with a contract price of \$237,000. *Talei-Anda*, launched last August, took 12 months to build. A third *Lycianda*-type vessel will be built for the Blue Lagoon Cruises.

Next big challenge for the government shipyard will be to build a replacement for the *Tui Lau* the 700-ton cargo-passenger ship which was wrecked on a reef in 1968, soon after she began operating regular services

between Suva and the remote Lau Group.

An overseas design for the *Tui Lau* replacement was considered but building to the design would have been too expensive. A more realistically-priced design was produced locally, calling for a 146 ft vessel with a 135-ton cargo capacity, 52 airliner-type seats for saloon passengers and two-berth cabins for another 14 passengers, making her the biggest ship yet tackled in Fiji. The contract price is less than half the rumoured price of \$700,000, according to a spokesman for the department.

Since it has the shipyard with the greatest construction capacity, it was logical for the Marine Department to enter into commercial shipbuilding, says the secretary for Transport, Mr Tom Vakatora. But he stresses that it was the government's intention to stimulate the industry, not take away

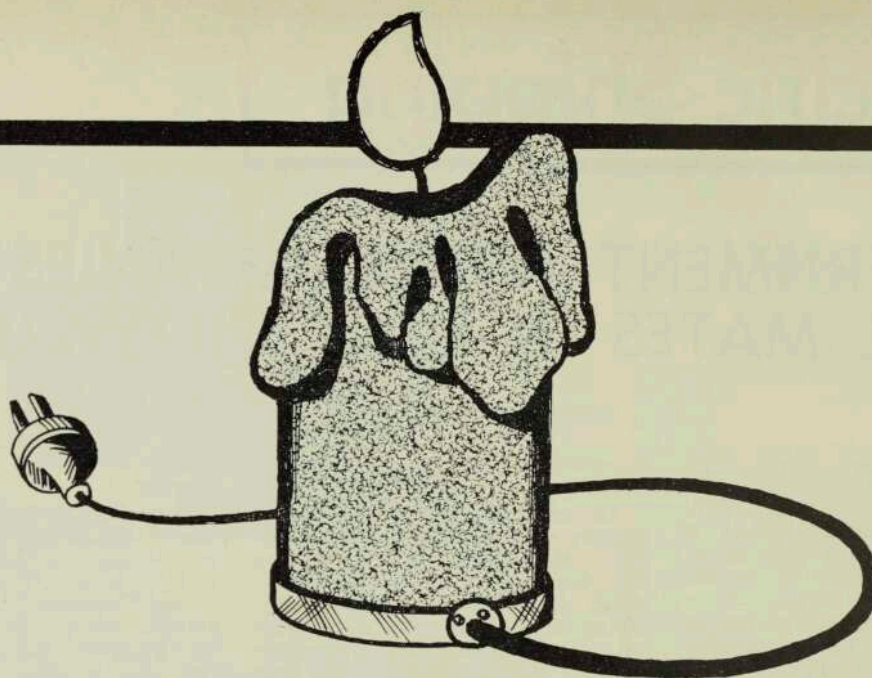
business from local shipbuilding companies.

"Under no circumstances will we enter into competition with other commercial shipbuilding operations in Fiji," he said. "There is more than enough business for everyone at present. Government's policy is to encourage the industry as a whole, not take business from others. It wouldn't be good for the companies and it wouldn't be good for Fiji."

As an example of the co-operation existing between the government and commercial concerns, Mr Vakatora explained that the W. R. Carpenter Group recently called for tenders to build a tug and three barges. "Government is quoting for them in competition with overseas yards," he said. "But by having the closest discussions with Millers Ltd, we will endeavour to ensure that these orders remain in Fiji. Government relations with



The Fiji Government's three slips at Walu Bay shipyard. — Photo: PRO.



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the commercial shipbuilding industry are very good indeed."

The government shipyard hasn't taken on any overseas orders yet, but it did receive inquiries from a US company recently about the possibility of building up to five *Lyciandas*! "We haven't heard anything from the company since, but it's an indication of the kind of interest being generated by our shipbuilding efforts. If the commercial side of our operations continue, the government yard could probably be geared to turning out a vessel like the *Lycianda* every nine months," Mr Vakatora said. "Obviously, that would involve considerable advance planning, because steel and ships' engines take up to six months to arrive in Fiji."

Although the potential profitability of commercial shipbuilding must prove attractive to the ministry, first priority is still the building of government vessels, for which \$798,000 is allocated in Development Plan VI, taking Fiji up to 1975.

The government has earmarked \$200,000 for the expansion of the Walu Bay shipyard to enable construction of ships up to 250 ft in length and 1,500 tons dwt. The programme, due for completion this year, includes erection of a 35-ton gantry crane, extension of building ways, the provision of profile-cutting equipment and the introduction of a prefabrication process which will speed construction.

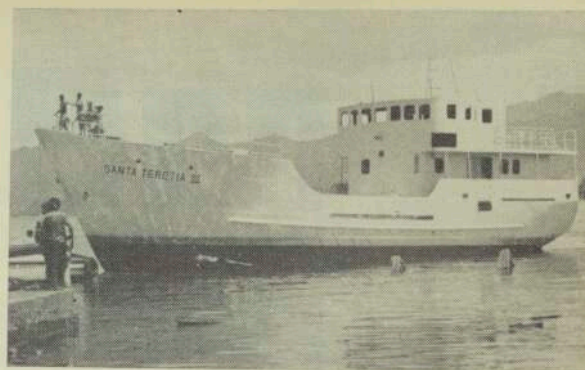
Although it's difficult to relate expenditure to profitability when so much of the yard's building operations are concerned with service vessels, the Marine Department earns revenue from other rewarding sources, such as fees and dues from ports and slipways. Suva's three public slipways—200-ton, 500-ton and 1,000-ton—slipped about 240 vessels in 1972 and are running to capacity.

Much of the demand for slipway space comes from fishing vessels refitted by companies like Millers and Fish Ltd, and as Transport Secretary Vakatora puts it: "Ship repair is one aspect of the industry which will make a lot of money for Fiji if we can hold on to the business. Fijians make good steel workers and repair work done in Fiji is of a high standard."

Millers Limited, with the lion's share of repair work in Fiji, was due to complete its first repair slipway in January. This will allow the company to cater for vessels up to 140 ft in length or 250 tons dwt and serve the dual purpose of consolidating Millers' position as the dominion's major ship repair agency and easing the burden on Suva's public slipways.

"We are also planning a \$250,000

● *Santa Teretia III* after her launching at Millers' shipyard in 1972.



expansion programme which will double Millers' capacity to build new large vessels and triple our slipping capacity," Millers general manager, Mr Ken Clemens told PIM.

"A Syncrolift drydock is to be installed by the end of 1973 and when fully developed, it will provide our Walu Bay shipyard with two additional repair berths and another new building berth, each catering for ships of up to 225 tons."

Millers Ltd, which became part of the W. R. Carpenter Group of Companies in 1956, has been building wooden boats in Fiji since 1931. Its first steel tug was constructed in 1969 and since then the company has produced progressively larger steel vessels. Largest to date is the 86 ft, 100-ton *Santa Teretia III*, designed as a RC mission ship for the Gilbert and Ellice Islands and handed over in Suva at the end of October. Powered by twin 180 H.P.T6 Kelvin diesels, she was built at a cost of \$200,000 to Millers' own design. Recently launched too were two standard 40 ft steel workboats powered by 245 H.P. Caterpillar diesels.

The company has \$300,000 worth of ship construction in hand, including six 250-ton capacity barges for the Japanese-owned mining company Bauxite (Fiji) Ltd. The sixth barge was due for completion in January. The barges will carry bauxite down the Yanivai River for loading on overseas ships anchored inside the reef, when Bauxite (Fiji) Ltd begins mining operations on Vanua Levu early in 1973.

In recent years, most of Millers' shipbuilding work has been geared to providing general transport craft for industrial development such as logging and mining, but the pleasure cruise industry has become an important source of new business. Recent constructions include a 72 ft fibreglassed wood hull cruiser for Stinsons Ltd, valued at around \$100,000, and a 33 ft express cruiser for Beachcomber Cruises Ltd.

With 500 workers employed throughout its varied industrial and engineering activities in Suva, including shipbuilding, Millers has the advantage of being able to deploy its workforce according to demand.

"Without some other avenue of work for employees, building ships commercially in Fiji is a chancy business because of the fluctuating size of orders and the need to maintain a sizeable plant," said Mr Clemens.

"Millers is fortunate in having a large reservoir of skilled manpower which can be drawn into shipbuilding as we expand the yard and the orders increase."

Millers has already fulfilled orders from other parts of the South Pacific—primarily the New Hebrides and the Gilbert and Ellice Is—but while it sees itself as a potential major ship supplier for the region, the Suva company hasn't any pretensions about competing in the really big league of international shipbuilding.

"I don't think Fiji can hope to compete with world-wide yards in constructing very big ships, but we're most enthusiastic about the potential demand for ships of a size suited to the South Pacific," said Mr Clemens. "We're equipping ourselves for this purpose."

"The future of Fiji's shipbuilding industry depends on our ability to maintain productivity and remain competitive with shipyards such as Hong Kong and Singapore."

"We have had co-operation from the government in getting duty-free components for export ships, but if this business is to expand, we're probably going to need further concessions in this field."

Mr Clemens says Millers doesn't consider the Fiji Government's commercial shipbuilding activities a threat to the company's own growth—providing government doesn't decide to subsidise shipbuilding by cutting prices for the private sector. There doesn't

Continued on p 89

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vin diesels, 2 x 20 K.V.A. alternators and is capable of a top speed of 10 knots. It has accommodation for 12 crew and 10 passengers and has a cargo capacity of 70 tons. Also under construction is a 72 ft. fibreglassed wood hull tourist launch, two 40 ft. and two 30 ft. steel work boats and six 250 ton capacity barges.

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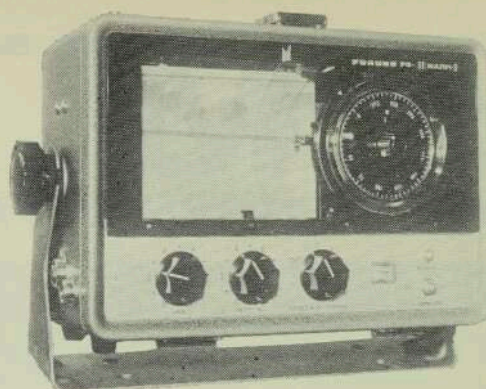
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seem any likelihood of this happening, he adds.

"We appreciate that the government must accept some commercial work to keep its labour force employed and that it can't afford to have an idle yard," Mr Clemens said.

"Co-operation between the government and our company is excellent. Work is automatically referred from one to the other, so we're both working to keep each other's yards full."

Fibreglass and ferro-cement boats are coming into their own too in Fiji. George and Ashton (Pacific Islands) Ltd (owned jointly by Millers and Alex Harvey Industries Ltd of New Zealand) is the major manufacturer at present in this field, with its 29 ft fibreglass "Karitane" type vessel the most successful to date. Seven have been exported to the New Hebrides, Tonga, Christmas Island and the GEIC as tugs, fishing boats and for missionary purposes.

UNION'S THREAT PAYS OFF

Fijian seamen in the inter-island trader, Komaiwai, will get overtime, while Banabans working beside them won't. The Komaiwai is owned by the Banabans of Rabi Island, and is operated by Rabi Holdings Ltd.

When the Banabans bought the Komaiwai they decided Banaban employees would get normal pay instead of time-and-a-half for working overtime, to keep costs to a minimum. The Komaiwai then carried 27 seamen and officers. This was reduced to 21 as an economy measure. The original plan was to retain seven Fijian seamen, but after talks with the union the number was lifted to 10.

The managing director of Rabi Holdings, Mr Tetoki Rotan, said there was no intention of squeezing the Fijians out. Earlier the union secretary, Mr Taniela Veitata, had said his members would "squeeze the Komaiwai off the map" if the Banaban owners tried to replace the Fijian crew. And judging by Mr Veitata's determined attitude during the crippling dockworkers' strike in 1971 he obviously meant what he said.

LEVUKA'S SHIPPING EXODUS ONLY TEMPORARY

A decline of about 30 in the number of fishing ships servicing the Pacific Fishing Co at Levuka will be temporary. The company's fleet will rise to 58 in about six months. Some of the ships will be bigger and more modern than those in the present fleet. There was concern at Levuka when 10 Korean fishing ships, crewed by about 300 men, switched to Pago

Pago to supply American canneries there. The Americans offered the Koreans better financial rewards.

The managing director of the Pacific Co, Mr Yuichi Yamamoto, went to Fiji from Tokyo to make a first hand inspection of the likely effects of the departure of the Koreans. He assured the Mayor of Levuka, Major T. Casling-Cottle, council officials and businessmen, they need have no worries about the economic effects.

The Korean boats withdrawn belonged to a semi-government corporation. Six privately-owned Korean ships remained as part of the com-

pany's fleet, which would be added to over the next six months.

Mr Yamamoto said the value of fish exported from Levuka in 1972 was about \$10 million.

A DELAYED FINISH FOR OLD TOFUA

The Union Steam Ship Co of NZ Ltd is considering ways and means of replacing the Tofua but there is no intention of taking her off the Auckland-Fiji-Tonga-Niue-Samoa run till there is a replacement. She will, however, go out of service in April for her annual routine survey.

Mr Ross Cribb, of Sydney, a

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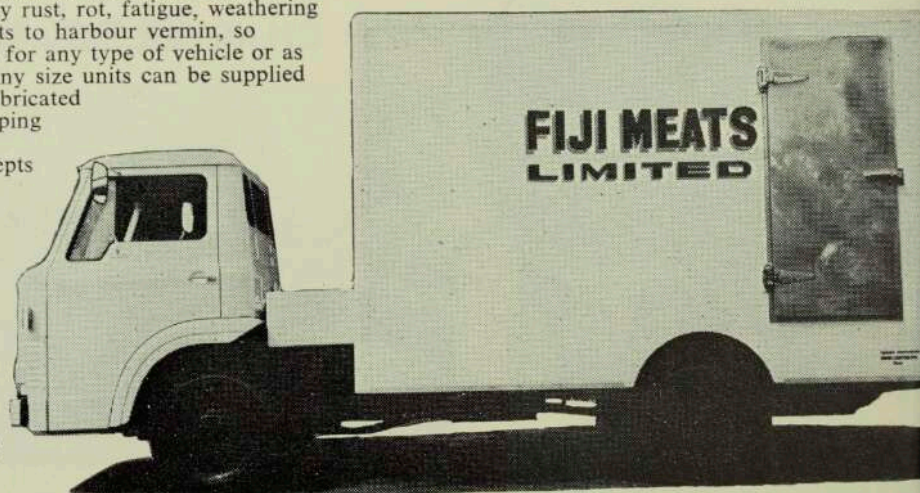
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director of the USS Co, said the Tofua provided a "very popular" service, but was a heavy loser. She was getting very old. "If we can find a decent 3,000-tonner which carries freight and passengers we will buy it," Mr Cribb said.

