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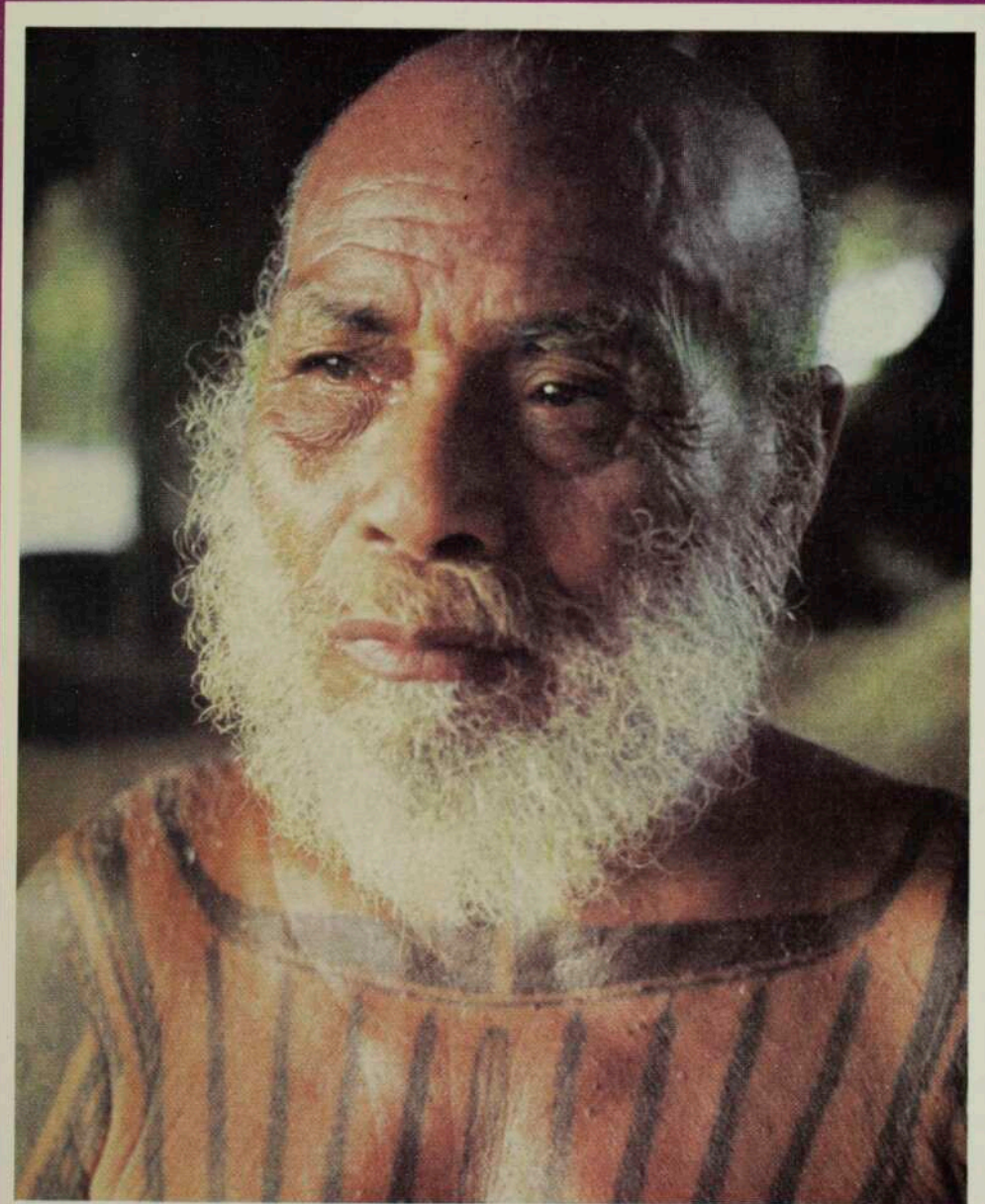
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Pacific Islands Monthly

NEWS MAGAZINE OF THE SOUTH PACIFIC



APRIL, 1973

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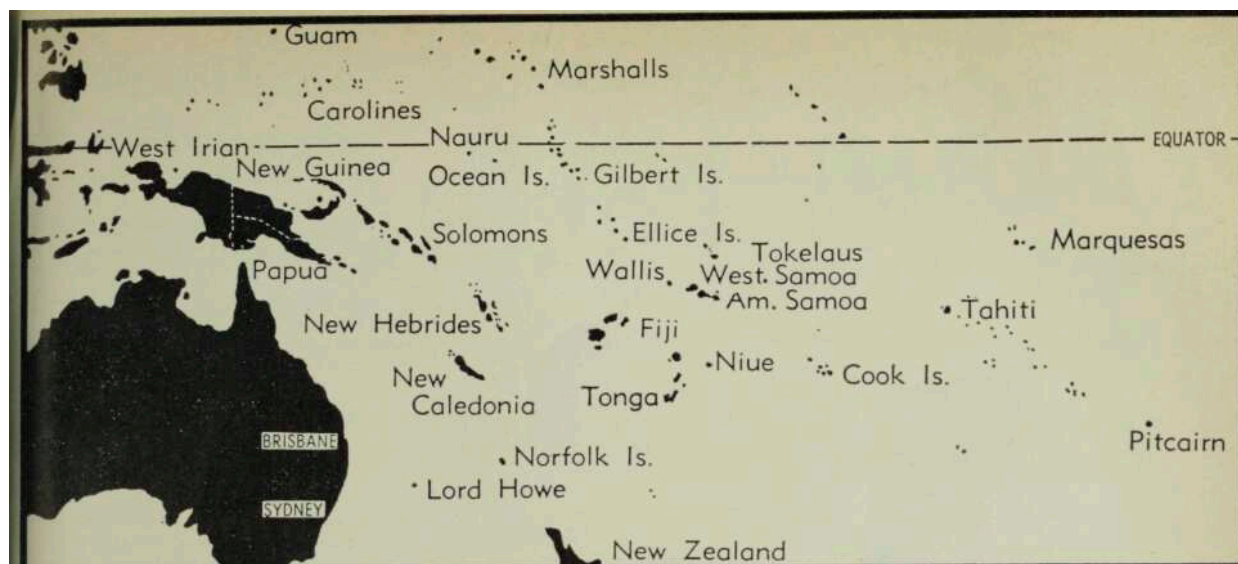
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Vol. 44. No. 4. April, 1973

Pacific Islands Monthly

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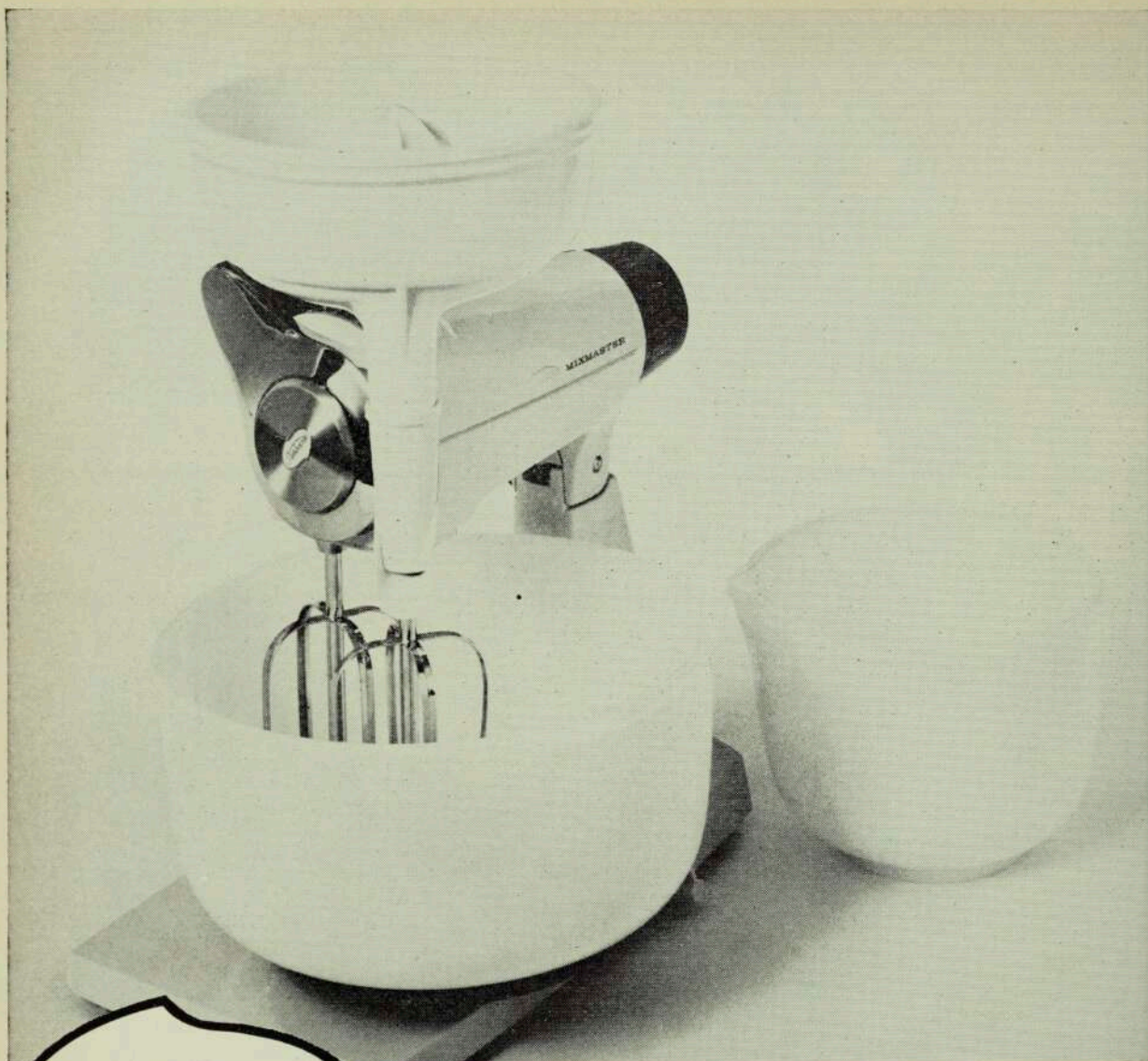
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OUR COVER

This Yapese, the Chief of Fossari on Ulithi atoll in the Yap District of the Western Carolines, has his whole life behind and in front of him. His life story is told in the tattoos on his body. This striking study is the work of photographer Norman J. Quinn.



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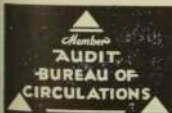
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PACIFIC ISLANDS MONTHLY—APRIL, 1973



Up Front with the Editor

THE Sydney Morning Herald reported: "The Colonial Sugar Refining Company has entered upon an undertaking of great magnitude, for the purpose of developing the sugar-growing resources of the Fiji Islands. Their scene of operations is on the Rewa River, about 12 miles from the ocean, where a considerable area has been planted with young cane in the last few months. Before long there will be a small colony of Europeans and natives in the employ of the company. The steamer Fiona leaves Sydney immediately with 20 mechanics and about 60 labourers to commence the work of erecting a large sugar mill on the banks of the Rewa."

I was in Fiji the other day and saw, again, that now-rusted shell of the sugar mill on the banks of the Rewa, at Nausori—built in 1882, and closed in 1959 because its output could not compete with the better yields of the CSR's four other Fiji mills built or acquired later.

And now, this month the last page turns on the whole volume of CSR's history in Fiji. On April 1 the "undertaking of such magnitude" which began with the Nausori mill, is handed over to the Fiji Government and 90 years of CSR in Fiji ends. The new Fiji Sugar Corporation takes over the assets of South Pacific Sugar Mills, which is CSR's operating subsidiary in the South Pacific dominion.

It's been a painless changeover. CSR itself decided to withdraw and sell; CSR men still in Fiji will phase themselves out; CSR will continue to lend a hand at marketing. But it's not CSR's show now, and nobody with any sense of history can fail to mourn the end of an era. The sugar industry made Fiji.

An American, David Whippy, before the arrival of the CSR, established the first mill in Fiji. That was in 1862 on Wakaya Island. Other mills followed in various parts of Fiji and the growing of cane became more widespread.

But in 1884 there came a world sugar slump (and not the last of them), which wiped out most of the Fiji mills. The CSR's Nausori was one of the few that survived, and the CSR added the Rarawai mill in 1886, Labasa in 1894 and Lautoka in 1903. Penang, the fifth mill, was not bought until 1926, having been one of those established before the company had come to Fiji. From 1926 the CSR became the only miller in Fiji.

Half of Fiji's citizens today have an Indian background, mostly as descendants of labourers brought to the Fiji canefields under an indenture system which began in 1879 and was abolished in 1916.

Many people assume it was the CSR which brought in the Indians, but as the dates show, the indentured system was already in operation before the CSR went to Fiji. The system was introduced by Sir Arthur Gordon, Fiji's Governor of the time, and had been in operation for many years before that in other British colonies.

The labourers were indentured to the Fiji Government. They bound themselves to work where directed for five years for wages and accommodation. Each man could work for another five years for anybody he pleased and was then entitled to free passage for his wife and family. About 62,000 Indians were brought to Fiji under the system and only about a third asked for repatriation.

It was the CSR which "freed" the labourers and set the pattern of individual farming which has become the backbone of the Fiji agricultural economy.

CSR once owned or leased the land and produced the cane for its mills with the aid of this hired labour. Then it began leasing its estates to independent farmers, particularly to former senior employees. This failed because of the shortage of labour after the indenture system was abolished. Similarly the CSR failed

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in an effort to establish a settlement scheme.

Finally it decided to take the major step of dividing its estates into small blocks averaging only about 11 acres, and leasing them at low rentals to Indians who were then helped in many ways to establish themselves. CSR guaranteed to take the cane.

"The boldest experiment in colonial agriculture during the present century," said an authority. Most people said it wouldn't work; the Indians weren't up to it. In 1925 Indian tenants were cultivating 10 per cent of the CSR cane lands compared with the company's 52 per cent; by 1934, after the new system had been established, Indian tenants were cultivating 53 per cent compared with the company's six per cent. And that soon dropped to less than three per cent.

The CSR scheme gave the Indians economic independence; a chance to start out on their own. The CSR, in short, developed social and economic stability in the colony through the creation of a body of small, independent farmers. It also kept individual farms to an economic size thus avoiding the fragmentation which brought troubles to Asia. And by its constant supervision and help — the key to CSR's activities for the small holders—it improved Fiji's farming practices and soil fertility.

Here was enlightened self-interest at work. Stable and efficient agriculture was to the advantage of the CSR, the farmers and the Fiji Government, and has remained so.