The company was trying to bring in Tarros vessels, but they had problems because of the tide surge. At Apia, the surge could be 13 to 15 feet. Recently a ship was unable to get alongside there for 36 hours because of the swell. It was not difficult to imagine the problem of trying to handle a roll on-roll off ship in such a swell.

"We are working on all these problems and hope to come up with a solution before the year-end," Mr Cribb said. "At the moment we have a team of 10 working on the type of vessel needed and other problems."

Not the least of the USS Co's problems in the Islands trade is the "one-way" traffic. The average tonnage shipped from NZ each month is about 9,000. Against that the return cargo averages about 500, mostly bananas.

The revaluation of the Australian dollar could lead to a bigger demand for NZ goods, with a consequent demand for more outward cargo space.

GANGE TO BECOME RAZOR BLADES?

The Messageries Maritimes cargo ship, Gange, 8,000 tons, is for sale for scrap. Her owners brought her on to the Australia - Fiji - New Hebrides - New Caledonia run, early in 1972. She will be temporarily replaced by the Lara Viking, which will include Suva and Lautoka on the Melbourne-Sydney-Auckland - Papeete service. The Lara Viking will leave Australia every five weeks. When a replacement arrives for the Gange the Lara Viking will revert to the monthly sailing from Australia for Papeete via Auckland.

FIJI'S MYSTERY BAN ON MR BULL

A conference of South Pacific waterfront unions went ahead in Suva as scheduled in February following removal of a ban on Mr Tasnor Bull entering Fiji. Early in December Mr Bull, organiser of the Australian Waterside Workers' Federation, was subject to strict limitation of movement while he was on his way to the GEIC. Restrictions were also applied on the return journey.

The president of the Australian Council of Trade Unions, Mr R. J. Hawke, while on a Pacific cruise, protested to the Fiji Labour Minister, Mr Jonati Mavoa, against the ban

on Mr Bull. Had the ban remained the conference may not have been held—in Fiji anyway.

As it turned out Mr Bull did not go to Suva for the conference. The Waterside Workers' Federation was represented by Federal president, Mr A. A. Fulton, and the industrial officer, Mr N. Docker. Other countries and territories represented were Tahiti, New Caledonia, New Zealand, Papua New Guinea and Fiji. The GEIC sent an observer.

One of the main objects of the conference was to discuss setting up a consultative committee to deal with questions of mutual interest.

Mr Bull earlier told PIM that the

immigration officials imposed conditions before they would allow him to stay at Nadi until his plane left for Tarawa. He had to promise to hold no public meetings; to stay at the hotel named; to report at intervals to the officer in charge of immigration and was allowed to visit Nadi town and Lautoka once only during his stay. He had also to make a firm booking out of Fiji on his return from Tarawa.

The reason for placing him on the "prohibited" list was a mystery to him. He and his wife spent four days in Fiji last year without any trouble.

"I'm not a communist," he said in reply to PIM's query.

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Cruising Yachts

● **GITANA DEL MAR**, 42 ft trimaran ketch, arrived at Roi-Namur Island, Kwajalein atoll, on January 16 from Honolulu. Formerly the *ANDROMEDA*, she is now owned by "Mac" MacDonald, who was on his first trip, with Dennis Thompson as his crew. In their 20-day voyage they experienced conditions from near calm to heavy gusts. A leak in one of the wings made continuous pumping necessary in the last week. While at Roi-Namur, "Mac" will complete preparations for extended cruising abroad. As the *Andromeda*, the *Gitana del Mar* became well known in the South Pacific, where previous owner, Dr Tim Tiemroth, Kwajalein missile range dentist, spent two years cruising.

● **SUSIE II**, 36 ft sloop, with Swedish owner, Ulf Peterson and fox terrier, Suzie, was in the Solomons in mid-January. PIM's last report of *Susie II* was in October, 1971, when she was at Rarotonga. Since then she has called at Tonga, Fiji and the New Hebrides. Mr Peterson plans to sail to New Guinea from the BSIP, and to set out across the Indian Ocean in May-June.

● The Kwajalein Yacht Club has launched a programme to establish cruising contacts for members. Commodore Thom Nelson would like to hear from other yacht clubs in the Pacific willing to exchange burgees on a reciprocal privileges basis. Although Kwajalein is off normal yachting routes, the club is active and keen to develop friendship with kindred clubs. Yacht clubs interested should write to Commodore Nelson, Kwajalein Yacht Club, PO Box 1928, APO San Francisco 96555 US.

● **TAU**, 90 ft steel ketch built and owned by architect-designer, Mr Colin Philp, of Suva, is at the Patton Carrin slipway in Sydney to be fitted with two new aluminium masts and finish off various fittings.

Mr Philp and his workmen crew sailed *Tau* (Fijian for friend) from Fiji in October, 1972, and arrived in Sydney on November 1, via Noumea.

The voyage took nine days. It is believed to be the largest privately-owned twin keel yacht in the world. Weighing 50 tons with a beam of 7 ft 4 in. and 6 ft 4 in. draft, she is powered by a 200 hp Gardner marine engine. *Tau* was built at a special shed near the Tradewinds Hotel marina outside Suva and took 2½ years to complete. Adi Lady Lala Mara, wife of the Fiji Prime Minister, launched it last August. "The cost of the two masts and the rest of the fitting will be over \$5,000", Mr Philp said. Mr Philp's wife Anna, Mr Arthur Evans partner in the Princess Shipping Co in Fiji and his wife, and Mr Tony Philp, manager of the Tradewinds Hotel were to fly from Fiji to join Mr Philp and his crew in sailing *Tau* back to Fiji sometime in February or early March. The yacht's interior includes 6 two-berth cabins and a single cabin, 3 shower/toilets, main saloon, deck saloon and magnificently-equipped galley.

● **ON THE LOOSE**, a 30 ft sloop, has arrived at Rarotonga from American Samoa with American, Greig Booth on board. The yacht was built in Auckland, New Zealand, in 1971, and has no engine. Mr Booth sailed from Auckland last October with a companion for American Samoa. After a month in Samoa he sailed single-handed to Rarotonga. *On the Loose* was hauled out of Avatiu Harbour for careening. A student at the University of Hawaii, Mr Booth plans to return to Honolulu via Tahiti after which he will resume his university studies.

● **MOKSHA**, an American cement-hulled ketch, arrived at Penrhyn on January 13 for repairs after storm damage to the mainsail and mainmast shrouds. On board were skipper George Gaskill and 11 crew members. *Moksha* was out of Tahiti and bound for Honolulu.

● **NATASHA**, a ketch which spent several weeks in Suva in late 1972, cruised for six months among the South Pacific Islands. Writes owner-skipper James Bercaw to the Severn Seas Cruising Association, "We've loved every place, but especially Pitcairn, Rarotonga and Vavau". The Pitcairners, he said, were "some of the greatest people on earth."

● **ICE BIRD**, 32 ft sloop skippered by famous yachtsman scientist David Lewis, reached Palmer Station the US Polar base on the Antarctic Peninsula on January 28 on his 17,000 mile voyage around Antarctica. David is now half-way on his lone voyage which began out of Sydney on October 19. It's been an adventure all the way. Twice gales capsized *Ice Bird*, which is likely to stay at the US base for some weeks as there is plenty of repair work to be done. David is not unscathed. He lost his gloves and had his hands badly frost-bitten when clearing wreckage during the gales. Even when he dropped anchor at Palmer Station he wasn't safe. Drifting pack ice threatened to crush *Ice Bird* before he moved her to another mooring. He was last reported to be making a new mast.



Mr Colin Philp with his yacht *Tau* at the slipway in Sydney.

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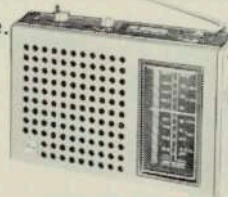
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(BOAC Supplement—Advertisement)



BOAC

PACIFIC JET NEWS

WE'RE "BRITISH AIRWAYS" NOW

BOAC and BEA (British European Airways) have been brought together to form one of the world's biggest and most powerful airlines—British Airways. The name has been adopted by both and, says Mr David Nicolson, chairman of the British Airways Board: "We will be the world's best airline."

"We can better survive and prosper if we grow bigger, stronger, more flexible . . . more efficient and economic certainly, but, especially, more capable of winning a bigger share of the traffic and revenue."

"The evidence clearly shows us that a unified British Airways will make more money in the coming years than its constituent parts would have done separately."

The recommendation to develop Britain's leading airlines into an even stronger, fast-expanding competitive force is made in a report recently published by the British Airways Board and accepted by the British Government.

The Board believes that there will be substantial financial benefits from increased revenues and reduced cost levels by bringing the two airlines together.

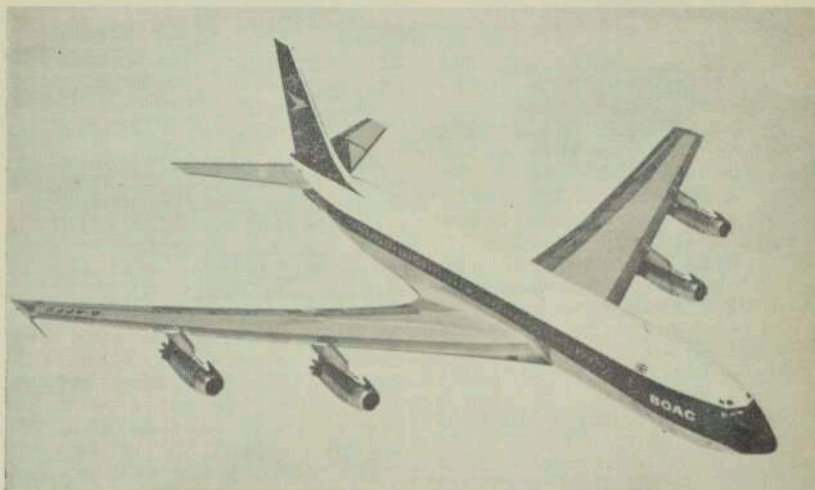
The Board has set itself a target that will improve the separately forecast results of the two airlines by about \$200 million in the first five years and by as much as \$80 million a year thereafter.

By strengthening the financial position of British Airways in this way, it says, the foundations are laid for an accelerated growth of business and thus the development of job opportunities.

And for the airline customer British Airways will be a world leader in service, reliability and good value.

The two corporations will remain separate divisions within the British Airways Group organisation established last September.

The common brand name British Airways is already being used—but in addition to the names of BEA and BOAC. But when "British Airways" is sufficiently strongly established to stand on its own, the names BEA and BOAC will be discontinued.



BOAC Boeing 707.

NEW LOS ANGELES—LONDON POLAR FLIGHT SPEEDS SCHEDULES

With the introduction of a three times weekly 707 service direct from Los Angeles to London at the beginning of March, the BOAC Division of British Airways became the first British scheduled carrier to operate Polar flights between the two cities.

These are in addition to the five VC10 flights a week BOAC operates from Los Angeles to London via New York which originate from Melbourne and Sydney and call at Nadi and Honolulu.

Travellers from Fiji and the Pacific Islands will be able, if they wish, on one day of the week to transfer at Los Angeles for the faster flight to

London. This is the flight which leaves Nadi at 0105 on Saturday arriving at 1830 (Friday) where there would be a two-hour wait.

The Polar flights from London to Los Angeles (BA595) and Los Angeles to London (BA596) operate from London and Los Angeles on the same days of the week (Monday, Wednesday and Friday). Flights from London leave at 1215, arriving Los Angeles at 1655 and leave there again at 2030 to arrive at London Airport at 1500 the following afternoon.

The schedule of VC10 flights will be varied slightly to suit the (northern) summer pattern, but will continue to operate on the same days of the week—Monday, Wednesday, Friday, Saturday and Sunday to Honolulu, Los Angeles, New York and London and Tuesday, Thursday, Friday, Saturday and Sunday to Sydney and Melbourne.

Departure times London-bound will remain the same (0105) but the service number will be changed from BA592 to BA594. BA591 departures for Australia will be brought forward from May 1 to 0520 to give arrival times in Sydney of 0745 and Melbourne 1030.

The report comments: "BEA and BOAC have outstanding world-wide reputations. They have created a great loyalty from public and staff; the intention is to maintain the benefits which will derive from the continued use of these names for as long as it is necessary to do so."

A new livery for aircraft is expected to be approved in the next few months when aircraft will be progressively repainted with the name British Airways.

BOAC PACIFIC JET NEWS

GLOBETROTTING GOLF

A World Survey by Peter Ryde

Golf is the businessman's sport, but for some it is also the businessman's business. In the United States, according to the latest figures, more money is spent on the game than on any other sport. Jack Nicklaus, for example—probably the quickest millionaire the game has produced—is now diverting some of his great energies to the business opportunities that his own skill has opened up. He says he has found a whole new challenge—at a time when golf has hardly any challenges left for him—in organising his own business affairs and marketing his own skills.

One of the directions in which he has turned is course architecture. In Japan, where he is partly engaged, 15 vast complexes are under way, each worth about £1m, according to the British golf architect, John D. Harris. Other golfers who have turned to course construction after finding themselves less tied to the circuit than in their formative days, are Arnold Palmer and Bruce Devlin in the United States, Peter Thomson in Australia, and the combinations from Britain of Peter Allis with David Thomas, and of Brian Huggett and Neil Coles. There seems to be room for all, so great is the rate of expansion. The professional firms of course architects are not complaining. The hardest man to find at home these days is the course architect.

Most national championships are financed by their organisers but tournaments are dependent on sponsorship. It is reckoned generally that running a tournament costs about twice the total prize-money—but the greater the prize-money, of course, the higher the calibre of contestants and the greater the prestige for the sponsors.

The sponsors, naturally, are reticent about the actual cost. But take, for example, the annual Piccadilly World Matchplay tournament at Wentworth, near London, which involves only eight players. The prize-money was raised to £25,000 in 1971. To this must be added the cost of first-class air fares for the competitors, most of whom travel from the United States, Australia and New Zealand, hire-cars on their arrival, a stay in a first-class hotel—perhaps with their wives—or in a specially rented country house,

which some now prefer. So to double the amount of the prize-money seems a realistic figure.