More than 15,000 farmers are dependent on sugar—plus of course their families. And there are 2,500 workers in the mills.

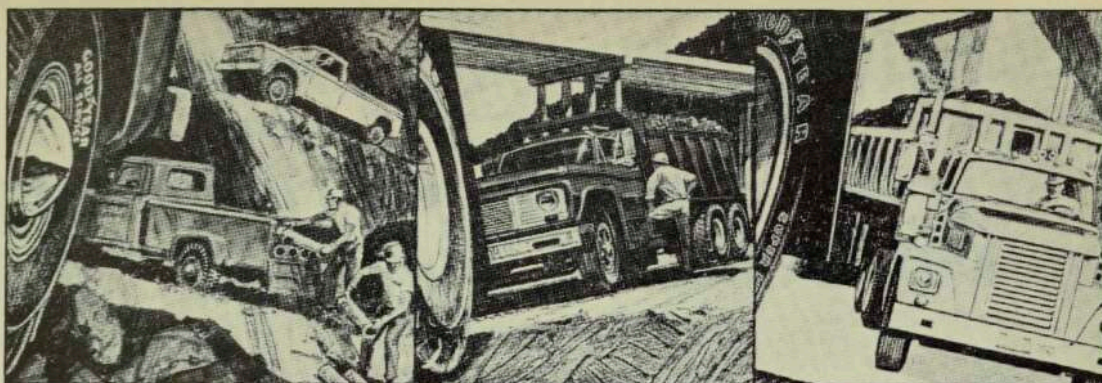
So the CSR's work has come to an end.

In Fiji the other day I found some apprehension that the traditional efficiency established by the CSR might come unstuck now that the government is boss. That millworkers might take advantage of the new ownership and go slow, or pull off wildcat strikes of the type that have become increasingly a part of Fiji's industrial scene lately.

The apprehension might be uncalled for. Perhaps it's only a case of first night jitters.

But it won't be CSR's worry.

—Stuart Ind



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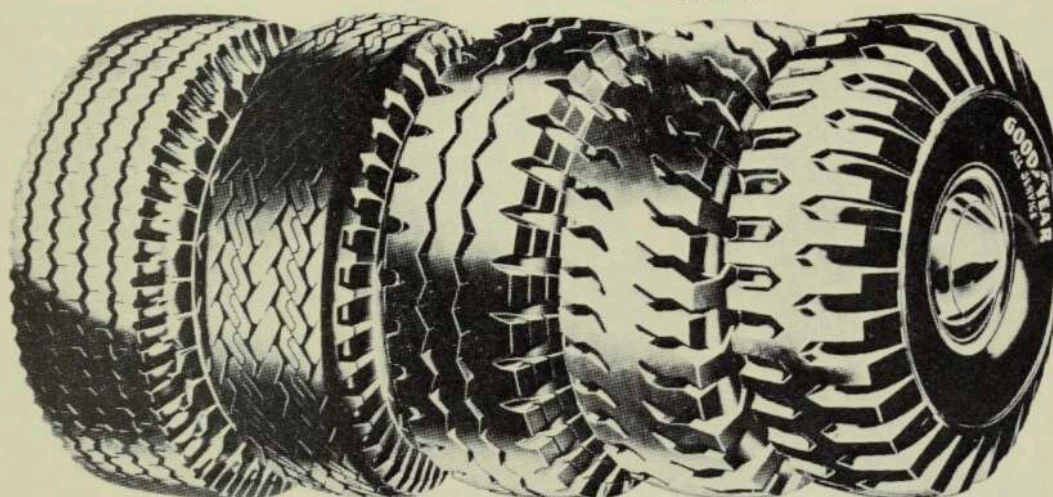
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Pacific Islands Monthly

STOMACHS, CARS AND LIQUOR BARS LOOMED LARGE IN SAMOA ELECTION

From FELISE VA'A in Apia

Western Samoa's parliamentarians had no doubt, once they had been elected themselves, who they wanted as Prime Minister. With three to choose from, the outgoing Prime Minister, Tupua Tamasese Lealofi IV, Fiamē Mataafa Faumuina Mulinu'u II, whom Tamasese ousted in 1970, and young Tupuola Efi, more than half of them voted for Mataafa, giving him his most resounding victory of the three he has won out of the four contests since independence came in 1962.

For once the street and bar gossipers were on the ball. Though many professed, before the March elections, ignorance of political trends, they were surprisingly in accord with their criticisms of the outgoing government.

Autonomists' comeback

The autonomists in both French Polynesia and New Caledonia (see story on opposite page) are coming back. Their champions have gone back into the National Assembly, reversing the trend which put the anti-autonomists into power in the two Territorial Assemblies.

But it was a near thing in French Polynesia. Autonomist leader Francis Sanford has squeezed back as Deputy in Paris with more than 48 per cent of the votes in the face of a strong challenge from Gaullist leader Gaston Flosse, President of the newly-elected Territorial Assembly, and labour union leader Charles Taufa.

But Sanford's victory came only in the second round and all French Polynesia was waiting for him to choose—a return to Paris on less than his own terms, or political oblivion. Last month (PIM, March, p 7) he laid his future on the line. He told PIM's man, Jim Boyack, that if he was not elected in the first round "it would no longer be necessary that I be in the Territorial Assembly". He added that he might even resign from the mayoralty. He also hoped to poll "something in the neighbourhood of 54 per cent" of the votes. Well, he polled more than 48 per cent, which gave him the victory.

To resign would be to hand French Polynesia on a plate to the Gaullists. With those who think like him winning in New Caledonia, he decided to hold on to what he has got. At any rate, 48 per cent of the people of French Polynesia's 120 islands put their faith in him. He could hardly hand back his mandate.

Those criticisms proved to be the death-knell of Tamasese's chances of returning to power.

High on the list was the Tamasese government's unpopularity. It started on an optimistic note but a time wore on it became responsible for some unpopular measures—an increase in import duties which hoisted food and car prices being the most unpopular. Wives faced with bigger bills, grumbled and their husband remembered when they voted and ousted four cabinet ministers including Finance Minister Tofa Siasoi, who was held responsible.

Another factor was the lack of cabinet accord, squabbles and jealousies between ministers who preferred having things their own way instead of working as a team.

Tamasese, regarded as a gentle gentleman, wasn't strong enough, his critics said, to control his minister. There was also talk of ministers failing to keep appointments, of their love of playing and imbibing when they should have been working. As a cabinet minister Tupuola Efi had to take some of the blame and his image suffered though it was probably the least of his handicaps. Young though he is, his ability is recognised and he'll come back for another chance. But this time conservatism was in the wind and the conservatives (with a small c) were the ones who won seats. Efi was regarded as a liberal and an individualist and in Western Samoa individualists are regarded as an odd group.

The reasons for Mataafa's success are not all negative. Pretty high in the list must come his own personality, his honesty and the skilful way in which he ran his campaign. The situation was ripe for him. Perhaps he knew it and knew that all he had to do was pluck the fruit although he kept his distance from the tree until the last two weeks before the election.

He has now announced his cabinet—Laume Matolou II, Minister of Works; Muagututia Pinat, Minister of Agriculture; Sam Saili, Minister of Finance; Alfonso Philipp, Minister of Education; Seiuli Taulafo, Minister of Health; Lesatale Rapi, Minister of Land; Tapuai Ene, Minister of Radio and Post Office; and, the biggest surprise of all, Tupua Tamasese Lealofi, Minister of Justice.

Is the last choice a sign that the two *Tama Aiga*, Mataafa and Tamasese, have joined forces, recognising the danger to themselves of the threat posed by Tupuola Efi? It would appear that the answer is Yes. To the country at large this is a good sign—better, they say, for the *Tama Aiga* to agree rather than fight each other for when the *Tama Aiga* agree all is well. When they fight all is not well and things might explode, so the Samoans reason. But will it always be like this?

● For election details see p 25.

MELANESIANS BEAT NEW CALEDONIA'S GAULLISTS

From a Noumea correspondent

"... New Caledonia's destiny and prosperity are tied to France and eventually to Europe. Doesn't Britain's entry to the Common Market present practically insoluble problems for Australia and New Zealand. Why would we go and link our destiny with that of these two countries?"

This was the kind of warning propaganda issued by the anti-autonomists during Caledonians' recent voting in the French national elections. The anti-autonomist front, with the full encouragement of the French administration, this time gave the autonomists the toughest opposition they have ever faced in the election of a deputy to represent the island in Paris.

Finally, it was the predominantly Melanesian vote from the inland and outer islands that brought victory to outgoing candidate, Melanesian Roch Pidjot, representing the internal self-government movement. Anti-autonomist candidate, Jean Leques, came 1,485 votes behind, in the final ballot of March 11. (There was a 71 per cent vote, with 38,612 voting out of 52,936 registered electors). It was the first time in more than 20 years that Caledonians had to face a second round of voting in the election of their deputy. In the past the Union Caledonienne party held such an unchallenged majority that their candidate was usually elected outright in the first round.

In these latest elections, on March 4, Jean Leques came out on top in the first round, with a total of 16,040 out of the 37,296 votes cast. In second place came Roch Pidjot with 15,297 votes, followed by fellow autonomist and Melanesian Yann Celene Uregei (Union Multiraciale) with 4,058 votes. Henri Martinet, well-known in local aviation and tourist circles, stood as independent, anti-autonomist candidate and finished with 891 votes. In the second ballot, between the two poll leaders, Martinet gave no definite advice as to whom his supporters should follow, whereas Celene urged his party to vote for Pidjot.

From the sidelines, two Territorial Assembly members, Alain Bernut and his colleague, have now swung their lively weekly paper *Voix du Cagou* behind the autonomists. This new stand now gives the autonomists a

majority of 19 to 16 in the Territorial Assembly.

As far as the anti-autonomist campaign was concerned, the effects of pro-French administration propaganda from Noumea radio, press and TV were most evident in the capital—in the second ballot, Leques gained 65 per cent of the votes cast in Noumea, while Pidjot gained 64 per cent of the country vote.

Tele-Noumea does not extend far beyond Nepoui and Thio on each side of the island and although French Governor Louis Verger and his top public servants have been making frequent visits to inland areas and the offshore Loyalty Islands, the Melanesians in these regions have obviously retained their autonomist loyalty for Pidjot.

Paris originally planned to have Tele-Noumea cover the whole of New Caledonia by next year, although present budgetary problems are making this more difficult. However, the need for extended television coverage is one of the arguments advanced by the governor when he urges the local assembly to approve an extra private bank loan from Paris to help cover otherwise impossible development plans.

The French state-controlled radio and TV are very powerful tools in moulding local public opinion, drawing closer identification with metropolitan France. The major portion of programmes consists of news, interviews and films, prepared in France covering events in Europe. There is little to suggest that New Caledonia forms part of the Pacific region or that it could have its own Pacific identity.

One of the recurring complaints of anti-administration political groups is the continued refusal of the French authorities to allow politicians from Caledonian parties to express their views over radio and TV, channels which are nevertheless used by metropolitan French politicians and members of the French public service in Noumea. This use of the state media was highlighted in France during the elections when, as the overseas press was quick to point out, President Georges Pompidou made a stirring declaration to French voters 12 hours after the official election campaign had ended. President Pompidou told

Fiji's threat over air fares

International airlines and the International Air Transport Council (IATA) have been threatened by Fiji Prime Minister Ratu Sir Kamisese Mara with an "open sky" policy which would open the country to charter operations if air fares on Fiji-Australia and Fiji-New Zealand were not cut. The Prime Minister was commenting on IATA's new fare scale which has cut fares by as much as 44 per cent on Fiji-North America routes but left other fares from Fiji untouched. Recalling that an "open sky" policy had brought down fares in South-East Asia, Ratu Mara said, "We will not hesitate to declare Fiji an open sky for charters if that is the only way we can get lower fares".

his fellow countrymen they had a clear choice to make between his opponents, the "Marxist Socialists", and the Gaullists, protecting the freedom of the individual.

The division had teamed up with the *Reformateurs* in France, while Leques had identified with the Gaullist allies in the PDM group.

Both men are quietly mannered and unassuming; the French active discouragement of local political self-determination has not helped produce any dynamic leader with the training or purposefulness noted in some other island leaders.

Under the French system, it is undeniably the unchanging bureaucracy, the public servants, who hold the most enduring power, and they make no secret of the fact. The public is accustomed to the image of governments and politicians who come and go. In this system, the politician thus becomes a link, the means by which the elector can obtain something from the powerful administration or civil service. This belongs to the whole French philosophy of the "art of wrangling", of having what they call *le bras long* (a long arm), by which to pull strings for personal objectives. One gets the impression that when a Frenchman goes to vote it is not just for the man who will fight for and defend his rights, but for the man through whom he believes he can reach the seat of power, to wrangle out some exceptional treatment. For the Frenchman's insistence on "individual liberty" includes the

The anti-autonomists invoke the fear of disorder and unpredictable economic problems if close ties are not retained with France. There was no lack of material to support this uneasiness: while Australia and Indonesia were announcing concrete plans to step up development of their nickel industries, New Caledonia's mining activity, the island's sole industry, somehow became more and more depressed. The SLN company continued to reduce staff, complained it could not reasonably continue to pay Caledonian taxes and talked of further production cutbacks. The administration backed this up with figures showing declines in the work-

But however much ideas may conflict, the March elections cannot be expected to bring any appreciable change to French policy in New Caledonia. The Gaullists have proved most effective in promoting the French economy. They can now be counted on to continue their efforts to convince the Caledonians that their most satisfactory future lies in forgetting about internal self-government and instead entrusting their nickel wealth to the control of the Paris government.

He proposes that the result of referendum should be assessed by simple majority of votes in each district, and at the national level by a majority of districts. This plan would remove an objection frequently advanced against the holding of referendum in Papua New Guinea, namely that the result would be



An attractive addition to the Melbourne Moomba Festival's Queen of the Pacific quest in March was Miss Papua New Guinea, Therese Ala'u. Aged 21, Therese comes from Manus, where she teaches at Christ the King School at Papitalai. She is wearing green snail shell jewellery from Manus. Twenty Mekeo dancers from the Kairuku people of Papua danced at the festival.

dominated by the Highlands vote, approximately one-third of the national total. It is remarkable that this proposal should have come from a Highlander.

Reports from the United Nations Development Programme and the Economic Intelligence Unit commissioned to advise on the development of under-developed districts have provided the basis for an eight-point plan for future economic development, a plan which marks a radical departure from previous economic thinking, and, in the words of the UNDP, is a "recognition that the situation has changed profoundly both economically and politically". With its emphasis on regional development and rural re-vitalisation it is certainly a far cry from the policies adumbrated by the World Bank in 1964. See panel at right.

Incidentally, the experts have now confirmed what many of us suspected at the time, namely that the Bougainville Copper Agreement negotiated between the then Administration-dominated government and CRA gave Papua New Guinea a raw deal and should be re-negotiated. There has also been criticism in the House of another of the previous government's agreements—one with Japan on tuna fisheries. The 20 per cent PNG equity was not high enough, thought some members.

Minister for Finance Julius Chan has tabled a paper setting out broad guidelines for future overseas investment in Papua New Guinea. Overseas investors have been assured that there will be no discriminatory taxation and no restrictions on the repatriation of cash. On the other hand investors will be required to avoid discriminatory practices them-



Matiahe Yuwi . . . with a plan for a workable referendum?

PNG's eight point plan for economic development

- *A rapid increase in the proportion of the economy under the control of Papua New Guineans.*
- *More equal distribution of economic benefits including a move towards equalising incomes.*
- *Decentralised economic activity, planning and government spending with emphasis on agricultural development and village industry.*
- *Emphasis on small-scale artisan, service and business activity.*
- *A more self-reliant economy, less dependent for its needs on imported goods and services.*
- *An increasing capacity for meeting government-spending needs from locally-raised revenue.*
- *A rapid increase in the equal and active participation of women in both the economy and social activity.*
- *Government control and involvement in those sectors of the economy where control is necessary to achieve the desired kind of development.*

selves and to co-operate in training programmes. The government will reserve the right to review takeover bids.

Finance Minister Chan is confident that his loan programme can be achieved if he is allowed to look to Europe for part of it, and the House has passed a bill giving him the green light. In the meantime he is seeking a short-term loan from the Australian Government to meet immediate shortfalls.

A wry comment on the blessings of civilisation comes from the Water Fluoridisation Committee, which reports that the incidence of dental decay in Papua New Guinea is fast approaching that in western countries.

A kite-flying exercise by the Constitutional Planning Committee has set out some tentative conditions for PNG citizenship come independence. Among unusual requirements for expatriates wanting to take out PNG citizenship is one that the applicant must have a knowledge of either Pidgin or Motu, and another that he or she must be acceptable to the community in which he or she is living.

The same committee has also put up for discussion a proposal for regional government at district level on a more realistic basis than the present wishy-washy area authorities, and it seems likely that this proposal will be accepted in principle. If it is, a lot of hard work will have to be put into defining the relationship and distribution of powers and functions between central and district government.

A committee looking into law and order problems in the Highlands has made some fairly radical recommendations, including group punish-

ment and the payment of fines in pigs instead of money.

A report on the re-shaping of the Public Service, having been received but not yet considered by cabinet, has still to be made public. But one from the Chief Electoral Officer on the conduct of national elections has been tabled. It recommends a first-past-the-post system and the abolition of absentee voting.

Amid the spate of reports and papers—and new committees and study groups seem to be coming into existence all the time—legislation has been taking rather a back seat. But two important bills have received parliamentary approval. One restricts phone tapping, though not as severely as the local branch of the International Commission of Jurists would have liked. The other is the controversial Gazelle Peninsula Affairs Bill, which gives official recognition to the three rival factions on the Peninsula and creates a trust to co-ordinate their activities. This one was passed only after an acrimonious debate, and one of the three factions has already indicated that it won't co-operate, so prospects of peace in Tolai land are still not bright.

Legislation to set up the National Broadcasting Authority is still described as "in preparation", while a bill to establish village courts has been promised for the next meeting of the House in May or June. But nothing more has been heard of the promised bill to amend the Liquor Licensing Ordinance, a measure that would have substantially reduced drinking hours. Is the Chief Minister afraid that some hard-drinking back-benchers would not come to heel on this one, or has the beer lobby been at work?

Minister for Agriculture Iambakey

Okuk has given the news media a drubbing, and has advocated government control of press and radio. But he didn't get away with this unchallenged. The opposition replied that a free press is the watchdog of government honesty, while censorship would pave the way for dishonesty, graft and corruption.

On one issue the government suffered defeat. The House carried a motion asking the Department of Education to revert to the former system of selection of pupils for entry to high schools on the basis of examination results alone, in place of the recently-introduced system by which primary school management boards make the selection after considering examination results, teachers' assessments and other relevant factors. This reversal shows that a majority of our parliamentarians have a faith in the magic of examination marks not shared by those of us who have had experience in setting and marking examinations.

Outside the House, consultations have been going on, and are to be continued, between the PNG and Australian governments on the country's future defence requirements and how they are to be paid for. What took place during these discussions has not been revealed, but in the meantime, also outside the House, Speaker Barry Holloway has had some outspoken things to say about the Pacific Islands Regiment, which he appears to regard as too small to be of any use for national defence but quite big enough to pose a threat to democracy in the new nation.

Also outside the House, but having repercussions within it, the National Coalition Government has established a new department, comprising the Chief Minister's Office and the Divisions of District Administration and Local Government. Twenty-six year old Boyamo Sali, the government's youngest minister, exchanges his local government portfolio for one of "Minister of State" in charge of the new department, the formation of which marks a further substantial transfer of powers from Canberra to Port Moresby.

Back inside the House, members have decided that they can do their work just as well in their shirt sleeves, and have made the wearing of jackets optional. But they have made the rather odd proviso that coats must be worn for prayers. They appear to take the view that God regards with special favour those who appear before him in lounge suits—a very dubious proposition.



The Niuean delegation to the Wellington constitutional talks attended a reception by the NZ Minister of Island Affairs, Mr Amos, seen here greeting a guest, Mrs Julia Uka. Also in the line, from the right, are Mr Y. M. Vivian, Niuean Member for Education and Development, Mr Robert Rex, Niue's Leader of Government Business, and Mr D. A. Johnston, NZ Department of Internal Affairs.

1974 IS NIUE'S YEAR

From KATHLEEN HANCOCK in Wellington

Talks in Wellington in March between the Niue Government and the New Zealand Government resulted in agreement on a definite date for Niuean self-government. Late 1974 is the time set for the 4,600 citizens of what delegation leader Robert Rex calls "the Gibraltar of the Pacific" to start paddling their own canoe. And in accordance with Niuean wishes, New Zealand will remain responsible for defence and foreign affairs, as she is in the Cook Islands.

Leader of Government Business Robert Rex, Young Vivian and Dr Enetama Lipitoa were the team that negotiated the Wellington agreement. The constitution they will prepare in consultation with the New Zealand Government won't be finally drawn up until 1974, but the general trend of the new relationship is foreshadowed by the report on the Constitutional Development of Niue, drawn up by Professor R. Quentin-Baxter of Victoria University of Wellington.

The Niueans don't want to see their long and close association with New Zealand broken. They want a permanent New Zealand resident on the island. And unlike some territories receiving substantial aid, Niue has no objection to the New Zealand Government taking an interest in both the area to which aid is applied and the methods used in its application. Though the Niuean is one of

the most individualistic islanders in the Pacific, he's well aware that as a developing island nation Niue still needs guidance in spending public money.

Niue will still be looking to New Zealand for preferential access to Kiwi markets. Robert Rex has always been a champion of diversification and he has done his best to encourage his people away from simple subsistence cropping and copra to other avenues of production. Canned lime juice and passionfruit will be on Niue's list of exports by the end of the year and honey production another departure from traditional island husbandry.

Mr Rex is hopeful that with self-government more Niueans will stay home and help build their own state. Today a whopping 50 per cent of Niue's people have left their homeland to live in New Zealand. But lately the exodus of the able and the educated is not quite so noticeable, says Young Vivian. To encourage the territory's young people to accept and appreciate their environment Mr Rex hopes to change the direction of education and economic development. He wants to see more emphasis on the region they live in and an escape from the old tradition of subsistence cropping, which requires both old and young Niueans to garden after work, after school and on Saturdays.

As Professor Quentin-Baxter says in his report, "To survive as a community with a normal spread of age groups Niue must be able to offer its people working and living conditions which they find as good as or better than life in New Zealand". At the Wellington talks, Mr Rex, Mr Vivian and Dr Lipitoa were confident that with a continuance of help from their Kiwi neighbours they could, given time, achieve this. They think the slow pace of Niuean development hasn't been a bad thing, but that with self-government the new policies they will adopt will be more suited to the present needs of the people on the one hand and more realistic on the other.

"Even if self-government doesn't make us economically self-sufficient," says Mr Rex, "it should help us preserve our identity and our way of life in a bi-cultural community."

1973 may be Albert's

From KATHLEEN HANCOCK

Cook Islands Premier Albert Henry was invited to Wellington last month to pay his respects to New Zealand's new Labor government and he was able to greet a lot of old friends dating back to his active days in the New Zealand Labor Party in Auckland.

Though this wasn't a funds-seeking visit, Mr Henry's thoughts, as ever, turned to the financial situation in the Cooks and he repeated his view that if the Cook Islands were to move towards eventual self-sufficiency, co-ordinated aid was needed to support all avenues of endeavour in his country.

"It's not much good," said Mr Henry, "to give aid to the banana project and forget shipping. That can be a waste of money." He said the Cook Islands very much appreciated New Zealand help and assistance, but they needed the right tools at the right time. "We in the Cook Islands have built up internal revenue 136 per cent," he said. "I reckon that's good by any international standard."

Albert Henry's argument is that he has been working with an administrative structure not much changed since colonial days, and that this has retarded development. He feels that his high administrative costs have partly, at least, stemmed from having to work with the old cumbersome system. But he sees a glimmer of light.



Mr Henry.

"We are gradually altering the administrative picture," he said in Wellington. "This year will be spent completely reorganising the structure of government."

Zoning has now come to the Cooks with the Land Use Act, which clearly differentiates between land to be used for residential or industrial use, for tourist hotels or for recreational purposes. The Premier said this bill should put a stop to people buying seemingly worthless land for a song and then reaping big profits from tourist hotels built on it. Another bill that has changed the life pattern in the Cooks is the Short Term Crop Leases Act, which deals with absentee ownership. This is a major problem in a country where many acres of good land lie idle while their owners live and work in New Zealand. By the terms of this bill an absentee family can grant a five-year lease terminable at 12 months' notice. The procedure for Cook Islanders who want to do this is simple. "There's no need for expensive legal proceedings for the landlord or the lessee," says Mr Henry. "A plain piece of paper is lodged with the Land Development Department and that's that."

This bill appeals to the Premier for other reasons, too. He feels it introduces his people to one more way of European thinking. It also helps willing workers to get a good return for their labour on a decent-sized plot of ground. "Any way in which neglected land can be brought back into production is another step forward," he said.

Mr Henry feels he has been misrepresented in some quarters as a

dictator. He reckons the only dictatorial action he's taken lately is the enforcement of an old statute forbidding dancing or working on Sundays. "Now this dates back to missionary days," he said. "I feel that the missionaries wrongly made us feel dancing was an ugly thing, but I found out that 90 per cent of my people want the law kept. It was never changed under the New Zealand administration and it is still a law. I enforce it, and if this is dictatorial, then maybe I am a dictator!"

Empire sinks in Gilbert and Ellice

From a Tarawa correspondent

Sir Leslie Monson, the commissioner appointed by Britain to probe the implications of the Ellice Islands' separatist movement, has been to the GEIC, has seen, heard and has gone back to London. Now the colony waits for London's observations and, probably, a firm decision on whether Britain will agree to "finance" a separate Ellice Islands country. If she does, she'll have to foot a big bill.

Sir Leslie, who was given a welcome by the Ellice people reserved for the most important VIPs, met them on Vaitupu. It was chosen because Funafuti is still a ruin after hurricane Bebe, but the islanders liked to think the choice meant more than that. Vaitupu, as Donald Gilbert Kennedy put it in his book, *The Culture of Vaitupu*, is the central point of the entire Ellice cultural code.

And the future of their culture under an independent Gilbert and Ellice Government is one of the things worrying them.

Sir Leslie didn't mince matters. He laid it on the line for both Gilbertese and the Ellice; told them of the economic and other advantages of sticking together and the world-wide tendency of nations to group together for mutual benefit. He put the Gilbertese view to them—that the Gilbertese were willing to go along with them as equals. Then he listened but he didn't find it easy. The Ellice spokesmen raised hundreds of questions, all heavily weighted in favour of separation. They feared political domination by the numerically-superior Gilbertese and consequent

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working from the nose and over the upper eyelid, then down and round the eyes towards the nose again. The special properties of this unique moist oil blend make it invaluable for helping keep wrinkle-dryness at bay and protecting the youthful appearance of pretty eyes.

neglect; the loss of their own identity the loss of jobs through favouritism for Gilbertese; discontent through the absence of development of their islands and a host of petty complaints—almost all irrelevant gossip.

They were all for separation—except one, Isa Paeniu, the member for Nukulaelae, who produced arguments, many taken up by Sir Leslie but he agreed that he'd go along with the majority.

Four papers were presented to Sir Leslie by delegates on the financial, economic, political and social situations which, it was prophesied would follow separation. Colin Hill Sir Leslie's financial adviser, got together with the delegates' sub-committee headed by Sione Tui Klei to see how the figures on the financial paper were arrived at. The author of the paper had claimed an eighth of all the 1973 budget provisions on the simple assumption that the Ellice population would be around one eighth of the territory's total population. After a long session of the sub-committee, Mr Hill reported that he violently disagreed with the figures, especially with those on the income side. Mr Klei, somewhat unable to defend his figures, said they were based, not on knowledge but on commonsense. One wonders, in such a crucial situation when the whole future of the Ellice was being determined, that Mr Klei saw fit to use his "commonsense" rather than hard facts.

Money to repair a budget deficit and development funds, the delegate argued, should come from Britain. Sir Leslie said those views would be put to the British Government but he warned that that was the very thing any British Government would feel reluctant to consider.

There was some air of embarrassment for the Britishers at the meeting. A well-respected Vaitupu dignitary, a non-delegate, made his stand in the crowded *maneapa* bowed respectfully and solemnly started off in the most typical style of Polynesian oratory: "Our father from the great British Empire". He kept repeating the phrase as a substitute for "Mr Chairman" every time he made a speech. The poor fellow hadn't realised, and probably would never believe if told, that his apparently admired British Empire no longer exists.

BINGO CONTROL.—There will be no "wide open" bingo in American Samoa. Governor John M. Haydon has vetoed a bill which would have allowed it. The present law allows bingo for the benefit of religious, educational and charity institutions.



Tropicalities

TROUBLED TROBRIANDS

The four warring Chiefs of Kiriwina, Trobriand Islands, were called into Port Moresby in mid-March to smoke the pipe of peace with Chief Minister Somare; a mobile unit was withdrawn from Kiriwina and the troubles of the islands were officially pronounced over. But are they?