What do the sponsors get in return?

At the top of the list comes television. The lack of it has sometimes dissuaded potential promoters from taking the field. But W. D. and H. O. Wills, for example, secured 17 hours of viewing time for their event at Dalmahey, Scotland.

Also important is press coverage. The name of a product repeated daily in dozens of newspapers keeps it in the public consciousness. Schweppes paid one of the first cheques for \$1,000 for a golfer holing out in one and press cuttings bearing the company's name came in from all over the world.

Some sponsors would no doubt put ahead of this kind of publicity the benefit of being able to entertain a large number of important clients. This has long been the practice of Dunlop at its model Masters tourna-

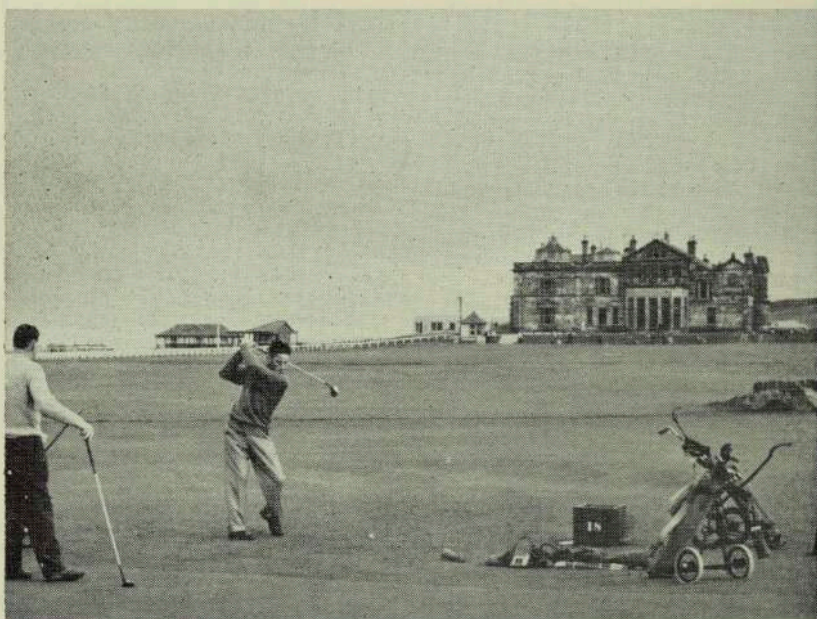
ment, and the new Viyella tournament is put to the same use.

More than half of the \$450,000 in prize-money put up by sponsors on the British circuit last year came from tobacco manufacturers.

Carreras, for example, have been in the field for ten years. The company says: "An important part of our marketing strategy has for years been to give some support to sport. There are, after all, reckoned to be more than a million golfers in Britain and about half of them will be smokers".

The firm has found a useful addition to its publicity in the full-length film it makes of the Piccadilly tournament. This was shown 10,000 times last year at golf club and society meetings throughout the UK and elsewhere.

But back to the individual golfer who travels the world—in most cases a businessman. Along BOAC's world routes, the traveller can now count on finding first-rate golf facilities. I have always found a marked understanding of the problems of the travelling golfer—in whatever guise he may appear—on the part of airline crews, possibly because so many take ad-



Golf has been played at this famous international capital of the sport for over 400 years. Golfers are shown here playing towards the Royal and Ancient Club, founded in 1754; it has been captained in the past by several monarchs, including Edward VII, Edward VIII, and George VI.

BOAC PACIFIC JET NEWS

vantage of stopovers to widen their experience of the game.

The connoisseur traveller will leave that great heavy scratchman's bag behind and content himself with a drainpipe version containing half a dozen of his favourite clubs. One friend calculates the size of the suitcases he needs for air travel by the length of his putter. It is the most personal of all clubs; the rest he is content to leave to chance. It is becoming increasingly easy to hire or borrow clubs at courses abroad and, in my own experience, they are often much better than those left behind. In that spirit one can enjoy a whole new set of experiences.

One may find oneself playing on courses in parts of Africa where the greens are browns. One may be dazzled by the beauty of such courses as the Nuwara Eliya club in Sri Lanka (formerly Ceylon), some 100 miles from Colombo, where the course is thickly planted with crimson rhododendrons and golden wattle and where the rough is dotted with pink orchids and sky-blue gentian.

Approaching the sixth green at Delhi, the golfer may surprise monkeys sunning themselves on ancient Mogul tombstones. In Eastern Transvaal they have carved a course out of the Kruger National Park at Phala-borwa. It took some time to pen the wildlife behind fences, and the golfer may still be surprised by the sight of an elephant or buffalo that has broken through the barricade or by a giraffe that has stepped over it.

Most of the opportunities the traveller gets for golf will be less remote and exotic than these few examples. On the well-beaten tracks that most of us follow, the greens may be better manicured and the bars better stocked. But what matter? The sense of novelty and of exploration is there to be tasted on any strange course.

A golfer need never be alone anywhere, for wherever in the past Britons have travelled—as soldiers, priests or engineers—they always seem to have stuck their flagsticks. Scottish emigrants planted the game in the United States before the turn of the century and provided the first dozen or so winners of the American championship. The first evidence of golf in South Africa was a six-hole affair laid out close to the Royal Scot's camp at Wynberg in the Cape.

The first golf course on the Con-

SAVE MONEY ON YOUR TRIP TO LONDON

"Landing is no reason to come down to earth," says the BOAC division of British Airways in introducing travellers to 'Countdown', a scheme for obtaining special reductions and concessions at London shops, stores, restaurants, clubs, theatres, hotels, and so on.

A handy booklet giving full details of where these concessions are available can be obtained from BOAC, PO Box 1361, Suva, Fiji. The cost is \$2.50 and a cash card valid for one year is included.

A reduction of 10 per cent is given by the hotels, restaurants and stores listed. Hairdressing salons, photographic equipment, and gift shops all come into the category as well as sightseeing tours (up to 20 per cent off), car rental, sporting goods and many other needs for the traveller.

There are also special offer vouchers covering such things as free membership to the Royal Shakespeare Company Club, 'two-for-one' entrance to the Royal Academy of Arts, the Institute of Contemporary Arts and others.

A short guide to London and maps are included in the booklet for good measure.

continent was started by convalescent officers from the Highland Brigade of Wellington's army who stayed on in Pau, in France, and sowed the seeds of the game there beside the quiet waters of the Gave.

I was talking some time ago to the Austrian explorer, Heinrich Harrer, author of *Seven Years in Tibet* and a member of the Austrian golf team.

Recently, in exploring Sudan, he came across an old map dated just after World War I. In one corner of the country, far from any big town, there was marked a little flagstick which turned out to be the remains of a nine-hole course, left there no doubt by some addict in the Sudan Civil Service.

In many countries golf is one of the important supports of the tourist industry. Those tight little islands of Bermuda and the Bahamas, for example, do not have much land to spare, yet their courses are spacious and sequestered—often linked in the latter area to a development scheme, but providing genuine and first-rate golf. Such are the Lucayan club on Grand Bahama, and Nassau to which a new lease of life was recently given by a \$15m development including a new hotel and clubhouse, and a complete watering system for both courses.

My own favourite in that area is at Great Harbour Key, a jewel of a little island, more like a floating golf

course with just enough room round it for an airstrip, a clubhouse, and a scattering of villas bordering the emerald seas.

And in the West Indies, the businessman or the golfer—I would not wish to distinguish between the two—can find himself, for example, sitting on a verandah on a headland of the island of Tobago, the Caribbean spread out before him and, just beside him, a first-class, full-length course awaiting his attention.

These enterprises circle the globe now, most of them made possible by the complicated economy of land development—selling plots round the course while retaining the freehold of the playing area—or by big hotel complexes.

The gloomy ones shake their heads and say golf has become big business. All right, so it has. It has moved a whole world away from the days when the addict shouldered his bag and cycled, ever faithful, to his own club—kept alive somehow on creaking finances. In the process of change, the game may at times have been exploited. But golf is strong enough to rise above such setbacks. The lines along which it is developing ensure that it is entering international life more fully at every level.

Peter Ryde has been golf correspondent of *The Times*, London, for 20 years and admits modestly to having covered most of the world's major championships.

BOAC PACIFIC JET NEWS

114 ASK FOR FLIGHTS TO THE MOON

*"Fly me to the moon and let me play among the stars,
Let me see what life is like on Jupiter or Mars . . ."*

By Brian Northeast

Concorde is already "old hat" to 114 people whose names are on a special register at BOAC's Air Terminal in London. They want to fly to the moon!

Bookings have been trickling in since September, 1965 from all over the world, and among them are BBC radio celebrity Jack De Manio and reporter Tim Mathews.

The "fly me to the moon" bookings include a number of specific requests. One man wants to fly on to Mars. Another wishes to take his dog, and an American has asked to be fixed up with a hotel overlook-

ing the Sea of Tranquility.

This lunar "waitlistness", if you'll pardon the pun, is being treated seriously by Reservations. Although the BOAC Division of British Airways will not have a Moon Fleet in its budget plans for a century or two, it could hand over the list to the Americans if they launch moon travel—at reasonable rates.

BOAC reservations manager Ed Murrell said: "A number of would-be moon passengers were eager to pay a deposit, but of course, we could not accept payment at this stage.

"Most of them are people who

genuinely hope that one day they will get the chance to reach the moon."

Reservations inspector Jack Cowley said: "We've told all the applicants that we are not planning moon travel yet. We've got Concorde and our current fleets are routes to look after at the moment but we've promised to keep them informed of developments."

At his BBC office this week, Jack De Manio chuckled and said: "Yes Tim Mathews and I are musters keen to go to the moon. Snag is I doubt if I'll still be around by the time of the flight's lift off."

FOOTNOTE: The American National Aeronautics and Space Administration are working on a space shuttle project which will make "shirt sleeve interplanetary travel possible by 1979.

COMING EVENTS IN BRITAIN

Some highlights of the next few months

May

- 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.
- 22 Monarchy 1000 Celebrations (to September 29). Bath, Somerset.
- 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.
- 30 Glyndebourne Festival Opera (to August 15). Glyndebourne, Sussex.

June

- 2 The Queen's Official Birthday: Trooping the Colour. Horse Guards Parade, London.
- 5 Son et Lumiere (to October 20, 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). 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). 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). Inverclyde, near Edinburgh.
- 21 Cricket: 2nd Test Match—England v. New Zealand (to 23, 25, 26). Lord's, London.
- 23 Chester Festival and Mystery 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, provisional). Dixon Park, Belfast.

- 2 Royal Agricultural Show (to 5). National Agricultural Centre, Kenilworth, Warwickshire.
- 3 Llangollen International Musical Eisteddfod (to 8). Llangollen, Denbighshire.
- 4 Henley Royal Regatta (to 7). Henley-on-Thames, Oxfordshire.
- 5 Cricket: 3rd Test Match—England v. New Zealand (to 7, 9, 10). 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.
- 20 Henry Wood Promenade Concerts (to September 15). Royal Albert Hall, London.
- 23 Royal International Horse Show (to 28). Wembley, London.
- 24 Royal Welsh Agricultural Show (to 26). Llanellwedd, Builth Wells, Breconshire.
- 26 Cricket: 1st Test Match—England v. West Indies (to 28, 30, 31). The Oval, London.
- 27 Country Landowners' Association Game Fair (and 28). Abercrombie, Perthshire.

August

- 9 Cricket: 2nd Test Match—England v. West Indies (to 11, 13, 15). Edgbaston, Birmingham, Warwickshire.
- 17 Edinburgh Military Tattoo (to September 8). Castle Esplanade, Edinburgh.
- 18 Royal Scottish Academy Festival Exhibition (to September 1). Royal Scottish Academy, Edinburgh.
- 19 Edinburgh International Festival (to September 8). Edinburgh.
- 20 Son et Lumiere (to October 18). Bristol Cathedral, Bristol.
- 23 Cricket: 3rd Test Match—England v. West Indies (to 25, 27, 29). Lord's, London.

September

- 1 Cricket: Gillette Cup Final. Lord's, London.
- 1 Royal Highland Gathering. Braemar, Aberdeenshire.
- 5 Cardiff Horticultural Show (to 8). Sophia Gardens Pavilion, Cardiff.
- 8 Whitbread Round-the-World Yacht Race (to early April, 1974).
- 15 Horse Racing: St. Leger. Doncaster, Yorkshire.
- 17 Festival of British Theatre (to October 13). Various venues throughout the country.
- 20 Golf: Ryder Cup: Great Britain v. United States (to 22). Muirfield, East Lothian.

October

- 17 International Motor Exhibition (to 27). Earls Court, London.

Business and Development

BANANAS ARE BAD TRAVELLERS IN THE NEW CONTAINER SHIPS

From a Suva correspondent

For many years bananas have been the major export from the Islands to New Zealand. Although there has been considerable fluctuation in the trade, with good and bad periods tending to alternate, in 1970 bananas represented 17 per cent of Tonga's, 1 per cent of Fiji's and 16 per cent of Western Samoa's total exports to New Zealand.

The banana trade has always been catered for by the Union Steam Ship Co's New Zealand - Pacific Islands service, using conventional vessels equipped with special refrigerated chambers. Recent trends in the shipping industry, however, have caused the USS Co to investigate the replacement of this type of vessel by stern-loading Tarros-class container ships. Conventional vessels are becoming too expensive to operate on many routes because of their slow turnaround time in port and their high stevedoring and crew costs.

The problem, even with smaller container ships of the Tarros class, is that they represent a new technology for the Pacific Islands and require the provision of certain additional port facilities, together with changes in port and shipper practices. Since September, 1972, the USS Co has been carrying out investigations into the carriage of bananas from the Islands to New Zealand in refrigerated containers, as part of a wider feasibility study of the operation of the Tarros class vessels, and the results of the tests are so far proving none too encouraging.

The first trial shipment from Suva of 300 cases of bananas packed into each of two refrigerated containers, was loaded on to the Waikare in September, 1972. Nineteen days later, the containers were discharged in Auckland after the vessel had called at both Western Samoa and Tonga.

The containers were accompanied

on the voyage by Mr Alan King, an expert refrigeration engineer from Sea Containers Inc. Between Suva and Auckland, heavy condensation inside the containers made it necessary to open the doors to remove drainage plugs, and on opening the doors water was reported swilling around some of the cases of bananas. Later in the voyage Mr King's temperature recording gear broke down, and in Samoa one container's cooling equipment was accidentally switched off for from five to six hours.