In February-March Kiriwina looked like following the New Guinea Highlands, the Gazelle and Bougainville into the business of ruining the idea of a united Papua New Guinea sweeping on into placid independence.

Trouble had been brewing for some time but reached a climax in early March when dissident Trobriands leader, John Kasaipwalova, usually described as a university student and sometimes as a poet was arrested and charged with "unlawfully laying hands on a police officer."

Supporters are said to have stormed the sub-district office and had to be beaten off by police using tear gas. Headlines appeared in newspapers as far away as Dunedin, New Zealand.

The Trobriands are unusual in Melanesian Papua New Guinea in that they have a system of hereditary chiefs. In the manner of chiefs everywhere, those in the Trobriands were fairly conservative and affairs generally went along in their old accustomed way until about two years ago.

That was when young Mr Kasaipwalova, himself a Trobriand Islander, decided to put a few modern ideas into practice around Kiriwina. His first project was trade stores, which were set up in villages, sometimes in competition to established private enterprise trade stores, and staffed by school drop-outs.

The project seemed reasonably successful and towards the end of 1972 ideas turned towards politics. It was Mr Kasaipwalova's contention that the government-sponsored local government council was "irrelevant" in the Kiriwina context and so it was decided to launch an opposition *Kabisawali* (New Ways) People's



Pictured in Port Moresby in talks about the Trobriands troubles are PNG's Chief Minister Michael Somare (second from left) with, from the left, Chief Vanoi, who is the Trobriands paramount chief, and Chief Mweyoyu.

Government. To this point most of the chiefs seemed to be with the idea but when Mr Kasaipwalova announced that the new "government" would levy taxes, which would be illegal, at least one of the chiefs took fright. Battle lines were then drawn—Chiefs Vanoi and Waibadi on one side and Chief Mweyoyu and Malibutau remaining with Mr Kasaipwalova.

It was the four chiefs who went to Port Moresby to confer with Chief Minister Somare. The official press release that was issued subsequently is remarkable in that it is a page and one half of platitudes without once mentioning Mr Kasaipwalova. Chiefs would now return to the island it said, to "bring a message of peace" and that only the "traditional leaders were able to reunite the people of Kiriwina". Mr Somare, on his part, "gave assurances" while warning that infringements of the law must be dealt with in the normal process.

What now in the Trobriands? Does the Kasaipwalova lion lie down with the Vanoi tiger? Keep watching this column.

One of the interesting side-lights of the whole kerfuffle is the discovery by some journalists that the Trobriands or Kiriwina (it is not

clear which) means "Island of Love". We thought that that referred to Robert Langdon's Tahiti and to old PNG watchers it all has overtones of Malinowski's once famous "Sexual Life of Savages" which he wrote after a field trip to the Trobriands before World War I.

The "Sexual Life" was required reading once for anthropology students and was regarded as hot stuff by those who attended Sydney University in the thirties. One of the lecturers there long after regularly entertained his students with a parody of a coy and timid girl fronting the librarian and asking for the book.

University students are no longer coy and old Malinowski and his Trobriand savages and their sex practices are pretty tame stuff these days.

There's money in these slugs

The Fiji Department of Agriculture is trying to interest local Fijians—or anyone else—in reviving the beche-de-mer (or trepang) industry, which flourished in the dominion up until the Pacific War. Since then there has been little interest, initially because

of low prices and not much demand.

Prices now are good and it is estimated that from 30 to 60 tons of dried beche-de-mer a month could find a market in Hong Kong. A bag of dried beche-de-mer of good quality was fetching \$60 in Suva in December.

Preparation of beche-de-mer for export is not the most salubrious of industries but at least it needs little capital.

The department's fisheries division is eager to give advice on curing to any interested parties. The slugs, which are harvested from coastal lagoons, have to be boiled, then gutted, cleaned and dried. When cured they can be stored for long periods without deterioration and one man can harvest 400-600 lb of the sea creatures in one day's fishing in a good area. About 15 lb of dried beche-de-mer can be got from 100 lb of the raw slug.

Several firms in Fiji are now in the market and one is producing beche-de-mer granules ready for preparing instant-soup.

Harvesting beche-de-mer should be a useful addition to income in traditional copra producing areas which have suffered from low prices for that commodity. As yet local people have shown little interest in reviving the beche-de-mer industry. But anyone who would like to know more should contact the local fisheries assistant or Agricultural Dept.

Huskiest husker is in Tonga

Last year at the Fun in the Sun Carnival at Cairns, Queensland, a world championship coconut husking championship was held. The winner husked one coconut in six seconds and the result, then believed to be a world record, is to be entered in the Guinness Book of Records. Now comes news from Tonga that the real champion lives there. His name is Paula 'Alo and he husked 54 nuts in five minutes, which works out at 5½ seconds per nut.

Paula was discovered by Mr Len Barnes of Plantation Chinta, Bramston Beach, North Queensland, who is the only commercial coconut grower in Australia. Mr Barnes and his wife were holidaying in Tonga when he became interested in the speed of the coconut huskers at the Tonga Coconut Board processing plant outside Nukualofa. He organised a competition, with startling results, and is thinking of sponsoring a visit of a Tonga champion at the next Fun in the Sun Festival at Cairns.

Lord Howe's foreign fish

Lord Howe Island's piscatorial population consists mainly of foreigners and most of those are tropical types. An expedition to the island led by Dr Frank Talbot, director of the Australian Museum collected 7,000 specimens of marine life and among them identified 420 different species of which only 226 had been previously identified. The migrants, or their ancestors, had probably been swept down from the Great Barrier Reef. Fishing was done with two boats, a miniature submarine, small charges of gelignite and fish poison.

Suzuki in a Tongan wonderland

A trading company in Tonga advertised through the Japan External Trade Organisation for two sales managers and two branch chiefs "with annual salaries of \$3,000 and \$2,200 respectively", says the Tokyo newspaper The Yomiuri Shimbun. The organisation was upset, when it got a flood of inquiries, at the thought that so many people wanted to leave Japan to live in Tonga. So, the newspaper cast around for reasons and came up with these:

One can live all the year round without a jacket. Tonga is a "nice place to live in because it is said that a couple can easily manage to live with a weekly income of about \$10. Roughly estimated, one can save as much as \$2,000 a year, or \$6,000 in three years if he completes the three-year contract offered by the Tongan company. The Tongan company is the biggest trading house in Tonga, although its size is small internation-

ally. It sounds wonderful that a Japanese will be able to use freely his management skill in these paradise islands. Considering such favourable living conditions, Tonga is considered much better than Japan even with a monthly income of around Y70,000."

The Yomiuri Shimbun explained that the "Tongan trading house made the offer to hire the Japanese, who are reputed very 'diligent', because Caucasians, if hired, do not seem to get along well with the native islanders, and, more important, no white person would ever apply for a vacancy with a salary of around \$3,000 a year."

Getting down from the cloud PIM's pretty sure that anyone, whatever his colour, would apply for the job if he could save \$2,000 a year!

Ban liquor and save money

The Senate of Fiji's Parliament has rejected a resolution that called for a ban on liquor in the dominion—but not by much. Nine senators voted against the resolution, six were for it and two abstained. (Five other senators were apparently missing).

The motion was put by Senator Ratu Mosese Tuisawau who contended that it has become too expensive to police the liquor laws which had become too liberal for the good of the country and for young Fijians, "hardly out of school."

Senator Ratu Jone Mataitini, however, was of the opinion that there would not be enough police to enforce the law if prohibition were introduced. Furthermore he felt that the motion had been brought in "as a means of attacking the Fijian race."

This rare anemone fish caught off Lord Howe Island rejoices in the name *Amphiprion latezonatus*.

See story above.



People

● Mr L. W. Johnson, Papua New Guinea's Administrator, has offered to remain at his post until independence provided he isn't in the way and can perform a useful function. Commenting on his position recently he said he doesn't want to remain as a "decaying and useless relic of the colonial past".

● Two independent MHA's in Papua New Guinea have joined the Peoples' Progress Party because their people believed they could do more for them with party backing. One of the MHAs is Minister for Information, Mr Paulus Arek, and the other is Mr Stephen Tago. Both were school teachers before being elected to the House of Assembly.

● George Pilioko, nephew of Aloii Pilioko, a well-known Polynesian artist, has gone to France and Switzerland to take up a scholarship in museography. The scholarship course of one year was offered by Professor Gabus, of Neuhatel, a member of UNESCO and ICOM, who has helped to create various museums in Africa, South America and the Middle East to preserve local arts and traditions. Mr Pilioko was born on Wallis Island in 1949. After completing his military training as a French citizen, he went to the New Hebrides to visit his

Here's one of PIM's correspondents, Felise Va'a, of Western Samoa, and his wife of a few weeks, formerly Makerita Samu, second daughter of the Rev and Mrs Samu Lafoai, of Apia. They were married in American Samoa on February 26 and honeymooned in Fiji. Felise, son of Mr and Mrs Leulu Va'a, of Saleufi, Apia, is chief reporter on the Samoa Times, and Makerita is a secretary with Polynesian Airlines.



PACIFIC ISLANDS MONTHLY—APRIL, 1973

in Port Vila. He built up an interest in Oceanic art and is now about to carry that interest a stage further through his scholarship.

● Andy Thompson, American turned Cook Islander, recently celebrated his 86th birthday. He first arrived in Rarotonga in 1908 in a trading schooner, and returned in 1912 to make the islands his home. He spent his life as a mariner, serving in ships trading to the US, and New Zealand, as well as to other South Pacific groups. He retired in 1964.

● Mr John Hilary Smith, Financial Secretary in the BSIP, has been appointed Governor of the GEIC in succession to Sir John Field. Aged 45, married with three children, Mr Smith worked in the Colonial service in Nigeria from 1951 to 1970 when he was appointed to the Solomons. He will arrive in Tarawa in July.

● Chief Nikolao Pula has been appointed American Samoa's Director of Education. He has been with the department for 40 years, latterly as deputy director. He succeeds Mr Milton de Mello, who went to Pago Pago from Hawaii three years ago and will now go on to Washington DC for a year of advanced study.

● Chris Laidlaw, ex-NZ All Blacks' half-back, who is on the staff of the NZ High Commission in Fiji, will coach the Suva Rugby Union's rep team this season.

● Raymond Burr, television's Ironside, plans to retire in 1975 and live on his island of Naitauba in Fiji. But before that he will make another television serial and will film it in Fiji. After retiring, he hopes to begin another job—launching a daily newspaper.

● Dr Charles E. Fox, at 94 the oldest and most celebrated working missionary in the Islands, has finally retired. A career with the Anglican Church which started on Norfolk Island in 1902 ended on March 14 when, with 500 people to see him off, he flew from Honiara to retirement in New Zealand. He will live at a small private hospital at Waipukurau, Hawkes Bay. Dr Fox arrived in the Solomons in 1908 and has served as a District Priest on San Cristoval, headmaster of All Hallow School, Ugi, as a member of the Melanesian Brotherhood for 11 years, as Principal of the Catechists' Training College at Kohimarama, Guadalcanal and as chaplain at Taroaniara, including St Clair's Hospital. He refused to leave the Solomons when the Pacific war broke out and he served throughout behind the Japanese lines as a coast watcher.



Last month PIM had a picture of Pope Paul with a newly-elevated cardinal, Cardinal Pio, Bishop of Apia. Now we have the Pope with a much-married man, Wamp Wan, paramount chief of the Moge tribe in the New Guinea Highlands, who has three wives. But that didn't shake His Holiness. He gave the chief—Vatican-calling on his way home from London—his blessing and included his wives and children in it.

● From agriculture to works—that transition has been made by Mr Berenado Vunibobo, who was Secretary for Agriculture, Fisheries and Forests in Fiji. He has succeeded Mr Jim Barron as Secretary of Communications, Works and Tourism. Mr Barron is on pre-retirement leave after 23 years in Fiji. Mr Winston Thompson, Director of Agriculture, has been appointed to succeed Mr Vunibobo.

● Dr Alfonso Faustino, the first Micronesian physician to receive an MD degree from a US university, recently finished his internship at Providence Hospital, Portland, Oregon.

● Dr Ulai T. Otobed, the first and only Micronesian woman doctor, has returned to Koror after two years at the National Women's Hospital, Auckland, training in obstetrics and gynaecology. She graduated from the Fiji School of Medicine in 1965. In 1968 she spent six months in New Zealand training in obstetrics. Dr Otobed was born at Amelik, Babelthuap.

● With the backing of the PNG Development Bank, Mr Igo Tutara of Hanuabada has become the first uncle. There he learned to speak English, and taught in French schools

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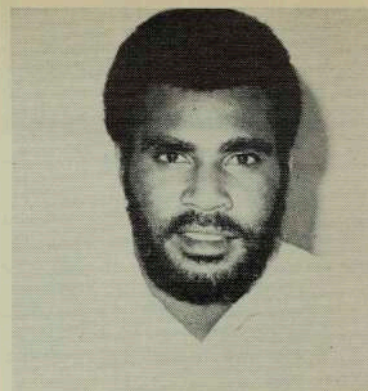
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Mr Mekere Morauta, has been appointed Deputy Secretary in the Department of Finance in Papua New Guinea. He obtained a Bachelor of Economics degree from the University of PNG in 1970, the first indigenous graduate in economics from that university. Before joining the Finance Department he held appointments in the Labour Department and the Administrator's Department.

local man to run a car-hire business. Operating at Badili, Mr Tutara has seven cars and is assisted by his daughter, Mea, and a nephew, L. Tau.

• Tufuga Samuelu Atoa has been appointed Director of Education for Latter-day Saints schools in Western Samoa. His appointment will be effective from June. A former chairman of the Public Service Commission, he is president of the Rotarian Club of Apia and of the Western Samoa Amateur Sports Federation. Mr Atoa resigned from the Public Service in 1971 to become Business Manager for LDS schools.

• A 14-year-old blind New Briton, Paul Sangios, has passed an Australian Music Board examination with high marks. Paul plays the piano and is regarded by his examiners as showing considerable talent. He attends St Edmund's School for the Blind at Wahroonga, Sydney, where he is sponsored by the Rabaul Lions Club. He has done well in general school subjects, including touch typing and Braille and will remain at the school until he gets his leaving certificate.

• Professor Y. P. Ghai, an expert on constitutional law and a lawyer in Kenya, is in Papua New Guinea. He has been engaged as a special consultant by the Constitutional Planning Committee.