The fruit discharged from the containers at Auckland was in a very mixed condition; some of it soft green, some firm green and some over-ripe. Some cases contained both green and ripe fruit and occasional cases were mildewed. Generally, the condition of the fruit from both containers turned out very poorly. Examination of the records of temperature record-

ing equipment in the containers showed excessive temperature variations between the top and bottom and the front and back of the containers, and also between the two containers. These variations in temperature of about 5 deg Fahr were described by Mr M. R. Dossar in his report on the shipment as, "entirely unsatisfactory for the commercial carriage of bananas".

In the second trial shipment, made from Apia in November, 1972, two refrigerated containers on board Waikare were each stowed with 290 cases of bananas. The containers, discharged 10 days later in Auckland, were not accompanied by a refrigeration engineer and there were no serious technical problems on the voyage.

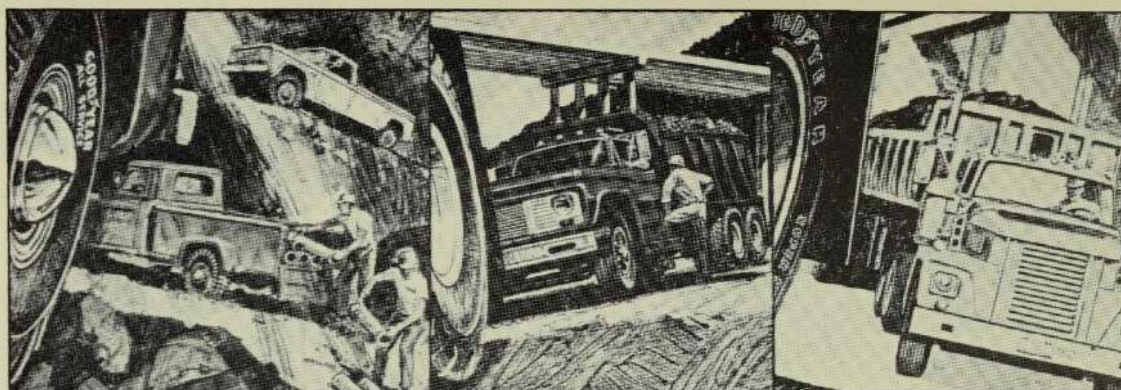
The fruit was discharged in generally good condition, with just the occasional ripe fruit scattered through-

CRACK-DOWN ON NEW HEBRIDES LAND

It's now 18 months since the French and British Resident Commissioners in the New Hebrides decided on a "get tough" approach to New Hebrides land speculation. And now they have finally moved.

The Resident Commissioners have rejected applications for six major subdivision schemes, involving 5,500 acres, on Espiritu Santo—at Lokalee, Cape Queiros and Palekula. They moved under the provisions of Joint Regulation No 15 of 1971, which requires all land subdividers to have the approval of the Resident Commissioners for their schemes, otherwise the sales of blocks of land cannot be lawfully registered. As a result of the recent decision, the subdividers on Santo are likely to be in trouble, because blocks have been sold already to overseas buyers who will not now be able to obtain legal title to the land.

It had been obvious for some time that the situation was going to become tougher for the speculators—but the administrative machinery moves slowly in the condominium. "Let the Buyer Beware!" was a heading in PIM in December, 1971, over a story warning that the days of *laissez faire* were going.



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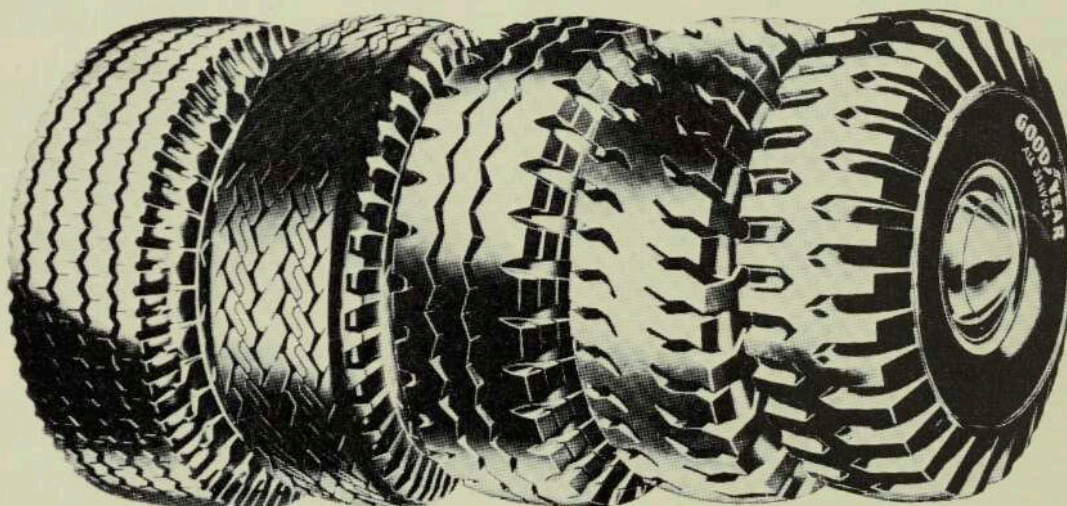
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out. Chilling of the bananas was noticeable however, particularly at the back of the containers. Temperature variations of 2 deg Fahr occurred within the two containers and between the containers, as before.

A third trial shipment was to have been made in mid-January but was cancelled, apparently because of the problems experienced with the first two trials.

According to Fruit Distributors' report, "the two trials completed show that there are still a number of serious difficulties which need to be corrected before the containers can carry fruit at optimum carrying conditions". Problems of temperature control, which are likely to be greatly magnified in a ship carrying 20-30 containers of bananas, are apparently the major problem, while humidity control, chilling and the reliability of equipment are other worries.

The first two trials involved Fruit Distributors Limited in financial losses through the fruit arriving in poor condition and having to be sold by auction at low prices. Obviously there will have to be significant improvements in the condition of bananas discharged from refrigerated containers at Auckland if the system is to prove commercially workable.

Even assuming that the technical problems of carrying bananas in containers can be solved, and this is by no means certain, a number of other fairly serious difficulties face the proposed New Zealand-Pacific Islands container operation as a whole. Port problems are not the least of these. One thing is certain, if rising ship operating costs and attendant increases in freight rates are to be controlled at all, then some move towards containerisation or utilisation is essential.

Solomons' timber recovering

Slowly recovering prices and plans to expand, point to a healthy timber industry in the BSIP, in spite of lower exports in 1972. A drop of about 5½ per cent in exports in 1972 was the first decline in 10 years.

The BSIP Conservator of Forests, Mr Keith Treneman, attributed the 1972 result to a fall in prices in Japan, and Cyclone Ida which stopped the Allardyce Lumber Co's plans to expand on Ysabel. The company did not actually reduce production, but had it not been for the cyclone it would have increased production. When timber prices fell in Japan, the Japanese company, Shortland Development Ltd, stopped operations.

The revenue collected in 1972 from timber export duty and royalties was a record \$325,000 because some revenue left over from 1971 was collected in 1972.

The 1973 exports are expected to be about the same as 1972, and after that the steady annual increase enjoyed in the 10 years to 1971 should return.

Mr Treneman said prices had fallen markedly in 1972, but now were slowly improving. The Kalena Timber Co planned to expand its operation at Viru, New Guinea, Levers had plans to expand on Kolombangara, and Allardyce was about to develop logging kauri at Santa Cruz. It had

started to move equipment from Ysabel to a Santa Cruz kauri forest.

After Cyclone Ida, the company expected to stop work on Ysabel before the end of 1972, but it was able to salvage some timber. It was also possible to get to pockets of timber left standing. Now it expects log exports by Allardyce Lumber Co from Ysabel will continue till the middle of 1973.

The same company is investigating stands of swamp tree which survived the cyclone. If this could be sawn for export it will be taken out. There is still a slight hope that large tracts of timber left on Ysabel can be worked again in a few years.

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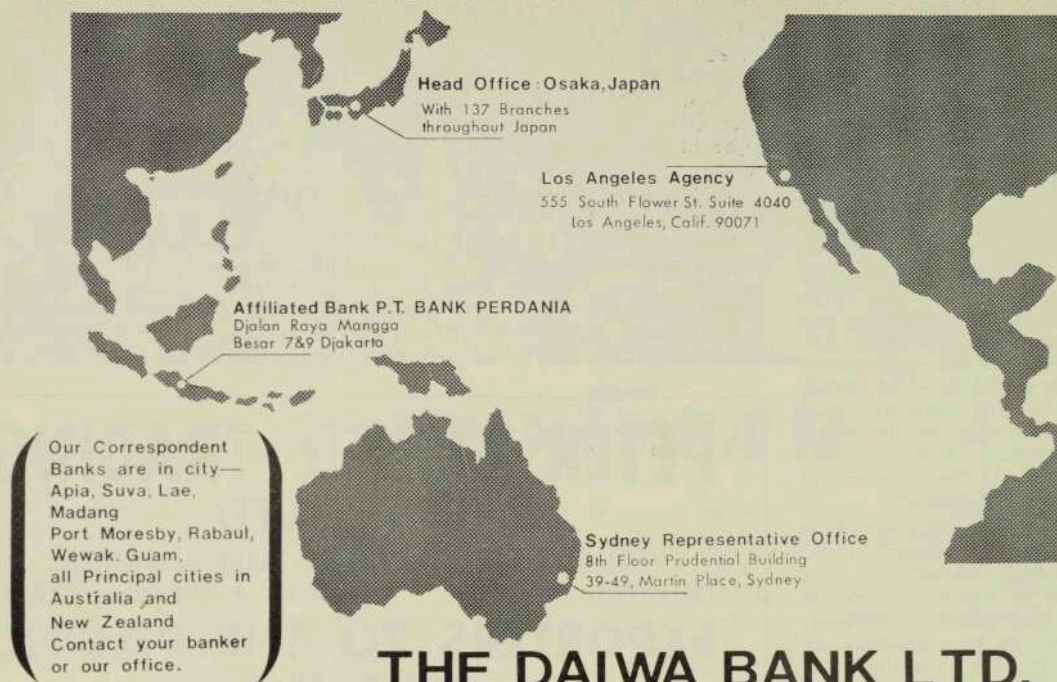
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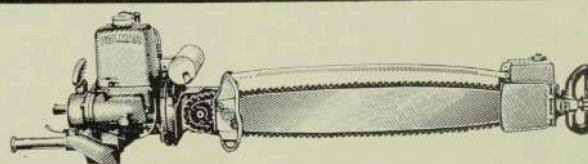
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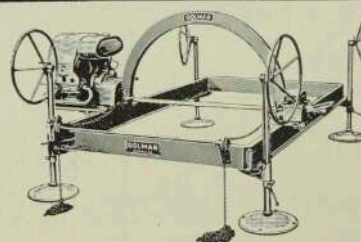
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From CHRISTOPHER BECK
in Melbourne

Air Nauru, the international flag carrier of the tiny phosphate republic of Nauru nestling just south of the equator, is the sort of airline on which trailblazing tourists like to travel—to get right off the beaten track, and the mini-airline helps them do just that.

The smallest and one of the most exclusive airlines in the world, Air Nauru flies from Australia to Japan on a dog-leg route through the central Pacific. Leaving Melbourne at 9 am every Sunday and Tuesday, its Fokker Fellowship F28 first flies to Brisbane, where it is allowed to pick up fuel but not passengers.

Then the 500-mph aircraft flies over the Pacific to Tontouta (Noumea) and Honiara before arriving at Nauru about 1.30 pm. All the while its passengers are being treated like honoured guests at an island feast. Eating and drinking is almost continuous. Oysters, champagne and tropical fruits precede a traditional European-cooked breakfast. Later there is caviar, palm hearts, prawns, smoked ham washed down with the very best of Australian, French and German wines.

On Mondays the aircraft makes a return flight to Majuro and every second Monday flies to Tarawa in the GEIC. On Wednesdays the aircraft leaves at 7.30 am for Kagoshima on the southern tip of Japan.

Its fares are a bargain. Melbourne to Kagoshima, for instance, costs \$A576 single compared with \$A663 on other international airlines. Its only drawback is that the trip is longer.

The twin-jet Fokker Fellowship is being bought on a lease-purchase arrangement with its Dutch makers. Normally F28s are short-medium haul aircraft but because Air Nauru flies long sectors it has been fitted with additional fuel tanks and low-pressure landing gear to allow it to land on unpaved runways like those at Tarawa and Ponape.

Inside, it is probably the most comfortably fitted-out aircraft of its type anywhere. Where there are normally 65 seats, five abreast in an economy configuration, Air Nauru's F28 has only 40 seats, four abreast in first-class style. With spares and its special fittings (including a long-haul galley) the aircraft cost about \$A3 million.

The airline bought it because it wanted to increase its routes, services and passenger capacity, something it could not do with the eight-passenger

executive jet which it chartered once a week from an Australian operator. Introduction of the F28 has increased passenger capacity by 1,000 per cent, from eight seats on one flight a week to a total of 80 seats on two flights a week.

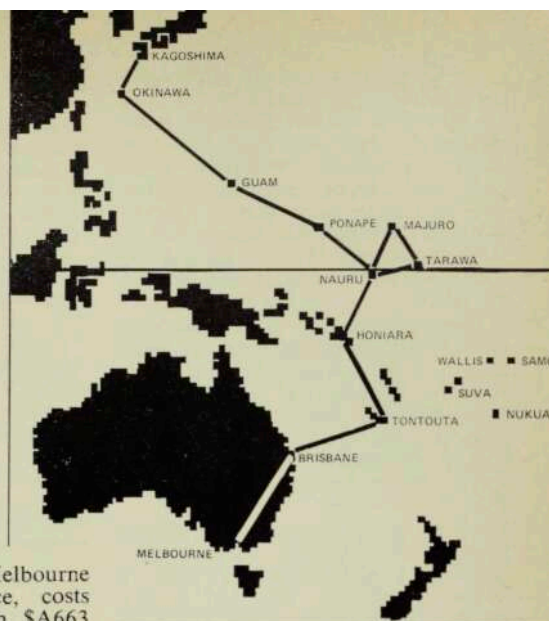
Melbourne sources close to the airline reluctantly admit that it is not yet carrying a lot of passengers. They describe passenger loadings as "erratic". However, they note that it is taking an increasing number of Chinese phosphate workers from Nauru to Okinawa where they catch charter flights home to Hong Kong.

Explanation for the airline's low passenger loadings is that it is still consolidating itself and that it has hardly promoted or advertised its operations. The airline's project officer, Mr Kinza Clodumar, was in Melbourne recently having discussions with Ansett Airlines of Australia about the setting up of a general sales agreement between the two airlines. In Japan promotions people have been contracted and Mr Clodumar has also had talks with promotions experts in Sydney and Noumea.

Despite all this, the airline's officials do not appear to be worried about its low passenger-loadings. As one airline spokesman put it: "We are not worried at this stage. Remember that each week we only have 80 seats to fill. We feel that with the right sort of publicity it won't be long before we are carrying capacity loads."

It is hard to see the airline being

Air New Zealand's new "whispering giant", the DC-10. See story on page 106.



profitable at this stage and there are people in the Australian aviation industry who believe that even if the airline operated all the time with capacity passenger loadings it would never make an operating profit. They base this on a fairly simple calculation: the cost of the lease-purchase arrangement with Fokker for the aircraft and high operating and personnel costs.

Gone are the days when such one-aircraft airlines operated on the smell of an oil rag, a leather-helmeted pilot and one hostess. The regulations of the Australian Department of Civil Aviation, which have been adopted by Air Nauru because they are the highest in the world, don't allow this sort of cost-saving.

So the airline currently has a chief pilot (Captain Peter Lavender), four captains, four flight officers and 10 hostesses, including Mrs Del Gooley, the Australian chief hostess. The flight crew are Australians and Canadians, all of whom have had international experience. The hostesses include Nauruan, Ellice and Gilbertese girls and an American from Majuro. Shortly the airline will take on a number of Japanese girls for the Kagoshima/Nauru route sector.

The Britten-Norman Trislander, newcomer to South Pacific skies.



All its cabin staff are trained in Melbourne by Ansett, which also maintains the aircraft, having five F28s of its own operating under its MacRobertson Miller subsidiary in Western Australia.

One way to profitability might be to increase its services and routes, but this would be difficult. Air Nauru officials stress that they want to avoid duplicating air routes "except where absolutely necessary". At present the airline has all its routes to itself.

Without buying another F28 it could not expand its services much more. Its F28 is spending about 2,500 hours a year in the air. This compares with a maximum yearly flight time for this sort of aircraft of about 3,000 hours. "At the moment the F28 is suitable for our needs," says an Air Nauru source. "We could not use a bigger aircraft, like a Boeing 727, because we couldn't land it on the

strips that we have to use in some places."

Air Nauru executives see the airline's future as joining the north and south Pacific, linking in with the services of Air Micronesia and Air Pacific. It would seem that they are placing faith in the development of a lot of through traffic from Micronesia. They feel that, as the Americans open up Micronesia, more and more people will want to travel down to the south-west Pacific and that Air Nauru is the logical airline to carry them.

The DC10 arrives

The South Pacific Islands will see strange birds in the air in the next few months—two new aircraft types. Air New Zealand's new "whispering giant," the double-aisled DC-10, wide-bodied and, praise be, smokeless, and the Britten-Norman Trislander, worth

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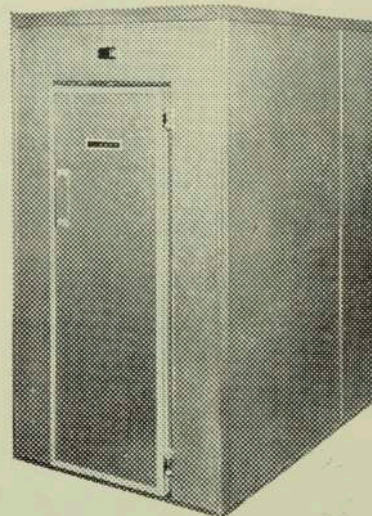
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LORD HOWE WITHOUT AN AIR SERVICE

The flying-boat service to Lord Howe Island will be discontinued some time this year, Mr P. Steadman, general manager of Airlines of NSW, told PIM on February 14. "This is the first positive statement we have made so far," he said. "Previously we have said 'may be discontinued,' or it was possible it would be discontinued."

He said the Commonwealth Government had been warned as far back as 1966 that the flying-boat service from Rose Bay, Sydney, to Lord Howe Island, would end.

Meanwhile, plans to build an airstrip on Lord Howe Island, capable of handling Fokker Friendship turbo-prop aircraft, have bogged down. The latest estimated cost of laying the strip is \$2.6 million. The Commonwealth offered \$1 million, provided the NSW Government paid the rest. The NSW Government says it hasn't the money for such a project.

On top of all that there is concern among ecologists and Lord Howe Island residents that the strip would harm the environment.

stable companion of the well-tried Islander.

Both showed their paces over Sydney in February and both are flying to the Islands—the Air NZ DC-10 between Auckland, Nadi, Honolulu and Los Angeles and the Trislander in the skies over the New Hebrides. Both are three-engined with the third engine perched unconventionally on the tail fin. There the resemblance ends.

The DC-10 is 181 ft 5 in. long, has a wing span of 165 ft 4 in. and carries 241 passengers in three cabins at a cruising speed of 600 mph. The Trislander carries 17 passengers—eight doubles and one alongside the pilot, which is just the place for the reef-spotter—and flies at a top speed of around 150 knots. That's with the three engines running. On one engine, as the pilot demonstrated to PIM's man 1,500 ft over Sydney's suburbs, the Trislander slows to 95 knots which is fast enough to get the most nervous traveller home. Three engines are better than one, but it was good to know that one was ample.

Air Melanesia's directors saw the Trislander during a sales flight over the condominium and promptly ordered one. It will come into service about mid-April to boost the Port Vila-Santo run and will also, on occasions, fly Port Vila to Tanna.

At least two other island airlines were considering signing a contract for a Trislander towards the end of February. It's a safe bet that this new addition to the Britten-Norman range will be seen over many of the islands.

Air New Zealand's DC-10 is something else again. The last word in comfort with seats which even adjust to the passenger's individual spinal contours and has all the service buttons on the seat arms instead of

overhead, it is only short on two things—noise and smoke.

Carrying 3,000 lb of sound-deadening material in its three engines, it is on the ground almost before its approach has been heard. When it takes off or lands there is none of that air-polluting, black trail of smoke from its jets.

The DC-10 started its Auckland-Sydney service and the Auckland-Nadi flight in February, and begins its three times weekly Auckland-Los Angeles service on April 2 with DC-8s flying the other four services.

Now it's the Mainlander

Fairey Britten-Norman will start a market survey for its new aircraft, the

Mainlander. The feasibility study is well advanced. The Mainlander is a short to medium STOL (short take off and landing) commercial and logistic transport aircraft.

Its capacity is 100 passengers or 10 tons of bulky cargo. A rear door provides direct access to a cabin, 54 ft long, 12 ft 6 in wide and 8 ft 6 in high. It has a cruising speed of 200 mph plus and takes off with a maximum gross weight of 62,500 lb after a run of less than 1,000 ft.

The Mainlander will have three Rolls Royce Dart engines, fixed undercarriage and low pressure double wheels at each leg to allow routine operation from soft, unprepared ground. The flying controls are mechanical.

First cost will be about £850,000. Deliveries could start by the end of 1975. The aircraft suggests itself as suitable for a number of groups in the South Pacific.

Other aircraft made by the same company are Britten-Norman Islanders, of which there are several in the South Pacific, and Trislanders. Britten-Norman (Bembridge) Ltd and Fairey SA, which integrated their activities in August, 1972, have established a new production line for both aircraft at Gosselies in Belgium.

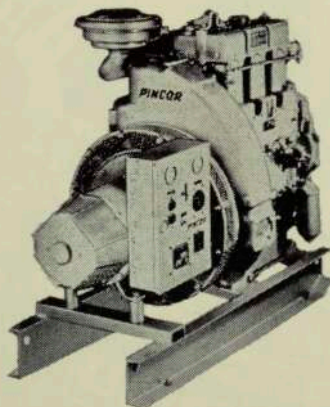
Since then orders for both Britten-Norman Islanders and Trislanders have reached an all-time high of almost one aircraft contracted each working day.

Islander and Trislander sales to early in December totalled 434 units in 67 countries.

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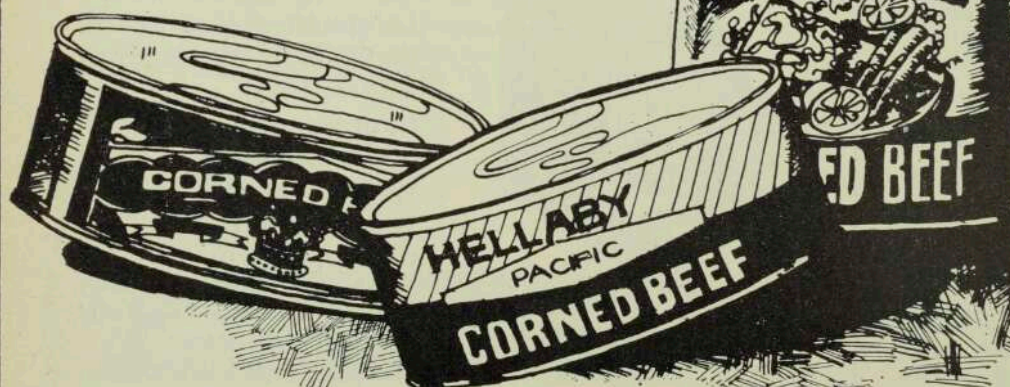
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W. SAMOA TO OPEN A DEVELOPMENT BANK

From FELISE VA'A in Apia

As in many underdeveloped countries, development capital is very hard to come by in Western Samoa. This is not surprising as the Bank of Western Samoa, the only bank in the country, normally gives loans on the basis of security, which means that only the rich and the fairly well-to-do are able to meet this condition. But what about the masses of the Samoan people, or the able Samoan who would like to start some development but lacks the necessary capital?

The government had an answer, of course, but one which profited, mostly, only a segment of the people. For shortly after the 1966 hurricane, a development loan fund section was added to the Bank of Western Samoa. The name is a little misleading since the main function of the section is to give loans to farmers for agricultural development purposes. But for other development purposes, one had to borrow through the normal lending facilities of the bank under the usual conditions and at the same interest.

Under subtle public pressure, the government has come to realise this and the idea of the establishment of a separate development bank was born. Initially, there was much opposition to the idea of such an institution competing with the Bank of Western Samoa which is now owned 50-50 by the Bank of New Zealand and Western Samoa. One government group argued that the Bank of Western Samoa was doing the best job it could, that rather than take some of its functions away, it should be given extra powers. The opposing view, however, that there should be a separate development bank, prevailed. Public pressure on this point was just too much.

It was recently proposed, therefore, that a development bank would be established with the present development loan fund section of the bank being expanded into a separate development bank. Already, steps are being taken to achieve this transition. This is not all. The government has been negotiating with the Asian Development Bank for financial assistance to help set up this bank. Recently, the ADB announced that it had donated \$US217,000 for this purpose. But this will go mainly towards paying experts to set it up and train bank staff.

Key experts to be hired will be a

senior development bank expert to act as team leader and executive manager of the new bank in its initial stage; a loan operations, project appraisal, technique and procedures expert and an expert on industrial promotion activities.

Over the past two years, the development loan fund had been expanded from \$WS20,000 to \$370,000. When the development bank is set up, it will borrow amounts of \$US1 million from organisations such as the Asian Development Bank and re-lend in smaller amounts in Western Samoa.

The bank, to be known as the Development Finance Corporation, would be empowered to make loans

for all development purposes, both agricultural and industrial, and for service industries, provided the industries so financed would enhance local employment opportunities, export potential (or import substitution) and the national income.

Ownership of the bank has not yet been established. Should the government own it, or should private enterprise? A local finance expert has said the government should own the majority shares. "Such a bank should be owned by the government, for the simple reason it should not be a moneymaking business, but one that is devoted to the interests of the public," he said.

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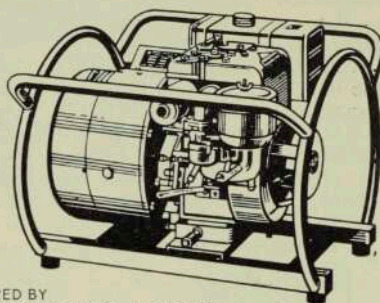
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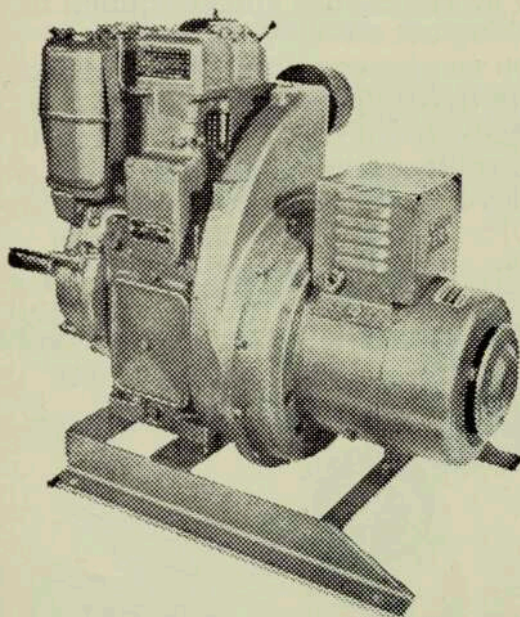


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MICRONESIA'S A TRADER'S GAMBLE

By KEN MCGREGOR

"It is important for merchants to believe they can ship to the Trust Territory without undue risks. If not, responsible merchants will find trading to Micronesia too risky and only unscrupulous merchants will be attracted to the area. They will hurt our local businessmen and the consumers."

These are the recent words of Paul Corbitt, formerly counsel to the Trust District Legislature and now manager of the Truk Transportation Company.

Mr Corbitt's comments are but the tip of an iceberg of growing criticism from most traders to Micronesia of the way their goods are handled—and paid for—when they arrive in the mid-Pacific. Most of the imports to the territory are flowing from three directions—Japan, the US and Australia.

The Japanese have adopted a shrewd policy of handling problems associated with non-payment of accounts. They demand that the representatives join Micronesian companies with bad debts ratios, rather than insist on minor shareholdings in the companies in return for writing off debts. The Japanese advisers and accountants learn where imports originate overseas and re-direct entire buying orders to Japanese suppliers exclusively. Thus, the Japanese are acquiring a much bigger share of the Micronesian market.

Japanese traders have also formed two clearing houses for Micronesian bound goods to oversee the arrival and distribution spheres. American traders to Micronesia have not formulated a similar policy to cope with up to \$11 million in claims against Micronesian shipping companies and trading concerns.

Albatross Inc, of San Francisco, a major exporter with a turnover of several million dollars, is known to have had major troubles. Australian traders to Micronesia are divided over the extent of trading and shipping chaos.