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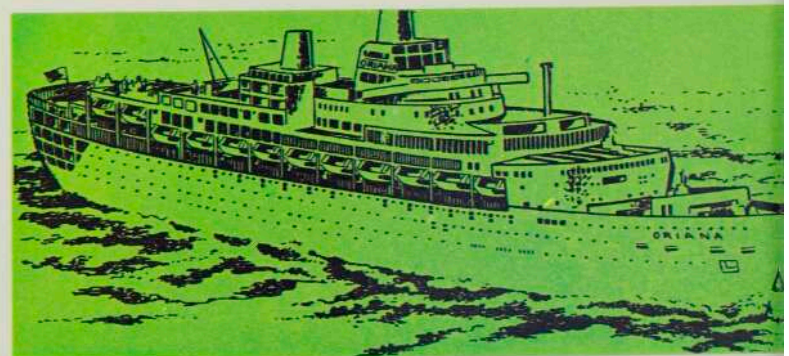
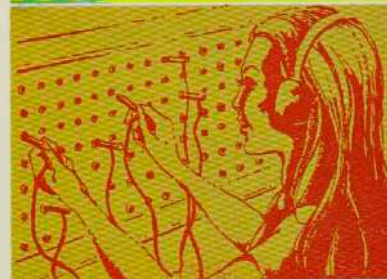
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- Georges Piehi, Tahiti's star goalkeeper, flicks one over the bar in the first match with New Zealand, which was marred by punch-ups and poor refereeing by Fiji's Peter Raman. The game ended 1-1 but New Zealand won the second encounter 2-0.

The round ball in a rugby stronghold

From JACK NAIDU in Suva



South Pacific soccer players, who have wilted for years at the scornful retort from "football" players that their ball was the "wrong shape", got rid of their complex recently in, of all places, New Zealand. They staged their first Oceania Soccer tournament in Auckland's Newmarket Park and, attracting players from the host country and from Tahiti, Fiji, New Caledonia and New Hebrides, persuaded the New Zealanders that there was something to be said for the older sport.

New Zealand became the first holder of the Oceania Cup after beating Tahiti 2-0 in the final. It was a good win for New Zealand after Tahiti had held them to a 1-1 draw in the first encounter, which was a shambles.

Many blamed Fiji referee Peter Raman for being incapable of keeping the game under control; it erupted into an ugly brawl. Surprisingly, no one was ordered off the field and even more surprising was the fact that no one was carried off. Raman was not given any more games to referee after his performance in this match.

The tournament was, however, a huge success—even without Australia, which withdrew in 1971 from Oceania Confederation to bid for a place in the Asian Football Confederation. But the Aussies failed to gain affiliation as it was felt that with 33

member countries the Asian Confederation was too large.

The Oceania Confederation was formed in London at the 1966 FIFA Congress with Australia as the instigator, so it is unfortunate that Australia, the more internationally-experienced Pacific soccer nation and with so much to offer its neighbours, was absent.

New Zealand took the initiative after Australia's withdrawal and led talks between the remaining Oceania soccer-playing countries. February, 1973 was set as a firm date for the first Oceania tournament.

Tahiti met New Caledonia in the first match, and after leading 1-0 at half time, went on to win 2-1. New Zealand made a easy job of Fiji, considered the underdog of the tournament, and romped home 5-1.

Fiji, on the whole, was unfortunate to play two strong sides in its first two matches. But as the tournament progressed it grew from strength to strength. It finished last but was not out-classed.

Former New Zealand coach and English international, Ken Armstrong, who coached Fiji's side for two hours before the match with New Caledonia said: "Individually, the Fiji players are just as good as anyone else. Their midfield play is good but they don't have the finishing and lack tactical play".

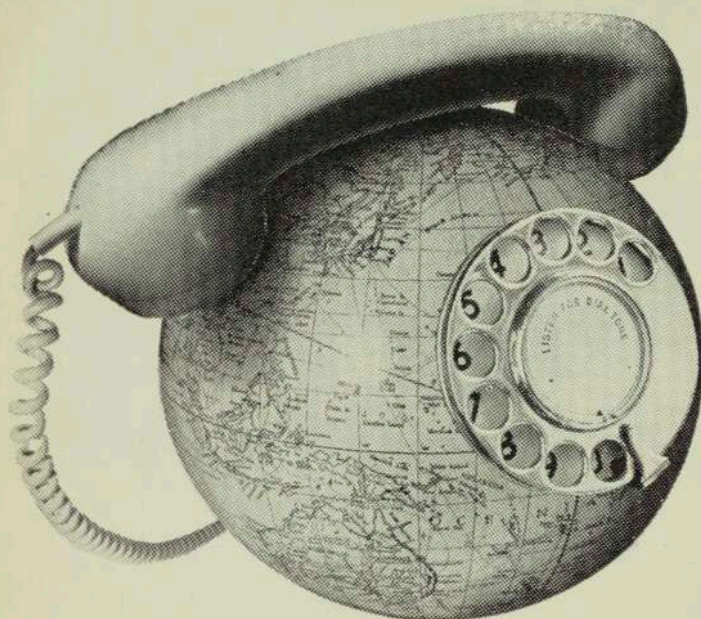
Armstrong also commented on another great drawback to Fiji soccer—constant conflict among the officials. After seeing the Fiji coach S. M. Singh and manager M. S. Sahu Khan yelling at each other in a heated argument he said, "The first thing Fiji should do if it wants to improve its soccer is to get the officials to settle their differences and live in harmony. Then get a qualified overseas coach and play as many overseas teams passing through Fiji as possible."

Although New Zealand took the tournament, it was not an easy win. It beat New Caledonia 2-1, only with a last-minute goal.

Tahiti, although superior in its style of play, had a tough time with the inexperienced New Hebrideans, and just won 1-0. But New Hebrides beat Fiji 2-1 after Fiji had led 1-0 with a penalty kick midway through the first half.

New Zealand and Tahiti played off for first place, New Zealand winning 2-0. New Caledonia and New Hebrides fought it out for third and fourth places. New Caledonia won 2-1 and Fiji had to be content with the wooden spoon.

The wind-up presentation ceremony saw each country coming into the Auckland University Student's Union building in bright and colourful *bula* shirts. The Tahitians provided the



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music. Sir William Walkley, donor of the Oceania Cup, was there in person to present the cup and other prizes. He said the tournament had been a great success and complimented officials on their "sheer guts and determination" in making it so.

And now the tournament has proved itself, it is hoped that Australia, which now has nowhere to play, may be persuaded to rejoin the Oceania Confederation and make the second tournament (in Fiji in 1977) truly representative of Oceania.

Handball— Tonga's new craze

From BETTY SANFT in Nukualofa

Four years ago, soccer was started in Tonga and very quickly became a serious contender with rugby, especially as the women also took to it. At one stage, there were as many women's teams registered as men's. They became an instant drawcard, but, after a couple of seasons, the novelty began to wear off and the women themselves began to realise that their physique couldn't stand up to the speed and rigorous nature of the game and they were content to leave it to the men to carry on.

Then a miracle happened. A brand-new game called handball appeared on the scene and overnight has become the latest craze among Tonga's young women. It's a direct transplant from the Munich Olympics to the last remaining Polynesian kingdom on the opposite side of the world.

The person responsible for this long-distance introduction to the game is none other than King Taufa'ahau Tupou IV himself. He and his consort were on a private visit to the United Kingdom at the time of the Games and were among the millions of television viewers who watched them. He came away with a positive idea that could work in the South Seas. He corresponded with many countries where handball is played and found that it was a cross between soccer and basketball, played by either seven or nine-a-side. He chose the smaller and faster game and within a month a national committee was selected to organise this new sport through towns and villages.

January's end marked handball's gala opening when more than 30 registered clubs, supporting more than 60 women's teams paraded before

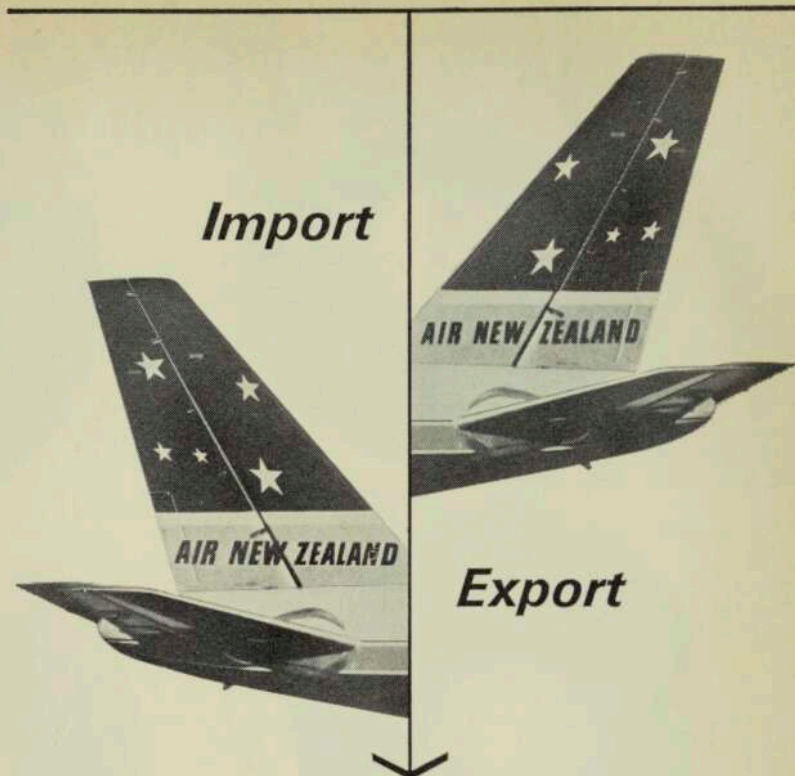
his Majesty and the national executive. Three weeks later, there were 80 teams representing well over 40 clubs registered with the association. This is a fantastic rate of growth and the game has yet to be introduced to the other islands in the group. All this takes place every Saturday in Tonga College's rural setting, within easy distance of the capital, Nukualofa, where 12 courts have been marked out as the home of handball.

Overseas, handball is played by both sexes. Here in Tonga it has been tailored for women only. His Majesty believes that the sport in Tonga has prepared the men for the more vigorous contact games like rugby and soccer. The women on the other hand have played mostly basketball and volleyball and are more adapted by training and usage to the new sport where no footwork is permitted other than running and side-stepping and where everything depends on the skill and agility of the hands to bounce and pass the ball and score goals through posts similar to soccer.

The king maintained that if the men were to participate successfully in handball then the game should first be taught at school level to allow boys to grow up naturally with the sport and learn to stick meticulously to the rules. He realises all too well the Islanders' tendency to let games get out of hand with consequent loss of temper and fighting. He told players and spectators on opening day, "There is nothing in the rules of any sport in Tonga which permits any player to barge or use the knee, the head or fists to ram or fell another player. These rough and dirty tactics have evolved wholly on the local scene and have no part in the rules of sport. Because some referees are lax and fail to put an immediate stop to rough play when it occurs, the original rules of the game, which were intended to keep it clean and flowing, have become confused with these local issues lowering the standard and enjoyment of the game, for both players and spectators."

Much to his audience's amusement, he told them that if some players in the name of sport were intent on killing each other off, then let them leave the sports field and choose the proper weapons for their illicit purpose—a pair of guns for instance, and shoot it out; or bush knives to cut each other to pieces or clubs to beat each other to death. If others preferred fisticuffs, then let them put on boxing gloves under the eye of a referee and slog it out over 15 rounds until they had had enough. Rough justice indeed, but most effective.

PACIFIC ISLANDS MONTHLY—APRIL, 1973



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PACIFIC ISLANDS MONTHLY—APRIL, 1971

As you were in W. Samoa with Mataafa on top again

From FELISE VA'A in Apia

Western Samoa's first Prime Minister, Fiamē Mataafa Faumuina Mulinuū, made a resounding comeback in March when the Parliament gave him 23 votes or more than 50 per cent of the votes cast for the post. The outgoing Prime Minister, Tupua Tamasē Lealofi IV, who unseated Mataafa in 1970, received only nine votes, not only behind Mataafa, but also behind a younger politician, Tupuola Efi who pulled 13 votes.

It was a fitting victory for Mataafa who still retains much of his fire. His victory speech was moving, full of the dignity for which he is noted. The two defeated candidates paid tribute to him for his success.

In the election for Speaker, Toleafoa Talitimu polled 28 votes to beat Teo Fetu 6 votes, and the previous Deputy Speaker, Leaupepe Faimaala 12 votes. The run-off for Deputy Speaker was a straight-out contest between the unsuccessful candidates for the Speakership, with Fetu winning by 27 votes to 18.

The general elections, the fourth since independence in 1962, produced some of the biggest upsets in election history here. There were 12 candidates who were unopposed in their constituencies. Of these seven were sitting members and five were new ones.



Ex-Prime Minister Tamasē

In the contested elections, only 11 sitting members were returned while new members numbered 23. Only one parliamentary seat still remains to be contested. This is the one for the territorial constituency at Satupaitea which will have a by-election sometime in May because of the death of a leading parliamentary candidate, Asiata Lagolago.

A greatly changed parliament will have 28 new members and 18 sitting ones.

Now for some of the upsets. At least four cabinet ministers lost their seats. The Minister of Justice, Amoa Tausilia, who obtained 69 votes, was beaten by one of the highest ranking chiefs of the constituency (Aleipata Itupa-i-Lalo), Tafua Kalolo, who got 78 votes, but this was expected. The Minister of Post Office, Fuimaono Moasope, 55 votes, lost to both Fuimaono Mimio, 130 votes, and Te'o Fetu, 75 votes, in the Falealili constituency which has two seats. Fuimaono Mimio is a sitting member, and Te'o Fetu a new one.

The Minister of Finance, Tuatagaloa Tofa Siaso, also ran in this constituency, but like his colleague, also lost. He could only obtain 64 votes. Minister of Education Tuala Paulo, 73 votes, lost by a big margin to newcomer Muagututia Pinati, 170 votes, in the Gagaemauga No 1 constituency. His defeat was also expected.

Another big upset was the defeat of the Speaker, Magele Ate, in Faasaleleaga No 1. He polled 96 votes against two new members Lilomaiaava Niko (180), and Muagututia Lavilavi (120). Also beaten with Magele was Tofilau Eti, 114.

The elections for two members to represent the individual voters in parliament resulted in a win for former Commissioner of Police, Alfonso Philipp, 569 votes, and Sam Saili, 508 votes. Philipp is a new member, Saili a sitting member. The other sitting member, Tom Ott, was defeated. He got 470 votes.

Other upsets were the defeat of Leota Pita (97) by Mapuilesua Malo (102) in constituency Palauli Le Falefa; the defeat of Leota Ituau (123) by former Secretary to Govern-



Prime Minister Mataafa.

ment Laufo Meti (125) in constituency Anoamaa Sisifo; the defeat of the chairman of the Bills Committee, veteran Ulugia Suivai (62) by Ulugia Nofoaiga (68) in constituency Faleata Sisifo; the defeat of an ex-Minister of Agriculture Laufili Time (31) by Luatuanuu Aitaua (58) in constituency Sagala Le Falefa, and the defeat of an ex-Minister of Education Tuaopepe Tame (61) by Vaafusuaga Poutoa (66) in constituency Lefaga and Faleaseela.

Other contestants elected were: Seiuli Taulafo (constituency Sasaga Le Usoga); Tapuala Vaifale Nimita (Aana Alofi No 3); Levaa Fofoa (Aiga i le Tae); Aumua John Wendt (Falelatai and Samatau); Toeta Siui (Safata); Mano Togamau (Siumu); Fuataga Penita (Aleipata Itupa i Luga); Asi Eikeni (Faasaleleaga No 2); Toleafoa Talitimu (Faasaleleaga No 3); Vui Pipo (Faasaleleaga No 4); Fepuleai Samuelu (Gagaemauga No 2); Tiatia Sausoo (Gagaemauga No 3); Leauomoana Fereti (Gagaifomauga No 2); Minister of Health Vaai Kolone (Vaisigano No 1); Aeau Taulupoo (Falealupo); Aliimalemanu Sakalia (Alataua Sisifo); Tapuai Ene (Salega); Leaupepe Faimaala, Deputy Speaker and first woman parliamentarian (Aana Alofi No 1) and Leaupepe Pita (Aana Alofi No 1).

Sitting member selected unopposed included Tuliaupupu Faafulu, Vaitagutu Anapapa, Tupuola Efi, Fatialofa Momoe, Tupua Tamasē Lealofi IV, Polataivao Fosi, Lesatele Rapi, Vaovasamanaia Filipo, Laumea Matolu II, Toluono Lama, Toomalaitai Faaagi and Tofaeono Laulepona.

* Footnotes

"THERE is nothing new under the sun," wrote an ancient Hebrew philosopher. Listening to and reading about the latest trends in Papua New Guinea education, I feel that he was right.

A spokesman for the Minister for Education, Mr Ebia Olewale, is reported as saying that his department is developing a policy under which "children would spend half the day studying formal subjects and half with adult villagers being schooled in fishing, native arts and culture".

It embarrasses me to keep on harking back to what the mission I once worked for, and other missions, used to do; but the fact is that this "new" policy is precisely the policy under which the LMS and other missions working in pre-war Papua, used to operate. Mr Olewale, who was born in 1940, may be unaware of this, but it is a fact. School was held in the early morning and late afternoon hours on three, or sometimes on four, days a week, leaving the pupils plenty of time to imbibe from their parents or other adults the traditional crafts of the village.

This policy, which I am sure was the right one for those days, led to our achieving only a modest standard in classroom learning, a fact of which we are frequently reminded—by Mr Olewale himself among others. But what was right in 1937 is not necessarily right in 1973, and one wonders what high school principals will make of the products of the new-style primary schools.

Actually, we are here up against the perennial and perhaps insoluble problem of how to provide a primary schooling which is "right" both for those who are going no further and for those who are going on to secondary and tertiary education.

In another departmental "release" we are told about the primary schools' cultural activities programme introduced last year and to be continued and expanded. "A direct result of this cultural programme," we are told, "has been the introduction in some areas of local languages in the classroom. These are being used in the early stages of

SO EDUCATION MOVES FORWARD INTO THE PAST

education where it is difficult to get children to understand ideas presented in English."

Fine, fine! This is exactly why, in pre-war Papua, mission schools used local languages as the medium of instruction and, where they were able to, taught English as a subject.

About 1960, give or take a year or two, the LMS found that the job of providing schooling for the children of the fast-swelling population of Hanuabada was getting beyond its resources, and so it decided to invite the Department of Education to establish a school in the area. This was done, and over a period of a few years the Hagara Administration school was phased in and the Poreporena Mission school was phased out.

However, a slight hitch occurred. The department's building programme fell behind, as building programmes so often do, and the mission was asked to make its classrooms available, temporarily to fill the gap. It agreed to do so on one condition.

And that put the fat in the fire. A top-level conference was held between administration and mission representatives. I was one of the latter. We debated the issue at length, but failed to reach agreement. As a result the department decided to put up marquees instead of classrooms.

The condition? Well, just a little matter of the use of the local language, in this case Motu in classrooms in which it had been used since they were built in the 1920s and in which, we felt, should continue to be used "to get children to understand ideas" difficult to explain in English. Rather than accept such a condition, the Department of Education went under canvas.



WITH PERCY CHATTERTON
in Port Moresby

Back to that departmental spokesman. "The preparation of local language materials is dependent on the teachers being fluent in the vernacular," he says, with a profound insight into the obvious. "Teachers on the Gazelle Peninsula have already produced two primers in the Kuanua language. These are designed to teach Tolai children to read in their own language."

Marvellous! The things people think of!

Just for the record, the first primer in the Motu language of Papua was produced by the LMS in the 1870s, and by the end of that decade those who had learned to read their mother tongue by its aid had a Motu version of the Gospel of St Mark to test their new skill on. By the time Commodore Erskine did his thing in 1884 they even had a modest textbook on *Siogarapi* to read.

In the immediate post-war period some of my missionary colleagues were producing primers and readers in Motu, and I myself produced primers in two languages of the Yule Island area. Other missionaries were similarly engaged. Then came the era which I have referred to before in this column as that of the linguistic cargo cultists. One highly placed administration officer predicted that the vernaculars would soon die out and that English would become the universal language of Papua New Guinea.

He was wrong, and now the wheel has turned full circle. It was predictable, of course, that it would. But I know of only one person in Papua New Guinea who did predict it, a Welshwoman who knew what it was like to be a member of a linguistic minority group.

THE problem of what to do about school drop-outs continues to be tossed around. One is that of the vocational centres, which admit teenagers who have completed their primary schooling but failed to secure admission to high school, teaches them useful crafts and then tries to secure employment for them or set them up in small-scale businesses.

Then there are Mr Olewale's recently established *Skulanka* classes. These are post-primary classes attached to existing primary schools, which will give an additional two years of schooling parallel to the first two years of the high school course, but with a more "practical" bias. It remains to be seen whether the graduates from this course will be able to secure jobs in competition with those from the high schools and technical schools.

And this is where the crunch comes. Basically, a drop-out is one who finds that he cannot realise the aspirations which his education led him to

entertain. And what we need most in Papua New Guinea is a new set of values which will as far as possible ensure that those being educated do not entertain aspirations which cannot possibly be realised.

We are being dishonest if we allow the people of this country to suppose that in the foreseeable future it will be possible for the whole population to make the transition from a subsistence to a cash economy. It will not be possible. A substantial proportion, probably a majority, will have to be content with a subsistence-plus economy, that is, one in which the basic needs of life are obtained through subsistence farming, hunting and fishing, with cash, as and when obtainable, an optional extra.

If Mr Olewale's village-oriented schools can get this message across and reconcile young Papuans and New Guineans to it, they will confer great blessings on this country. As for the embryo egg-heads, they will probably have to be given a pressure-cooker course on the lines of the university's preliminary year to prepare them for high school.

One "solution" to the drop-out problem which will almost certainly not succeed is the currently popular proposal for a National Youth Service conducted on para-military lines, in other words a Labour Corps. Such a solution would, of course, provide the government with a very convenient, though probably very expensive, labour pool. But the young people drafted into it will be as unlikely to find jobs after leaving it as they were before joining it. All that will be achieved will be to postpone, at very great expense, the moment of disillusion, and to increase its bitterness.

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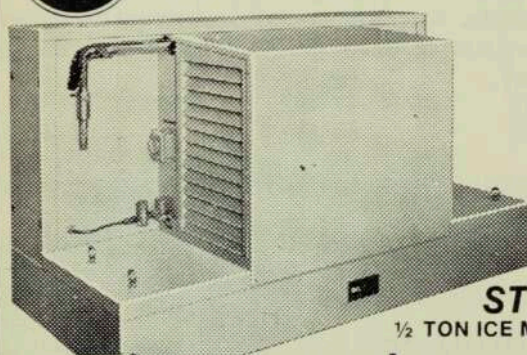
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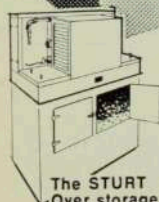
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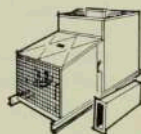
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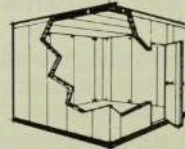
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UN mission sits in on a Marianas status wrangle

From MIKE MALONE in Saipan

The 1973 United Nations Visiting Mission to the American Trust Territory of the Pacific Islands visited the Congress of Micronesia towards February's end and sat in on a senate debate concerning two related and sensitive issues: Micronesia's fragile unity and future political status.

Senator Andon Amaraich of Truk, in presenting a committee report on a resolution related to political status, urged the senate to take a strong stand on Micronesian unity. "No other entity besides the Congress' joint Committee on Future Status has the authority to conduct negotiations with the United States, at least in the absence of a specific authorisation from the Congress of Micronesia," he said.

Obviously referring to the Mariana Islands District which began separate negotiations with the United States two months ago, Amaraich declared, "The United States has recently abandoned its previous position that it would negotiate only with the Trust Territory as a whole, through the Congress of Micronesia, and has embarked upon a course of action... that leads to the inescapable conclusion that it is encouraging, if not actually fomenting, the political division of the single political unit which is the Trust Territory."

Marianas Senator Edward Pangelinan, who also serves as the chairman of the Marianas Status Commission, protested at the presentation of the report in the presence of the UN visiting mission. Challenging certain statements in the report, he called the report misleading and said, "Let me make the record clear. The United States has never encouraged the Marianas to begin separate negotiations. Despite many resolutions and expressions of sentiment by the people of the Marianas, the US did not

address itself to this problem during the past 10 years."

Pangelinan added that only after the Congress of Micronesia continued to negotiate for a status "not wanted by the people of the Marianas" did they ask for separate talks.

"I hope the United Nations will respect the aspirations of the Marianas as a minority group in Micronesia," he said. Labelling the report "One sided" he said he could not support the bill.

However, the measure passed the senate by a voice vote.

Senate vice-president Lazarus Salii of Palau spoke briefly concerning the Constitutional Convention bill and declared: "There are forces within and without Micronesia today which are at work to divide our people. But for me, I believe that the forces of unity are also at work and have been working in Micronesia for the past 20 years. . . . I believe we have in our own people a strong sense of dedication toward a national constitution."

"Micronesians should be the master of their own destiny and be first-class citizens under their own constitution."

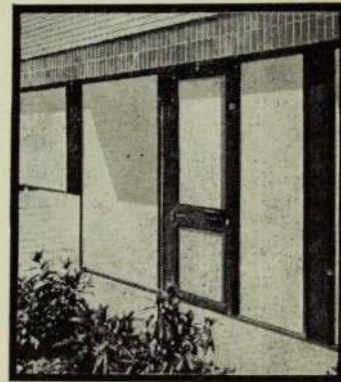
During the mission's brief stay on Saipan many congressmen privately expressed indignation over what they regarded as a "takeover of the social gatherings by the American staff," as one Truk congressman explained it.

Senator Bailey Olter of Ponape, chairman of the powerful senate Ways and Means Committee, was blunt in his criticism.—"I was personally shuffled away from the mission members in a luncheon hosted by the congress while some Americans were seated next to the members. The mission, I thought, came here to talk to the congress, not members of the US State Department staff."



Senator Edward Pangelinan, the Marianas delegation chairman (left), meets President Nixon's personal representative at the Marianas status talks, Ambassador Franklin Haydn Williams.

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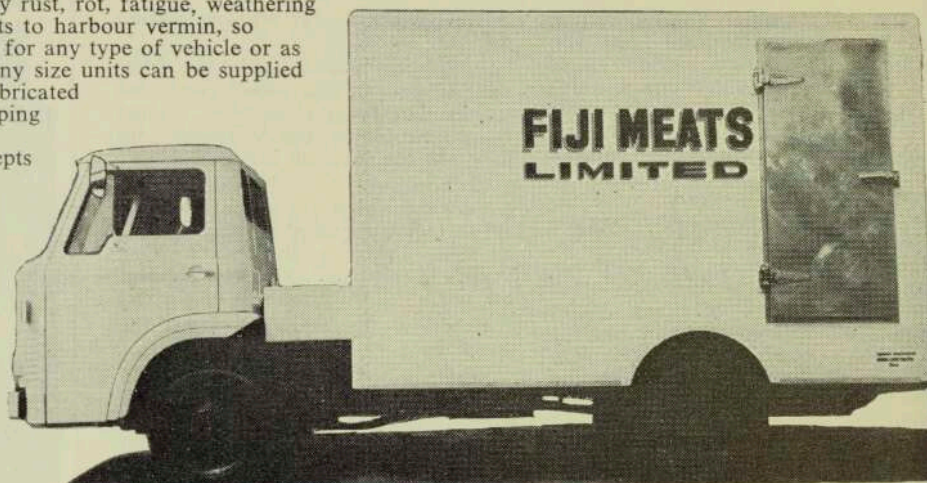
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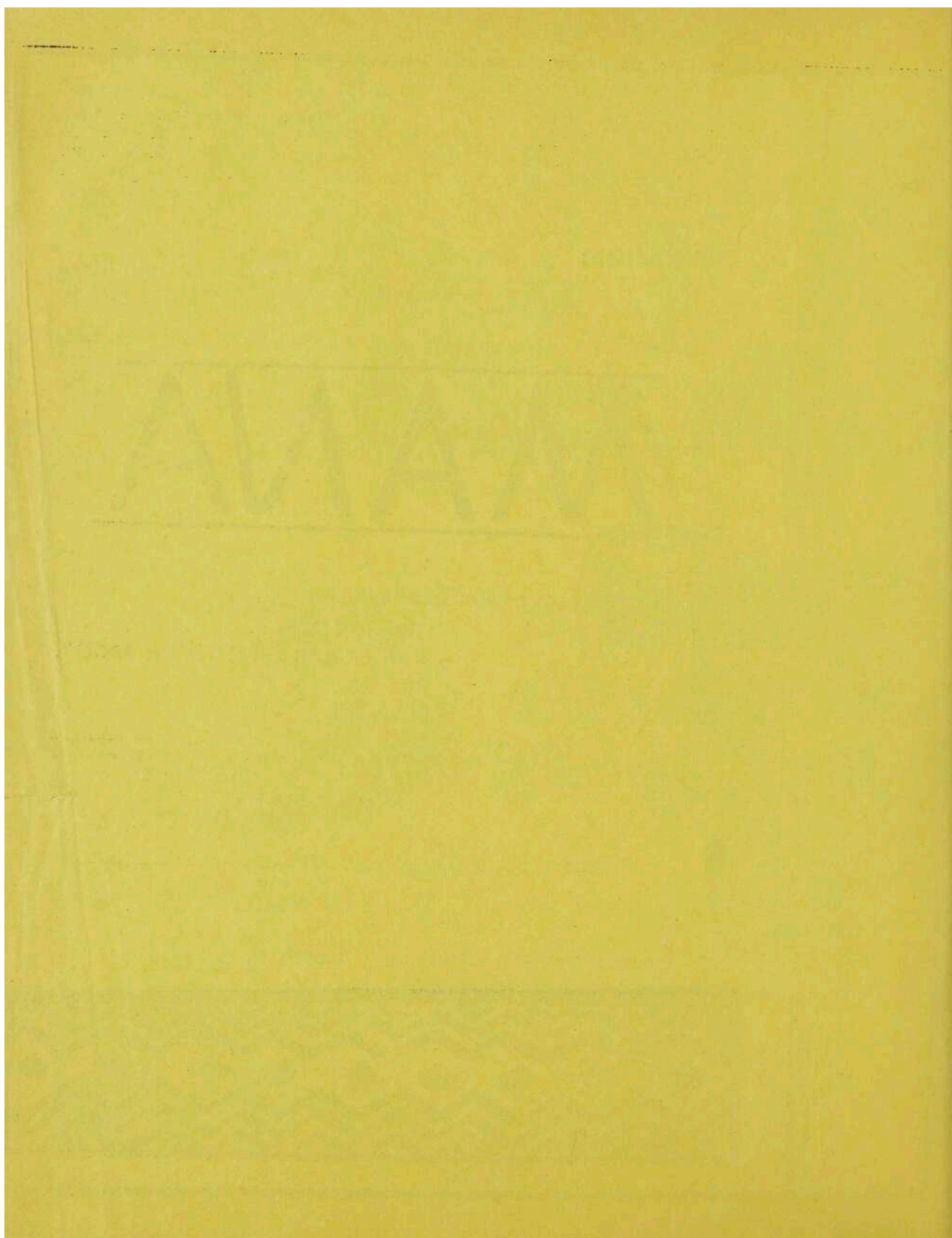
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Lai