Criticism is mainly levelled at Micronesia's shipping service and the handling of goods at terminal and trans-shipment ports. Transpac, the internal Micronesian shipping company, admits to problems between port authorities and consignees. It says powerful consignees within districts bring all sorts of undue pressure to bear on terminal personnel to get goods released before Bills of Lading are properly exchanged. The cor

pany disclaims responsibility for release of goods and claims for unpaid goods from overseas traders.

Mr J. Connor, managing director of C. Sullivan (South Pacific), told PIM that trading irregularities were increasing in Micronesia. The area had a far worse reputation for irregularities than any comparable Islands region, he said. If all exporters asked for immediate payment for goods sent to Micronesia, businessmen in the area would be bankrupt overnight.

Sullivans suffered from big delays in receiving payments but had not yet made major losses.

Last year the company sent about \$300,000 worth of foodstuffs to Micronesia and this year it expected to send less because of Australia revaluation.

Business briefs

- Fruit Distributors Ltd, of New Zealand, has made a grant of \$7,500 to the Western Samoa Agricultural Department to help compensate for losses suffered when the Tofua had to abandon 3,757 cases of bananas early in January. The Tofua, because of heavy seas, was unable to dock for several days. The bananas started to ripen and had to be left behind, along with some taro. The Western Samoa Produce Marketing Division then sold the abandoned food locally at well below cost, and suffered a loss because the growers had already been paid the contract price.

- A grant of \$135,000 from the Office of Economic Opportunity to American Samoa has a threefold object—development of the taro programme in Manua, further development of the dory fishing programme and a feasibility study of an all-Samoan shopping centre, proposed for the Fagatogo area.

- A wood pulp mill is a possibility for Papua New Guinea. Four engineers from the Parsons Wittmore Co, a major US wood pulping company, will make a feasibility study of a suitable location.

- Solomons Wholesale Union Ltd and Island merchants C. Sullivan have merged their Honiara interests through Solomons Wholesale Union buying a 25 per cent interest in a Sullivan-owned company, E. V. Lawson Pty Ltd, with an option to take up a further 25 per cent. In future the importing side of both companies will be combined. Solomons Wholesale Union is 97 per cent owned by Solomon Islanders. The major shareholders are Malaita Development Co and Are Are Masina. Solomons Wholesale Union was started two years ago by the Malaita

Development Co, Are Are Masina and the then Ports Authority manager, Mr W. Ramsey.

- The Papua New Guinea Government will receive \$4,720,000 of the net earnings of Bougainville Copper Pty Ltd for 1972. It is made up of \$2.2 million in dividends (on 20 per cent shareholding), \$1,320,000 in withholding tax on the dividend paid to the major shareholder, Bougainville Mining Ltd, and \$1.2 million in royalties. PNG Investment Corporation, which also has a 20 per cent interest in Bougainville Copper, gets a dividend of \$2.2 million. Net earnings for the year were \$27,681,000.

The final dividend takes \$11 million with another \$11 million to go in loan repayments.

- Now an independent country with the right to make its own international agreements, Fiji will scrap all civil aviation rights which were negotiated for it in the past by Britain and will seek new agreements with such countries as Canada, the United States, Britain, France, Australia, New Zealand and India. These countries have landing rights in Fiji which ask for reciprocal rights in readiness for the day when its own carrier, Air Pacific, will go international.

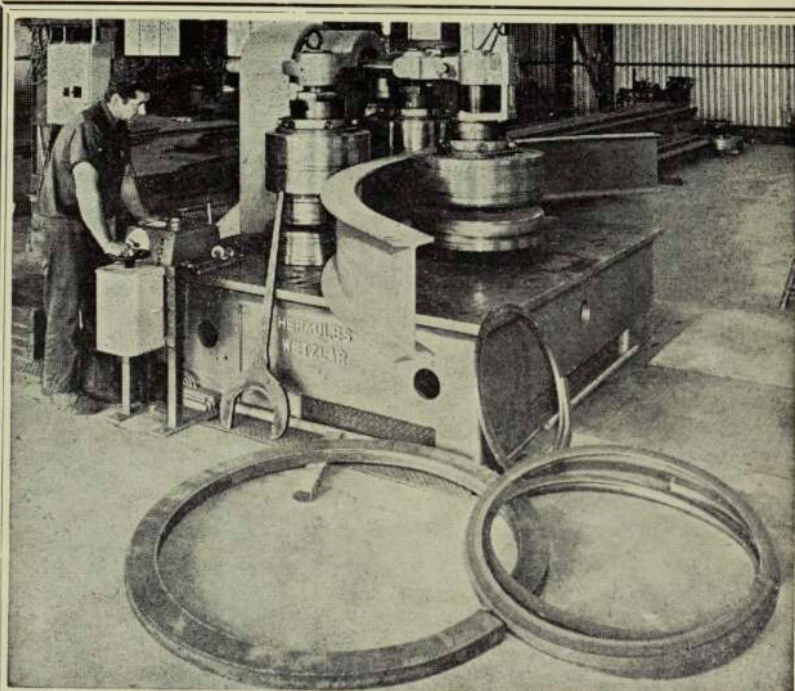


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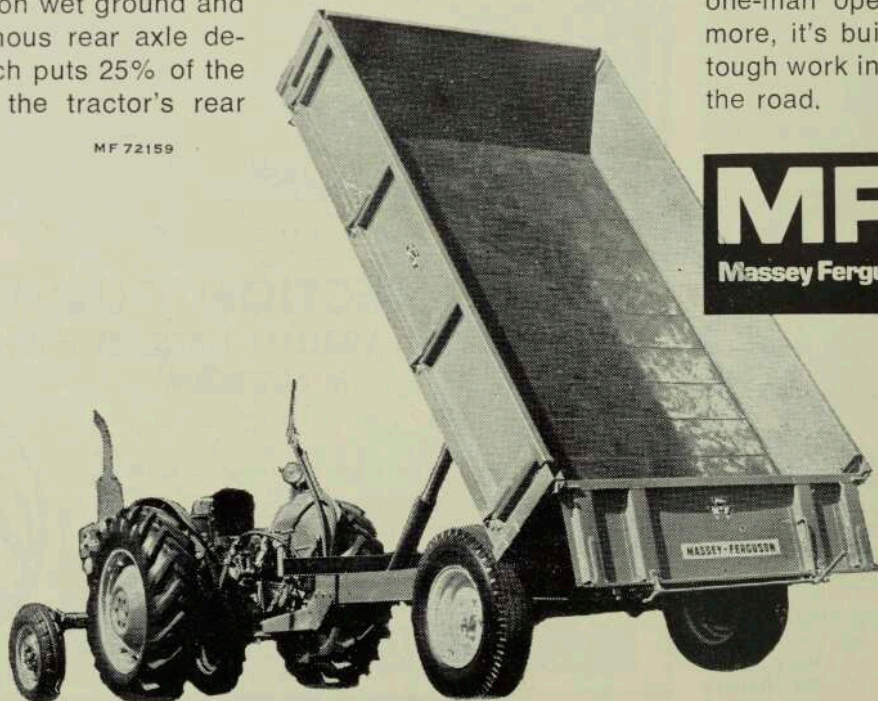
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Persuasion – nickel-plated but friendly

Early February brought new developments on the New Caledonian nickel scene, regarding plans for the garnieritic reserves around Pomm-Koumac in the north and the lateritic deposits surrounding Goro-Port Boise, in the south.

A statement from INCO finally indicated a timetable which the North American nickel company could follow in setting up its factory in the south. The whole INCO project, however, depends on the French tax terms as well as on the government's making available the reserves currently held by the state mining bureau, BRGM. The French Government had already proposed to INCO that they should seek an agreement with the Franco-American project being studied by SNPA (Aquitaine petrol) and Freeport Minerals, for both sides to work the BRGM deposits together.

Meanwhile, should INCO be satisfied with French terms for its entering

New Caledonia, the world's biggest nickel company has now stated it could start construction of a factory in 1974. The necessary complex could be finished to permit initial output late 1977 at the rate of 20,000 tons of nickel metal annually, with the possibility of rising to 50,000 then 100,000 tons.

To the Caledonians, this is still far from the final word on the subject, as a decision was awaited on possible co-operation with the Aquitaine-Freeport venture.

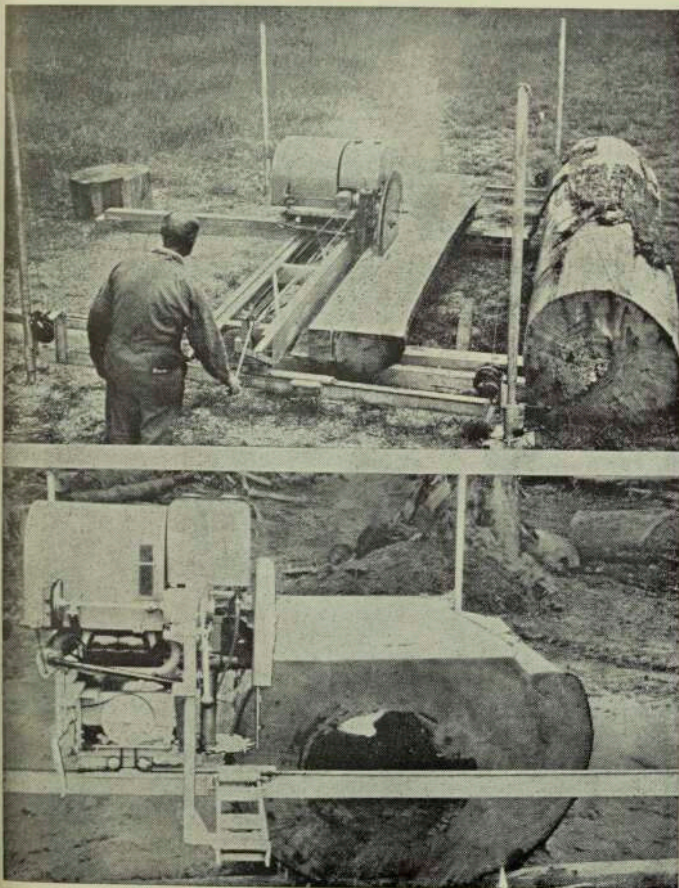
As far as northern development of the island is concerned, latest statements on the area were made in Koumac early February by representatives of the SOMMENI company, flown out from Paris and accompanied by top members of the French Administration from Noumea.

Governor Louis Verger was supported by eight public service chiefs and other officials when he flew north

to announce project details to the inhabitants of Koumac. (The town is 250 miles north of Noumea, on the island's west coast.) The governor was joined on the trip by seven representatives of French companies involved in the SOMMENI joint venture, formed by French COFREMMI (Patino subsidiary) and Pechiney-Ugine Kuhlmann, together with Swedish Granges.

To the Noumea press, this heavy battery of public servants accompanying the governor and mining executives indicates a mighty public relations effort which they code-named "Operation Persuasion"—to try to convince the Caledonians that this time the Administration meant what it said, that the project would come off.

President of the SOMMENI consortium, Mr Rene Michel, announced the expected timetable for his group's project: 1973—port and factory site studies scheduled, with the first call



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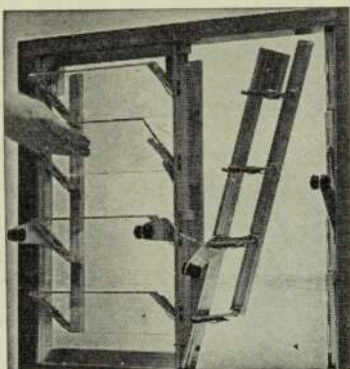
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for tenders and placing of orders; work to begin in the second half of this year; 1974—construction of port and factory to proceed; 1975—end of construction work and beginning of production with the first metal output planned for December, 1975.

The project manager, Mr Jerome Pelissier-Tanon, pointed out that the new factory was planned to produce 36,000 tons of ferronickel per year. French public service chiefs amplified the company's statements by describing the ore reserves—eight years' supply to be mined first from the rich (3 per cent) Tiebaghi area, then 17 years' supply from poorer reserves (2.3 per cent) at Poup.

Members of the French Administration also explained how they envisaged future urban development, which would increase Koumac's population from the present 200 to 5,000 dwellings. The whole discussion of the transformation Koumac residents could expect was attended by French heads of the Caledonian departments of mines, lands, agriculture, youth and sports and other officials.

Several members of the island's Territorial Assembly attended this unravelling of plans for the new nickel factory, but local TV and press coverage showed that Caledonian-elected representatives have only a minor role to play in Paris plans for the territory. It was officially announced that the Koumac development plan would be submitted to the local municipal council in early March, but the project will not be submitted for approval by the Territorial Assembly until May. In the meantime, it is planned to call for the first tenders in April, with construction of the first dwelling to begin by the end of this year.

Second bid for oil in Tonga

Drilling for oil on Tonga's main island of Tongatapu, on land and off shore, suspended early in 1972, will be resumed in June. A consortium of six companies started exploration in 1971 and drilled two holes. Work was suspended when Tonga Shell MV Ltd, a major partner in the consortium, pulled out. Ampol has taken over half of Tonga Shell's shareholding, and the other half is expected to be acquired by one of the other remaining companies—Republic Mineral Corporation, Gulf Oil, British Petroleum or Aquitaine—or a new company before drilling resumes. Tonga believed it had joined the oil-rich kingdoms when oil was discovered seeping through the ground but, so far, drilling has drawn a blank.

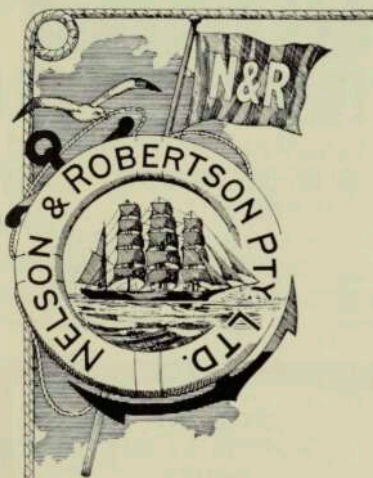
Islands affected by dollar changes

The Pacific Islands had barely sorted out the effects of the December 23 revaluation of the Australian dollar when they were hit, on February 12, with devaluation of the US dollar. Japan floated the yen next day and it appreciated. Australia and New Zealand "stood pat", in effect devaluing against the yen and revaluing against the US dollar. To complicate matters further, sterling, which has been floating since the middle of 1972, continued a weakening trend. In relation to the Aus-

tralian dollar it devalued 7 or 8 per cent. Fiji, tied to sterling, found its currency devalued against the Australian dollar.

Preliminary assessments suggested that most Island groups would have to pay more for their imports, but their exports would earn less. In some areas there were minor gains.

The net effect of Australia's December revaluation and the "stand pat" of February, meant an effective revaluation of 20 per cent against the US dollar. Bougainville Copper can expect a 20 per cent cut in earnings, unless the contracts, most of them written in US dollars, are rewritten. This company, however, will now be



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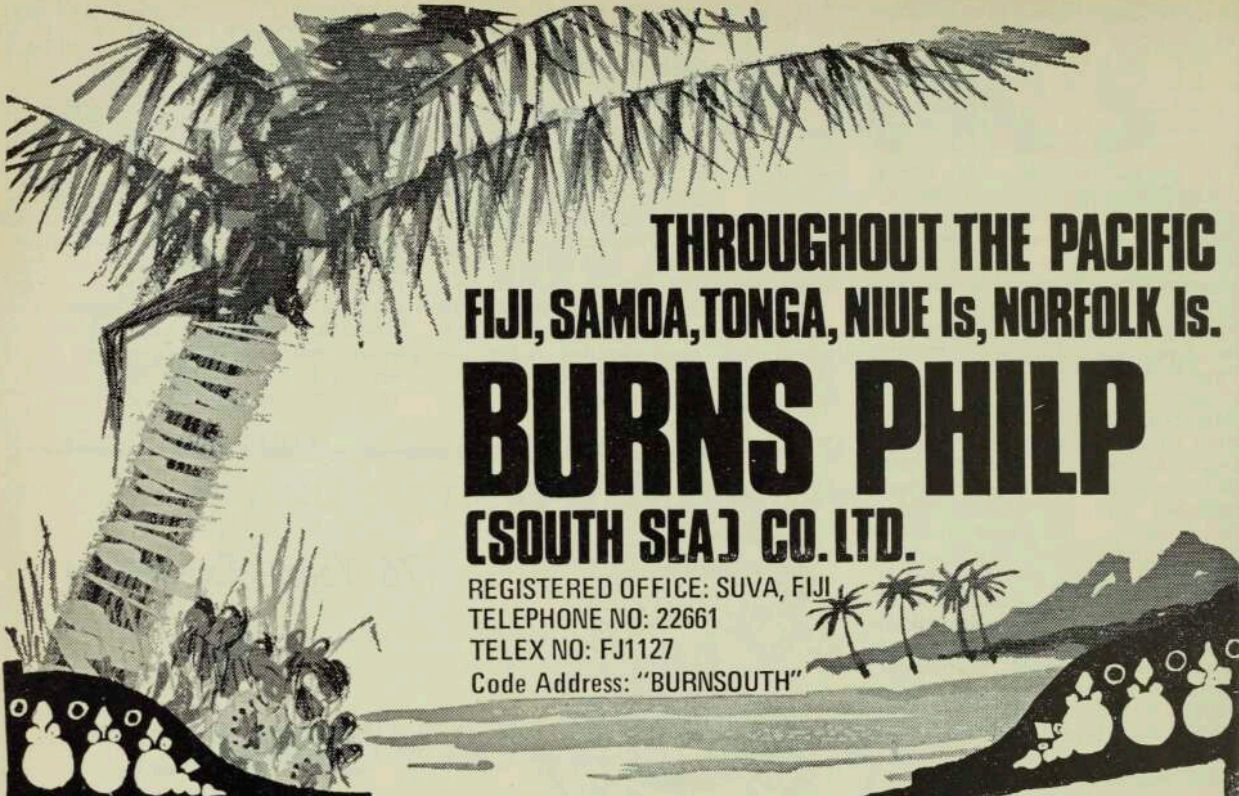
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able to make lower repayments on foreign loans.

Primary producers in Papua New Guinea and the BSIP will earn less in their traditional markets in the UK, and also in the US. Imports from those areas will be cheaper. Imports from Japan will be dearer, but exports will earn more than before the yen floated.

Fiji's Finance Minister, Mr Charles Stinson, held Fiji on parity with sterling, at least till a central monetary authority is set up. Legislation to set up the authority is before parliament. He said revaluation would mean lower prices for sugar and copra. Holding the same parity meant higher prices for imports from Australia, New Zealand, Japan, Malaysia and Singapore. He suggested that importers might have to look outside the traditional sources of supply—ie buy from the US and the UK instead of NZ and Australia.

Fiji will have to pay more for Japanese imports for the tourist trade. As Fiji will become cheaper for Australian tourists this might make up some of the difference. But Americans will have to pay more for a South Pacific holiday and could lose some interest in dearer duty-free goods.

New Caledonia and French Polynesia devalued 4.9 per cent against Australian currency, but revalued about 5.5 per cent against the US dollar, to put themselves in the same position as Fiji. American Samoa is in the same position as the US—dearer imports and cheaper exports. Western Samoa made no moves, and that country's exchange rates were unquoted, at least for nine days after US devaluation.

The Cook Islands, which uses NZ currency, is in the same position as New Zealand. Her exports will be dearer and her imports cheaper. Tonga applies its own exchange rate to foreign transactions, which are conducted in Australian dollars, and made no announcement about the possible devaluation/revaluation moves.

The future of several South Pacific currencies is uncertain. Australia may yet have to revise its decision not to move in face of criticism within the Cabinet and from commerce and agriculture. An exchange rate for sterling could be fixed at any time, and Fiji may soon be able to fix its own rates.

The currency "crises" of December and February created business tension, with external dealings in countries affected practically coming to a standstill. In the latest crisis Fiji's trading banks closed, except for internal business and issuing travellers' cheques, from Feb 13 to 16.

Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Australian dollar (February 20) equals New Zealand, \$1.0689 (buying), \$1.0644 (selling); Fiji, \$1.1692, Western Samoa, unavailable; US, \$1.4191, \$1.4143, UK, 58.4624 np, 58.0551 np; French Pacific, 121.03 FP francs; Tonga unavailable.

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, \$127 per ton; FMS, \$124 per ton; smoke-dried, \$122 per ton.

FIJI:—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Prices recently were: 1st grade, \$97.25, 2nd grade, \$87.25, CAS, \$67.25.

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\$71.05 1st grade, and T\$59.05 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, \$70, 2nd grade, \$66; 3rd grade, \$56 per ton, BSIP ports (Honiara, Yandina and Gizo).

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

EXCHANGE RATES

FIJI.—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank. Sterling £ on Fiji \$, buying £1 = \$F1.98, selling £1 = \$F2.00. Aust. \$ on Fiji \$, buying \$A0.93 = \$F1, selling \$A0.95 = \$F1.

WESTERN SAMOA.—Unavailable at time of going to press due to state of flux caused by US devaluation.

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 February 21, quoted: Selling, Noumea and Papeete, Pac francs to the \$Aust., 120.58 (commercial—export and import transactions), 119.10 (financial)—nearly all other transactions. Paris-London: Buying 11.4650 francs to the £ (commercial); 11.6650 francs to the £ (financial). Also £ equals 207.8181 (buying), 207.2727 (selling) Pac. francs; 5.50 CFP to 1 metropolitan franc.

Banks should be approached for daily quotes.

NEW HEBRIDES:—Copra sold direct by planters to France and Japan. Official market price on February 1 was \$45. Marseilles 105 French francs (per 100 kilos) February 16.

COOK IS.—Copra goes to Abeis, Ltd., of Auckland, who operate NZ's copra crushing mill. Prices for January to March, packed shipping weights f.o.b., were fixed at \$NZ95.76 1st grade, hot-air dried, \$NZ93.79 1st grade, sun-dried, and \$NZ92.35 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 February 21 (Feb/April shipment) was spot £stg319.00 ton, c.i.f.; UK, Continent.

February 21, Quote No. 1: In store Rabaul, export quality, \$500 per ton, delivered ex wharf Sydney \$560. Quote No. 2: Best quality in store NG ports, \$490 (March shipment).

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

COFFEE.—PNG: February 20, 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.—\$700 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 Feb. 8 were: No. 1 RSS (Malayan cents a kilo f.o.b.), February, 127.00-119.75; March, 127.75-120.75; April, 128.25-121.50.

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

COPRA.—LONDON, Feb. 14, Philippines, in bulk, \$US242 per long ton, c.i.f.

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	Breckwoldt & Co. (S.I.) Ltd., Honiara.	Carpenter Shipping Agencies, Port Moresby, Rabaul, Lae, Madang.	



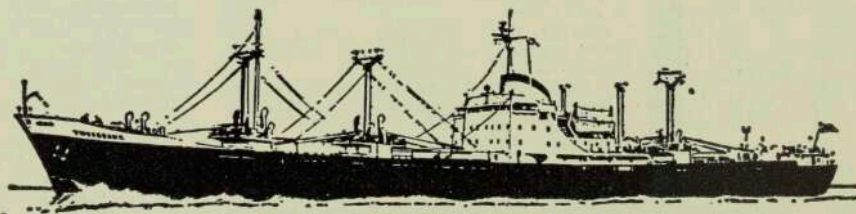
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CONTINENT**



U.S. GULF/AUSTRALASIA VESSELS CALL AT FIJI WHEN REQUIRED



FOR PARTICULARS APPLY:

THE BANK LINE (AUSTRALASIA) PTY. LTD., SYDNEY, N.S.W.

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).

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).

Charqueurs 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 calling from Australia and New Zealand calling at Suva,

Lautoka, Tonga, Vila, Noumea, Pago Pago, Tahiti, Apia, Vavau.

Details: Shaw Savill Line, 8a Castlereagh 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 - NEW ZEALAND - TAHITI

South Pacific United Lines with "Lara Viking" operate a regular service from Melbourne, Sydney, Noumea, Suva, Lautoka 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); Intercean 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); Intercean 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, Lae, Madang, Wewak, 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); Intercean 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); Intercean 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

New Zealand Unit Express (CNC, MOL, RIL) operates a three-weekly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaohsiung, Keelung, Hong Kong.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

Royal Intercean 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 Intercean Australia Services, 261 George Street, Sydney (2-0573); Burns Philp (SS) Co. Ltd., Suva and Lautoka.

FAR EAST - PNG - BSIP

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).



INTEROCEAN-NEW ZEALAND LTD.

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EUROPE - TAHITI - W. SAMOA - FIJI - N. CALEDONIA - BSIP - PNG - NZ

Nedlloyd Lines offers regular sailings by fast, modern cargo vessels from Europe via Panama to Papeete, Apia, Suva, Lautoka, Noumea, Honiara, Port Moresby, Rabaul, Lae, Madang and New Zealand.

Regular sailings by carcarrier from Europe to Papeete, Noumea and Australia. 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, owned by Cook Islands Shipping Co. Ltd., operates three-weekly freight service between Auckland and Rarotonga with occasional calls at Aitutaki and Lyttelton.

Details: Silk and Boyd, Box 131, Rarotonga, or CIS Co., Box 448, Auckland.

Jeanne Philippe, on charter to Gammon-Milne, calls monthly at Whangarei and other NZ ports en route to Rarotonga.

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 Unilines 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 28 days. Details from Sofrana-Unilines, 363 George Street, Sydney (29-2385) and Burns Philp, 340 Collins Street, Melbourne (678941).

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 II, 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 Brisbane and 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, Kietia, Dhayapura and Yandina. Sailings from UK/Continent in Feb./May/Aug. and Nov. will be via South Africa, but all other sailings will be via Panama and will call direct at Papeete and Noumea before Port 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 (27-2041).

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 I 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 Manuvai and Manutea, for general cargo and passengers.

Details: Silk and Boyd, Rarotonga, Ets Donald, Papeete.

MORE PORTS / MORE OFTEN

with

KARLANDER

KARLANDER NEW GUINEA LINE: Serving; Pt. Moresby, Samarai, Lae, Madang, Rabaul, Wewak, Manus Is., Kietia, Honiara, Yandina, Gizo, Vila, Norfolk Is., and Lord Howe Is.

KARLANDER KANGAROO LINE: Serving; Los Angeles, San Francisco, Auckland, Melbourne, Suva, Lautoka.

AUSTRALIAN TERRITORY LINER SERVICES: Serving; Melbourne, Sydney, Newcastle, Brisbane, Weipa, Gove, Thursday Is.

Managing Agents

KARLANDER (AUSTRALIA) PTY. LIMITED

19-31 Pitt Street, Sydney

General Agents

Brisbane: F. H. Stephens Pty. Ltd.
Melbourne: F. H. Stephens (Vic.) Pty. Ltd.
Pt. Moresby: Carpenter Shipping Agencies.
Samarai: Burns Philp (N.G.) Ltd.
San Francisco: Transpacific Transportation Co.
Los Angeles: Transpacific Transportation Co.
Madang: B. J. Back Pty. Ltd.
Yandina: Levers Pacific Plantations Co. Ltd.
Santo: Burns Philp (N.H.) Ltd.
Lord Howe Is.: R. Wilson, Leanda Lei.
Thursday Is.: Torres Industries Ltd.

Manus Is.: Edgell & Whiteley Ltd.
Rabaul: Rabaul Trading Co. Ltd.
Honiara: E. V. Lawson Pty. Ltd.
Kietia: Breckwoldt & Co. Pty. Ltd.
Lae: N.G.G. Trading Company.
Wewak: Burns Philp (N.G.) Ltd.
Fiji: Burns Philp (S.S.) Ltd.
Gizo: British Solomon Trading Co.
Vila: Burns Philp (N.H.) Ltd.
Norfolk Is.: Burns Philp (S.S.) Ltd.

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 DC8s, 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 Sydney 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).

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 Hong Kong via Port Moresby on Sundays; returns from Hong Kong to Sydney via Manila and 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.

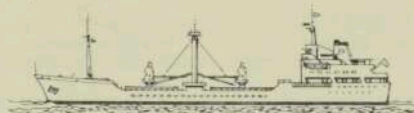
PACIFIC-FAR EAST

NAURU - MICRONESIA - JAPAN

Air Nauru operates a weekly service Nauru-Ponape-Guam-Okinawa-Kagoshima and return. Details: Air Nauru, Nauru Government Office, 227 Collins St., Melbourne.

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ships go directly to Melbourne or Sydney. And there's also a direct Sydney/Brisbane Lae service. Next time you freight choose the service that serves you best.

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CONPAC AGENTS: Sydney, 7 Bridge Street, Phone 2 0547 Brisbane, 133 Mary Street, Phone 31 0391 Melbourne, 340 Collins St., Phone 67 8941 Port Moresby, Musgrave Street, Phone 2369 Lae, Terminal, Phone 4 2269

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AUSTRALIA-PACIFIC ISLANDS

(For other schedules touching these islands see also trans-Pacific services).