Sleight of hand in the New Hebrides

From a Vila correspondent

Alice, whose assorted adventures in Wonderland became curiouseer and curiouseer, probably would have felt at home in Vila, New Hebrides, on March 13 when the budget debate in the Advisory Council was resumed after being adjourned from December.

When the New Hebrides budget for 1973 was presented to the Advisory Council last December by the French and the British Resident Commissioners, the members of Adco took the unprecedented step of rejecting it unanimously.

Generally, members objected to total amount of expenditure proposed—606 million New Hebrides francs, and although the RCs said that it had taken four months to draft it and it had been pared to the bone, they remained adamant and the session was adjourned.

Four members of the Advisory Council were then appointed to work alongside the finance section of the condominium government and at the resumption of the session on March 13, the fruit of their joint labours was presented.

Total amount of this budget was FNH1.1 million more than that presented by the Resident Commissioners in December.

It was claimed to be a glorious victory nonetheless, and was approved without further trouble.

The explanation of what was apparent sleight of hand was reasonable enough. Savings were made by proposing to fill only 57 of the 95 vacant posts in the civil service but this and other economies were more than wiped out by newly-discovered expenditure—for example, an increase of FNH7 million in servicing the loans needed by the condominium to finance development projects, and increased expenditure on setting up a price control bureau and improvements in health and education services.

The Advisory Council's finance committee was, however, able to tell fellow members that the administration had accepted the following points made when Adco had turned down the budget in December:

- Import duties would not be increased;
- New posts proposed for the condominium government had been reduced;
- Proposed salary revision for

civil servants to be reassessed; and

- A price control bureau to be established in 1973 with worthy object of combating inflation.

The joint administration had also "taken note of" some other points made on that same occasion: the formation of a permanent Adco finance committee to assist in preparation of the annual budget; the possibility of expanding civil service working hours, suppressing four of the Condominium's present 15 public holidays; and the improvement of inter-island marketing of local produce.

No promises were made but the joint administration professed a "sincere wish" to give genuine con-

sideration to the Advisory Council's views.

The New Hebrides is wallowing in troubled waters at the present time—with low prices for its produce on one hand and galloping inflation on the other. As most of the NH inflation is generated outside its shores, it is hard to see what effect a price control bureau is going to have, particularly as inflation's greatest impetus in the past year has been the administration's decision to base import duty on a CIF value instead of FOB. This is taking a page out of Fiji's book where this iniquitous method of calculating import duty has been in force for about 20 years.



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The Editor's Mailbag

PHILATELIC FLIPPANCY

Your article '1973 Stamp Flood Starts' (PIM, Feb, p 10) might well cause some misunderstanding concerning the stamp issues of the Gilbert and Ellice Islands. The article implies a certain flippancy regarding new stamp issues among Pacific countries, and a tendency to produce rather more issues than may be justified. While this is almost certainly true of at least two countries in the area, to tar the GEIC with the same brush, as you have done, is to be quite misleading.

The stamp issuing policies of the GEIC are highly conservative, and normally no more than three new issues appear in each year, each issue usually having a face value below one dollar. Compared with most other countries (in or out of the Pacific) this is an extremely modest programme by today's standards and one which has resulted in the enviable respectability GEIC stamps enjoy among collectors. It is to be hoped that the article does not lead anyone to equate the stamps from this colony with those of the territories whose philatelic policies are really dubious.

I note, incidentally, that the greatest offenders when it comes to overdoing it, were not actually among those mentioned in the article.

G. J. HAYWARD.
King George V School,
Bikenibeu,
Tarawa,
GEIC.

● But PIM agreed that "it's all a good healthy way of adding revenue to the coffers" and printed a sample of one of GEIC's stamps which is good healthy publicity.

... AND PHILATELIC FAULT

It is not pleasant to have to demolish a myth—especially when it is still a baby—but I think I must correct your comments on the recent Fiji stamp issue celebrating the diamond jubilee of the Fiji Rugby Union (PIM, March, p 17).

The player portrayed kicking on the 25 cents stamp is not Pio Bosco Tikoisuva, whoever he is. I suspect that he exists only in the mind of the English designer of the stamp.

In fact, to let your philatelic readers into a little secret, the three stamps were designed in 1969 and were intended for another issue which

was later cancelled. This was to commemorate the centenary of the Rugby Football Union in 1970. Since the stamps had already been designed, the Fiji Post Office decided to add the words "Diamond Jubilee of Fiji Rugby Union" plus the badge of the Fiji RU at the bottom and use it for the recent issue instead.

It would be nice to put names to all the players as in the case of Malakai Labaibure in 1951 issue, but they are not drawn from Fiji photos whatever their origin.

Incidentally, the union was formed in 1913, not 1903. You may be interested to know that this year is also the golden jubilee of the Tongan RU.

DEREK ROBINSON.

Dept of Agriculture,
Suva, Fiji.

● The date 1903 was a typographical error which was detected too late for correction.

UNDERPAID IN FIJI

I am writing this from Fiji.

Do those in authority in Fiji realise how underpaid the working and poorer classes are in Fiji?

Do the labour unions realise that even though they are getting a rise of 15c an hour, that is still only 50c an hour? Do they and the Fiji Government realise the cost of living in Fiji for the working and poorer families and the way they are forced to live? The homes—so-called—of these people are beyond me to find suitable words to describe. How can they live decently with a proper diet on the pitiful wages they are paid. I know of one case where a Fijian lass is working six to seven days per week, and she gets the very princely sum of \$F13 a week. I know of a lad who is a baker, and in Australia they get for two days' work what he gets for one whole week. I know and have met others—all the same sad story. They are willing to work, but cannot get a decent break.

With Fijians and Indians here it is the same story, and it is breeding bad trouble, bitterness and hatred. Sadly I say we Europeans have a lot to answer for, as a great many of these larger concerns are European firms. I also understand that even those who are in what we would call good positions do not get paid as much as a European would if in the

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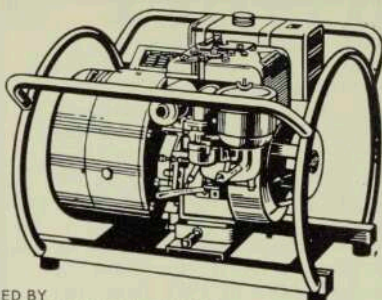
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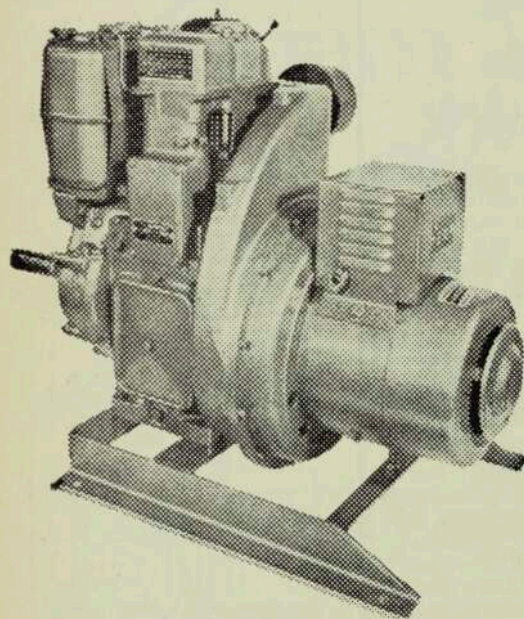


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Letters

same position here in Fiji. Can they not see the danger of what they are doing? When one looks at the position in its right perspective one cannot altogether blame the firms, as the ones that can really rectify these things are the government. They should and must stand behind their own people. Fiji is their land, not ours. These wrongs cannot be righted unless the government stands behind the unions and their own people before more racial hatred is born.

The ministers of the Fiji Government have called for a rise for themselves. If they cannot live, how on earth do they expect the working people of Fiji to exist on what they earn? Cost of living is not low at all. It's quite high, and vegetables . . . well the less said about that the better. First there was Hurricane Bebe and a cyclone has again flattened cane and ruined the crops that were starting to grow. Yet the people bear it all and try to carry on living, and will welcome the stranger to their homes with warmth and hospitality. They are afraid, a great many of them, to stand together in case they lose their jobs. It needs a man like our Mr Hawke, with courage to help them. I always was taught that a good day's work deserved a good day's pay.

A. McLEAN

Florence St,
Tweed Heads,
NSW.

BATTLE FOR WAR RELICS

We read with interest your article in the February issue of PIM (p 37) "Fate of War Relics Launches New Battle for the Solomons". The last paragraph mentions that it is interesting to note that Tambea Village was told only in May, 1972 by a diver belonging to Laurent and Co that the Zero was where it lies etc.

The real facts are as follows: In February, 1943, a young boy named Kanuto Tigili, standing on the beach at Tambea, watched an aeroplane crash into the sea at Tambea approximately 600 to 700 ft from the shore. All the villagers from Komimbo and Tambea knew the position of the plane and for past 25 years it has been a popular fishing spot. This boy, Kanuto Tigili, is now a shareholder of Tambea Village Resort. Another shareholder Pen Agroseni was the man who showed

PACIFIC ISLANDS MONTHLY—APRIL, 197

the exact position of the plane to the diver of Laurent and Co.

I had been told by the people about a Zero lying in the water at Tambea Bay but it was not until 1971 that I was shown the exact position. The fact remains that the Gaubata Line people at Tambea had knowledge of the position of the Zero from the time it crashed. I represented not only Tambea Village Resort but also the people belonging to the Gaubata Line in the court action.

E. O. TORLING,
Managing Director,
Tambea Village Ltd.

Guadalcanal,
BSIP.

ARAWA IS BEAUTIFUL

Arawa or Bougainville might look ugly but it is not. The people are all a lot more friendly than those of Moresby or Lae; the natives would be about the best behaved ever, except when they have their tribal disputes.

I suppose the houses might look ugly but since they are all fully furnished people cannot really complain, not that many of them have. The township itself took about two to three years to build and it was not as easy as pie.

Arawa is a really good town so could you please stop putting it down. Maybe if the person who wrote that article would stay there for a year or two they would see what I'm driving at. It really is a beautiful place.

R. NOTHDORFT (Miss).
Sydney Church of England
Girls Grammar School,
Moss Vale,
NSW.

● *Arawa's young defender is referring to an article in PIM's September issue.*

INSTRUMENT OF TERROR

I am shocked to learn (PIM, Jan, p 104) that the Rt Rev David Hand, Anglican Bishop of Papua New Guinea is in favour of a non-military national service.

From 1933 until VE-Day in May, 1945, this type of totalitarian oppression was one of Hitler's chief instruments of terror. I sincerely hope that you will publish this reminder of past actions of the epitome of the anti-Christ, so that the Queen's Bishop of Papua New Guinea may come to his senses once more.

GEORGE VON HELDREICH.
PO Box 545,
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West Germany.

● *Last of the Letters, p 39*

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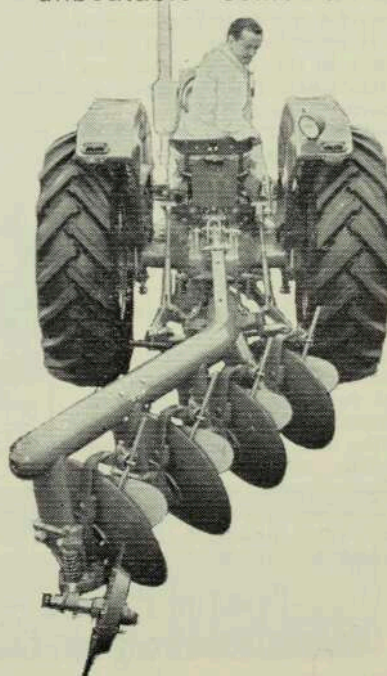
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From the Islands Press

From the US Trust Territory Micronitor:

It was announced on the radio today, February 12, that if a dog is found in Kolonia without an official tag around its neck, the dog will be killed. Regulation has been made in this town to tax all dogs, about 50c a dog a year. If a dog is found not taxed, the penalty is DEAD for the dog. The reactions of the people to the law? One person said, "It is good because we Ponapeans eat dogs, so go ahead and kill them."