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 Melbourne 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 12 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 7.00 am Port Moresby to Honiara direct and

returning same day to connect to Cairns, Townsville, Mackay, Brisbane and arriving in Sydney at 7.50 pm Tue. On Thurs., TAA Fokkers fly Townsville, Cairns, Port Moresby and return same day 12.00 pm Port Moresby, Cairns, Townsville, Mackay, Rockhampton, arrive Brisbane 8.30 pm.

Ansett, with a DC9, operates Wed. service Cairns-Port Moresby-Cairns-Townsville, and with a Fokker, a Thursday service Port Moresby-Cairns.

TAA has Fokker, DC3 and Twin Otter aircraft available for charter.

NEW ZEALAND-PACIFIC IS.

(See also trans-Pacific services).

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 operates a DC10 service from Auckland to Nadi on Tuesdays and Wednesdays, returning same days.

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.

Additional services Norfolk/Auckland on March 7 and 14 and returning March 8 and 15.

AUCKLAND - SYDNEY - SINGAPORE

Air-NZ, with DC8s leaves Auckland via Sydney for Singapore on Tuesdays and Saturdays and returns same days.

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 Thursdays and Sundays to Rarotonga and returns to Nadi Thursdays and Sundays.

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 Fridays and alternate Mondays and returns to Suva via Funafuti and Nadi on Saturdays and alternate Tuesdays.

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.

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.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S—Sandefjord, Norway.

MOTOR VESSELS "THORSISLE" and "THOR 1"

Regular Freight and Passenger Services between Pacific Coast Ports of U.S.A. and Canada and

TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA NEW HEBRIDES

GENERAL STEAMSHIP CORPORATION LTD.

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APIA—Burns Philp (South Sea) Company, Ltd.

PAPEETE — Agence Maritime Internationale Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

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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 three services weekly from Apia to Tonga on Mon., Wed., Fri. Return service from Tonga on Tues., Thurs. and Sat.

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 charter services to Wallis and Futuna Is.

Details: Fiji Air Services. P.O. Box 1259, Suva (22-666).

FIJI - W. SAMOA - COOK IS.

Polynesian Airlines (chartered by Air-NZ) with HS748s, operates on Thursdays and Sundays from Nadi to Rarotonga, via Apia (technical stop), returning via Aitutaki and Apia. These flights cross 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 7.00 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, Kiefa, Munda and Yandina, returning Wednesday and Sunday.

TAA Fokker Friendship leaves Port Moresby direct for Kiefa Mon., Wed., Fri. and Sat. returning Wed., Fri. and Sat. direct and via Buka, Rabaul and Lae on Tue. and Thurs. Kiefa, Moresby via Rabaul 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



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 SUVA: Burns Philp (South Sea) Co., Ltd.
 LAUTOKA: Burns Philp (South Sea) Co., Ltd.
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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 Polynésie, 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, Taveuni, Nadi, Suva 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 twice weekly Mon. and Fri. dep. Nausori 0900 arr. Lakeba 1025, dep. Lakeba 1040, arr. Nausori 1200. Charter flights operate to anywhere in the South Pacific.

Details: Fiji Air Services, P.O. Box 1259, Suva (telephone 22-666).

FRENCH POLYNESIA

Air Polynésie, 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 Polynésie, 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 Widgons, operates charter services for the Marshalls district, based on Majuro.

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Further details from T.A.L., P.O. Box 108, Goroka, Papua New Guinea.

Macair throughout the territory.

Bougainville Air Services operates daily

throughout Bougainville. Details: Arawa, Phone 956-159; Buka, Phone 16. Box 298, P.O. 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 (Londore), Erromanga, Tongoa, Anietyum, 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.

Seifing independence

Continued from p 10

Mr Semare said his country, when independent, could be a good bridge between the Association of South East Asian Nations (ASEAN) and the Pacific. Speaking to reporters after a three-day visit to Malaysia he said: "We don't know whether to go Pacific or Asian. We can be a good bridge between ASEAN and the Pacific, Australia and New Zealand."

Meanwhile, politics being in the air with a vengeance, the Speaker of Papua New Guinea's House of Assembly, Mr Barry Holloway, has

called for the abolition of the party system of government.

He will send his views on the need for "a one-party, all-party or no-party government" to the constitutional planning committee which will decide how Papua New Guinea should be run after self-government in December this year.

The Deputy Chairman of the committee, Father John Momis, said the committee had planned to consider a one-party or no-party State but had not done so yet.

Mr Holloway believes that recent events have made it clear that what divides the people of Papua New Guinea is not parties or policies but regional differences and inter-tribal tensions.

He said that on the major problems all the parties were united.

He said the problems that members see are not altered by party allegiance, nor are they affected by minor changes in the emphasis of policies.

"Our problems are objective, our aspirations are very similar, and yet we are divided so that a disagreement between the members from one area and their leaders could split the government or the Opposition apart. In these circumstances, party politics seem to me to be expensive, unnecessary, troublesome and an alien luxury—if not an obstruction to development and an expression of our peoples' true aspirations."

He said party politics had helped goad the Australian administration into altering the *status quo* but now Papua New Guinea should return to Papua New Guinea ways—planning the future through "discussion to consensus and united action."

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Deaths of Islands People

Mr Heath Hemphill

Mr Heath Hemphill, secretary of the Defence Club in Suva for many years, died on February 18, aged 62. Mr Hemphill was born in New Zealand and joined the Bank of NZ staff in Suva in 1937.

After naval service in World War II, he worked at Tavua and then became Defence Club secretary. He was also secretary of the Suva Chamber of Commerce, and for a time was secretary of the Fiji Federated Chambers of Commerce.

He was an enthusiastic yachtsman. He leaves a widow and a son.

Papalii Poumau

Papalii Poumau, MBE, a former member of the Western Samoa Public Service Commission, has died in New Zealand. After his retirement he went into politics and was elected to Parliament. He was Minister of Education in the Mataafa Government.

A. Lagolago

Asiata Lagolago, one of the senior members of the Parliament of Western Samoa, and former minister, has died suddenly, aged 58. He entered Parliament in 1957 and remained an MP till his death.

He was Minister of Agriculture from 1960 to 1964. Subsequently he served as chairman of the Bills Committee and the Public Accounts Committee. Asiata worked as a teacher from 1934 to 1942. He then returned to his village and lived privately till his election to Parliament.

He leaves a widow and several children.

Mrs Titana Tangi

Mrs Titani Tangi, believed to be the oldest inhabitant of the Cook Islands, died at Penrhyn on February 5. She was believed to be more than 100. Mrs Tangi (or Mama as she was known), was the youngest daughter of William Marsters, who settled on Palmerston Island about 1860. She and her husband spent many years on missionary work in the Cook Is. She leaves children, grandchildren, great grandchildren and great-great-grandchildren.

Apisai Toga

Apisai Toga, one of a crop of prominent Fijian rugby footballers who turned to Rugby League over-

seas in the early 1960s, died suddenly in a Sydney hospital on January 30. It is believed he had a virus infection, but the results of a post mortem were not expected to be known for about six weeks.

Apisai, a big powerful, raw-boned forward, came from the village of Saulaka, near Nadi. He played rugby for Fiji in the First South Pacific Games in 1963. Early in 1964 he went over to the cash ranks, joining Rochdale Hornets in Lancashire. He did not like the cold weather of the north of England, so transferred to St George, in Sydney, in 1968.

He was a member of a talented rugby family. An elder brother, Sela Toga, represented Fiji and was one of the best loose forwards produced in the country. A younger brother, Inosi, plays Rugby League for St George, generally in the lower grades.

Tributes to Apisai were paid by Sydney Rugby Union and Rugby League identities.

Mr Wallace McQueen, secretary of the Australian Rugby Union—"He was a rugby player to begin with and proved to be a fine advertisement for the game and the nicest of people".

Apisai's body was flown back to Fiji for burial.

Fr J. Halbwachs

A French-born missionary, who worked for 63 years in the Solomon Islands with only one leave period, when he went to his order's religious house in Sydney, Father Joseph Halbwachs SM has died at Rua Vatu mission station on Guadalcanal, a few weeks before his 91st birthday. After his religious profession at

Strasbourg in 1909, Fr Halbwachs left for the Solomons and never returned home.

Mr T. Manner

Wuvulu islander and former Rabaul councillor, Mr Timio Manner has died in Rabaul at the age of 56.

The son of a Dutch medical assistant, Mr Manner went to Rabaul in 1927 and, after spending five years at the Malaguna Technical School, joined the Agricultural Department. He was at Salamaua when the Japanese invaded New Guinea and, along with Europeans, went into the bush and worked with the Army and ANGAU until the war ended.

Mr D. W. Sullivan

Widely known in the Islands as an island agent, Mr Denis Winston Sullivan, chairman of the Sydney-based firm of C. Sullivan Holdings, died in Sydney on February 24 after a long illness. He was 54.

Born on Norfolk Island where his father, Mr Charles Sullivan, had a grocery store before branching out as an island agent, Mr Sullivan was educated in Sydney and joined his father's company in the 1930s. His career as an island agent was interrupted by World War II and he served with the Eighth Division in the Middle East. He rejoined the company after the war and built up a reputation in the Islands, as his father had done before him, as a "square dealer", making many friends.

He leaves a widow, two sons, a daughter and one grandson. The funeral was held privately in Sydney on February 26.

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ROCKS AHEAD IN MICRONESIA TALKS

The seventh round in the negotiations between Micronesia's Joint Committee on Future Status and the United States is expected to open in Washington in May.

The last round of talks, held in Hawaii, ended suddenly on October 6 when the United States refused to discuss the Micronesians' new request for the negotiations to include independence as a goal.

There is little indication of any change of attitude on anybody's part. The United States has maintained silence. The Micronesians seem to have become more bitter. Latest comment was contained in a release from the Congress office.

"What has brought the 'economic question' home to many Micronesians," the release said, "is their inability in the last four years to negotiate a political status of free association with the United States, an arrangement which most Micronesians felt to be more favourable to United States interests than their own. The Micronesians leaders are now realising that the United States is prepared and intends to stall the negotiations until the Micronesians make more concessions."

Another bone of contention chewed by the congress was the alleged refusal of the United States to allow the President of the Senate to serve as Deputy High Commissioner. A resolution demanding this was passed by the House of Representatives on February 13. It was proposed by Representative Olkerei who declared "The people of Micronesia will eventually get fed up with the United States if it continues to ignore our wishes and desires in the development of these islands . . . America must understand that colonialism and paternalism have no place in Micronesia today."

Another rock on which the talk might founder is separate status for the Marianas. The committee's attitude is hardening against separate negotiations as evidenced by a resolution in the senate by Salii who claimed that "the Congress of Micronesia, through the Joint Committee on Future Status, is the sole authority in the Trust Territory of the Pacific Islands which is legally authorised and empowered to conduct negotiations with regard to the future political status of the Trust Territory including all parts thereof".



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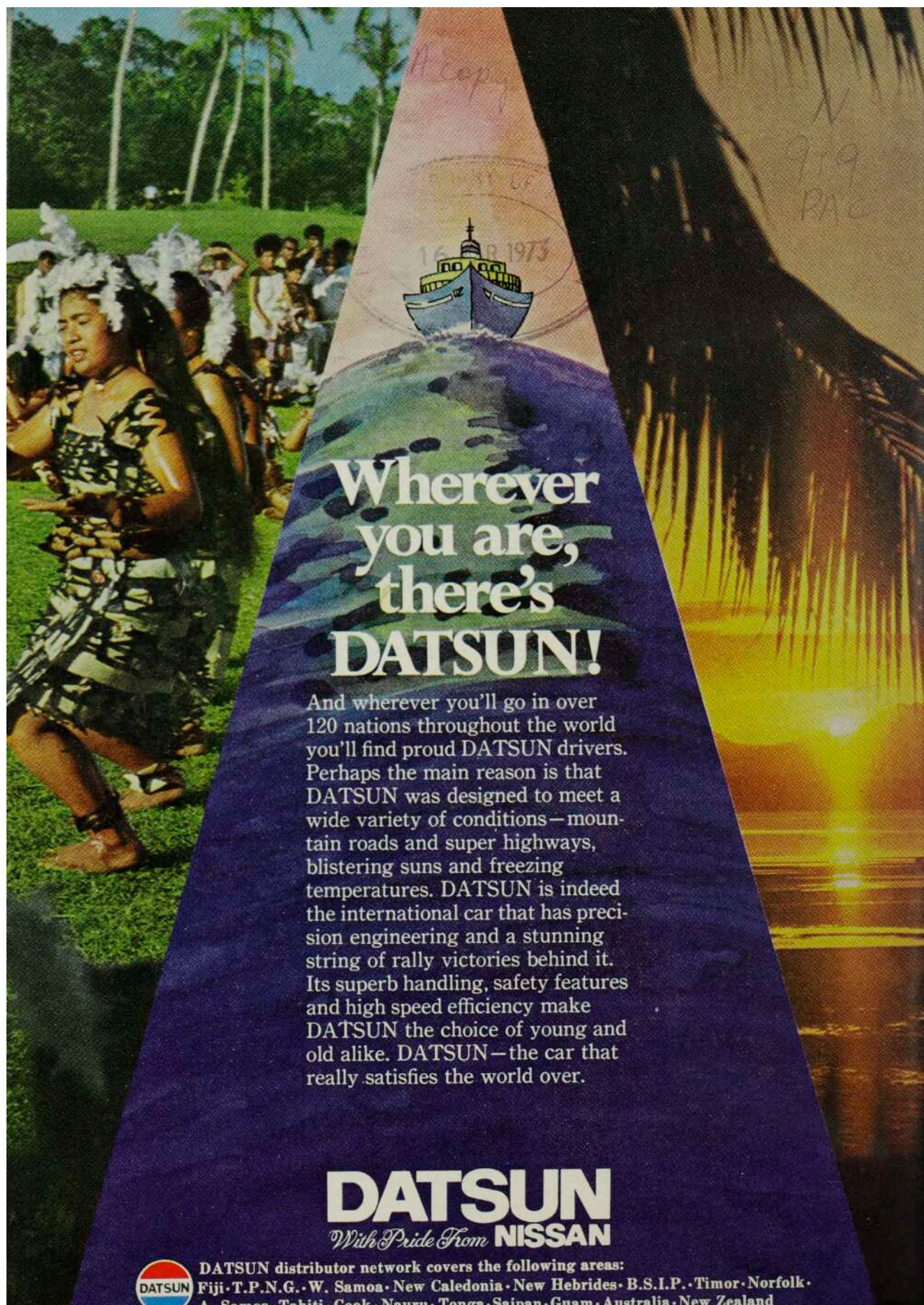


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