From the Tonga Chronicle:

The Chief Postmaster, Siva K. Holani has issued a warning for people to return the empty Post Office mail bags which they are using as handbags. Empty mail bags which are blue, yellow, brown, black and white in colour have identification marks such as Britain, USA, Australia, New Zealand and Fiji printed on each bag's side to indicate the country of origin and are being used more and more by the people. Mr Holani advises that anyone who has any empty mail bags in his or her possession should return them to the Post Office. These bags are the property of the Post Office and no one has any right to use them. He said he already informed the police and anyone caught using these bags will be prosecuted.

From a letter by "Fakapoupou-la-fou" in the Niue Island Tohi Tala Niue:

Me no speak English. Me no been school in New Zealand. Thinking deeply about last week's editorial brings to mind how I have always envied people who were given the chances to further their education overseas and some never would like to come back to serve their country. I'd reckon that this is very unfair because government money was wasted to send these people away and parents are ashamed for what they do. May I ask—what good is bond that is signed by those scholarshipppers if they do not return? Can't the government bring them back by using the Niuean term *lisi tanga niu mai ki Niue* (Grab them by the scruff of their necks and apply a well-aimed boot to their posteriors).

From the GEIC Atoll Pioneer:

Some workers on Tarawa arrived in offices and workshops an hour early last Friday. Because of one of those human errors which DO occur from time to time, a sleepy but enthusiastic member of Radio Tarawa's staff started transmission an hour before the scheduled time—five-thirty instead of six-thirty. And finished an hour early, too, at seven instead of eight. There was a dash for buses and

motorbikes by people who thought that clocks and watches were wrong, and who did not stay tuned to hear the apologies which followed shortly after seven o'clock when wide-awake staff got to the studios and corrected the mistake.

From the ACA Bulletin (Bougainville) by B. J. A. Middlemiss:

Without a doubt the reaction to Somare's visit to Bougainville must have shocked Canberra and the so-called confrontation at Panguna with the Guava and Moroni people. The former because of its head in the sand attitude towards the secession movement and the latter for the lack of comprehension of their aims by their elected members. In all the visit made it quite clear to all who cared to listen that Bougainville wants no part of a "Unified PNG" . . . Somare proved himself to be little different to the former white Administrator D. O. Hay, when he referred the referendum issue to the Constitutional Planning Committee. A not very adroit piece of duckshoving. His reference to the referendum costing too much was not a well-taken point and when put to the test will be found wanting.

From a report in The Fiji Times:

Twelve of 18 bodies a pathologist examined after people died in road accidents last year had alcohol in the blood, the Minister for Health, Mr James Shankar Singh, told the House of Representatives. Describing this as serious and alarming, Mr Singh said he would welcome legislation to introduce breath analysis tests to Fiji. "It would certainly be a deterrent," he said. Mr Singh said alcohol was a factor in more than half the motor accidents in Fiji.

From a letter by Dave Moss in the Micronitor:

The UN Visiting Committee for 1973 will trip through Micronesia, hold endless, droning, non-effective public meetings (or staring contests), eat salmon and rice in the high school galleys of Micronesia, travel on field trips ships (with new linen, new silverware and newly-informed crew and officers) pick up handicraft by the bushel and then go back to New York where they will write a long report that tells whoever reads it that things are, well, at least **going** in Micronesia; that the economy is slowly improving, despite the copra disaster; that the political status negotiations are proving fruitful and that the Micronesians are learning to like each other. But it's all bullshit. . . . Leave the islands dirty. Let the Visiting Mission see what Majuro's like the other 364 days a year. I don't think it'll make much difference.

A letter by Mrs Patricia Laisen in the Samoa Times:

We arrived in Western Samoa yesterday and to our surprise we were told that your authorities impose a Tourist Tax \$1-\$1.50 per person per night. Originally we intended to stay for a week to 10 days. However, the extraordinary way of taxing tourists forced us to leave after spending only one night as any type of extortion is against our principles.

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Letters

THE DEAR DEAD DAYS

Your YESTERDAY section (PIM, Nov 1972, p 77) set me to rocking and dreaming (well, I was *already* rocking) about those dear dead days of the 1950s when the Solents and Strato-clippers (or cruisers) were making air travel such a delight.

One trip in particular stands (or sways) out. Three of us, language students in Tokyo, somehow persuaded our tight-fisted comptroller that a trip throughout Southeast and South Asia to round out our education was a must.

Off we went. Things got a little boozy at the farewell party before we left Haneda Airport, and the tempo picked up as we spread our own peculiar brand of the Charming American around the Orient. At some point, and to this day we disagree as to where it was, one night in a bar we ran into a group of New Yorkers on their way to Indonesia. We all sat around telling lies and swilling, to the horror of the very proper bartender, beer and straight shots (*boilermakers* in Brooklynes) until the wee.

Although we were booked on BOAC (or maybe KLM or QANTAS) for the next leg of our trip (whatever that was), the three of us awakened to find that we were in a bar lounge that was moving at a good clip and at about 6,000 feet. You'll be happy to know that this did not bother us in the least. What did bother us was that the bar was closed, a situation for which we were totally unprepared. Our leader, an intrepid US Army Infantry major, found a set of stairs going up, and up the stairs he disappeared forthwith. Reappearing in a few minutes, white-jacketed bartender in tow, he calmly announced that the bar we were in was hooked to the bottom of an *airplane*! And so, to our relief, it was. A lovely, lumbering, comfortable, luxurious, piston-engined Boeing Strato-clipper (or cruiser), no less.

After we had helped our leader get the bartender squared away and in operation, we asked him (the major) where we were headed. He hadn't the foggiest; so we dropped the subject. New guests began appearing at the foot of the stairs as if dropped from the heavens, and they looked so familiar that we dropped our typical American reserve and asked them who they were. Turned out that they were members of a group of New

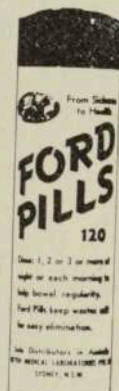
Yorkers on their way to Indonesia. A clue at last! Not only that, but one of their members read us into the scenario. We had, it turned out, all trooped down to the airline office, awakened the manager at 0300 hours that very morning, and with little or no trouble persuaded him that *E Pluribus Enum* meant just what we thought it did, ie, that if we didn't join forces then and there, all of us headed out together, *he* would have to answer to the local police as to why a bunch of Rowdy Yanks were still in town. We exchanged our tickets, picked up our baggage, and joined them, off to Indonesia.

Wonderful trip, wonderful people, wonderful food, wonderful grog, wonderful airplane. As far as we could tell, the entire passenger and crew list was represented in that lounge most of the time, and who flew the plane we'll never know. Maybe it was the bartender, since we had taken over his job at once and he had nothing to do. Made a good landing and take-off, too—several times.

Ah, yesterday.

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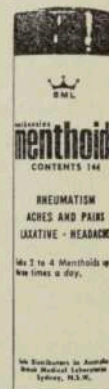
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Futa supervises the building of his new Athens.—Photo: Inese Civkulis.

A MODERN SOCRATES BUILDS HIS ATHENS

By STUART GLAUBERMAN

When you leave his Atenisi College, Futa Helu is likely to say that should you return to Tonga, the doors of Atenisi will always be open. That is his way of speaking. Futa chooses his English words carefully, curiously, and in his soft-spoken way, turns simple statements and scraps of information into poesy.

Atenisi College has no doors. Rather the portals through which Futa hopes you will return are metaphorical, metaphysical or, perhaps, futuristic. Ten years after its beginning, Atenisi is still being built, and doors may be only days away.

Atenisi's campus, best described as a "swampus", is in a low-lying frequently-flooded Kolomotu'a site, within a mile of Nukualofa's Royal Palace. Six months ago, the college consisted of one building which was falling down and another which was going up. A glance at the old building was enough to appreciate the story of Atenisi's past. It was completely without foundations—little more than a frame of half-rotten timbers sitting in a swamp.

The building was originally situated just outside town in Nukualofa's main street, where it was used for Futa's first project, a night school for civil servants. Somehow it withstood removal to Kolomotu'a on land given to him by an early backer as it was too swampy for successful copra cul-

tivation. There, with flaking yellow paint, broken windows and gaping holes in the wooden floors, it rested upon a dream.

Between classes, students upstairs in the upper forms would amuse themselves by throwing paper through the floor at lower-form students who were equally absorbed in trying to catch fish from water below the floor. Then in November while Higher Leaving Certificate examinations were on, the old building was torn down. Not with a ban and a wrecker's ball, but lovingly piece by piece, by its former students.

The new building is not Futaesque although it was the headmaster administrator-lecturer himself who modified the architect's original plan. Futa also provided the lion's share of the financing from fees earned during a lecture tour of the US in 1970.

The new building rose quickly during the last two school terms providing a roof—but at times little shelter—for leaving certificate and university entrance classes. One of the difficulties with the old building was that it filled with water during heavy rain forcing cancellation of lower-form classes. The new building, while still unfinished, had an advantage in that the rain and wind howled through the building, disturbing without disrupting upper-form class schedules.

Cement blocks were made on the premises and put into place by volunteer student "engineers" with the help of less-willing students caught la-

- The author, a freelance writer now living in Melbourne, taught English as a volunteer at Atenisi last year.

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APRIL, 1973—PACIFIC ISLANDS MONTHLY

for class. Students also cut glass for the aluminium louvre windows which eventually kept out the rain and wind. At night, hordes of pigs and goats found the unfinished building a comfortable shelter.

This term the new building is completely functional. Two single-storey wings provide classroom space for four or more simultaneous classes. An office-storeroom is perched atop the entranceway affording a panorama of the campus.

The yellow building which was Atenisi's all for a decade is gone. But the old wood lives on in Futa's plans for a kindergarten building and additions to the cement blockhouse known as the technical or trades building where subjects such as signalling, electronics, radio and motor repair are taught by devotees.

Everyone associated with Atenisi has the feeling that the new building is just a beginning. American volunteer teachers Nick and Gerry Roth, who supplement Futa's Tongan instructors with English and other teaching skills, say they can envisage an Atenisi College with a level plaza surrounded by classroom buildings and dominated by a clock tower which sends a beacon a mile out to sea.

Futa is not one for setting his sights on the penultimate. For one thing, he insists that his leaving certificate and university entrance students take the difficult New South Wales Department of Education examinations rather than the New Zealand or Victorian exams which have wider currency in the Islands. Why? "Because the New South Wales tests are better."

It is puzzling how Tonga, without so much as a public library, managed to produce a Renaissance man like Futa Helu, poet, philosopher, opera aficionada and probably the world's

only Polynesian Italian language teacher. He is a traditional Tongan to the core and a well-versed lover of classical arts. His interest in the contemporary world seems almost limited and less pragmatic in comparison.

He is admired throughout the kingdom (and beyond) as a man of exceptional talents. Perhaps it is multifaceted talent and his quattroceto quality which causes his critics to dismiss him as a dilettante and point out that he has no university degree. His backers believe that he is nothing less than brilliant, that he is by all means the most interesting man in Tonga and all the Pacific Islands.

Futa Helu was born at Lotofoa, Haapai in 1934, the son of a *mata-poule* (king's attendant) who tutored at Tupou College. He was a student at the well-established Tupou College and at the age of 21, left Tonga to study in Australia. He attended Newington College and the University of Sydney where his interests were mathematics, philosophy, and literature. Today his interests are not so easily enumerated. Music is important among them. Certainly his most well-known accomplishments are his recordings. Seldom is a request programme aired over Radio Tonga that does not include Futa singing a Tongan hymn or an Italian aria. His interest in Italian, in fact, resulted from his love of music.

Some years ago he translated a Gilbert and Sullivan Opera into Tongan, then produced, directed and sang in the road show he took through the island groups. His poetry is not so often heard although last year as a lecturer at the Nukualofa centre of the University of the South Pacific, Futa the poet was able to bring together living Tongan poets for reading, discussion and analysis.

His preoccupation with music and poetry has recently led to his involvement in a UNICEF project which seeks to record and catalogue oral traditions. More than recording tradi-

tion, Futa is interested in living tradition. For this, he holds weekly sessions with his students centred around the kava bowl. He teaches Tongan dance as well.

An avid reader, he is also an amateur historian, constantly collecting and mulling over theories of Polynesian migration and European exploration which are not gleaned entirely from books. Whatever his avocations, teaching is his chosen vocation and it is in the classroom, swathed in a giant *ta'ovala* and gesturing with a kava cane that his greatest energies are let loose. He teaches several of the higher mathematics and physical sciences, English literature (in Tongan and English), Tongan history and culture, Italian and whatever else comes to his mind.

He serves the amateur boxing commission as an adviser largely because "these boys trust me with their money". Futa also sits on inter-scholastic committees which reflects the fact that Atenisi, the black sheep of Tongan institutions, has achieved, at least nominally, a place amid the flock.

Futa says the idea for Atenisi—which means Athens—came to him during his studies in Sydney. Two years after his return, he was teaching night-school in the old yellow building. Two years after that, day-school classes were begun and in 1966, Atenisi College was officially registered as a Tongan institution of learning. Tupou College, he points out gleefully, was founded in 1866, just a century before Atenisi.

Futa's reason for starting Atenisi was in his own words, "a reaction against the existing education system in Tonga." His complaint: too much influence was being exerted upon schools by state and church administrators.

If a reaction against established schools was what Futa was seeking, he achieved just the opposite when Atenisi opened its non-existent doors. For what he got was reaction from them. The government, the department of education and the churches reacted strongly against the opening of Tonga's first private school, doors or no doors.

"None of them was helpful at first," Futa recalls. "They were, in fact, very hostile."

Today, Futa can look out from his boxlike cement-block home-office-administration building toward the new building and the children streaming through invisible portals and he can reflect upon changing attitudes in the kingdom. The government, he says, is fairly helpful because of what he cautiously terms, Atenisi's increasing following. This term, enrolment

The old building sitting on the edge of the "swampus".—Photo: Inese Civkulis.



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Churches still tend to regard him suspiciously as he is often philosophically irreligious, although never sacrilegious. His 1½ year-old son and month-old daughter received the church's blessings before they were born. And for reasons born of stubborn traditionalism, Futa steadfastly opposes birth control, which puts him in the good graces of several Tongan religious bodies.

Ironically, he claims to be an adherent of theories of child development and modern teaching methods outlined by Dr Maria Montessori while, at the same time, he is a prophet and practitioner of the hickory stick method of forcing progressive education upon his students. In keeping with his traditionalism, however, the Tongan master prefers a kava stick for administering the swats of academic enlightenment.

This practice could change, he concedes, if the students could be brought up in a Montessori environment from their earliest training. Thus, his long-range plans include expanding the kindergarten and primary school and integrating them with tertiary classes. He also hopes to provide what he terms "internal educational opportunities" for students with higher leaving certificate passes who can't go overseas for further study.

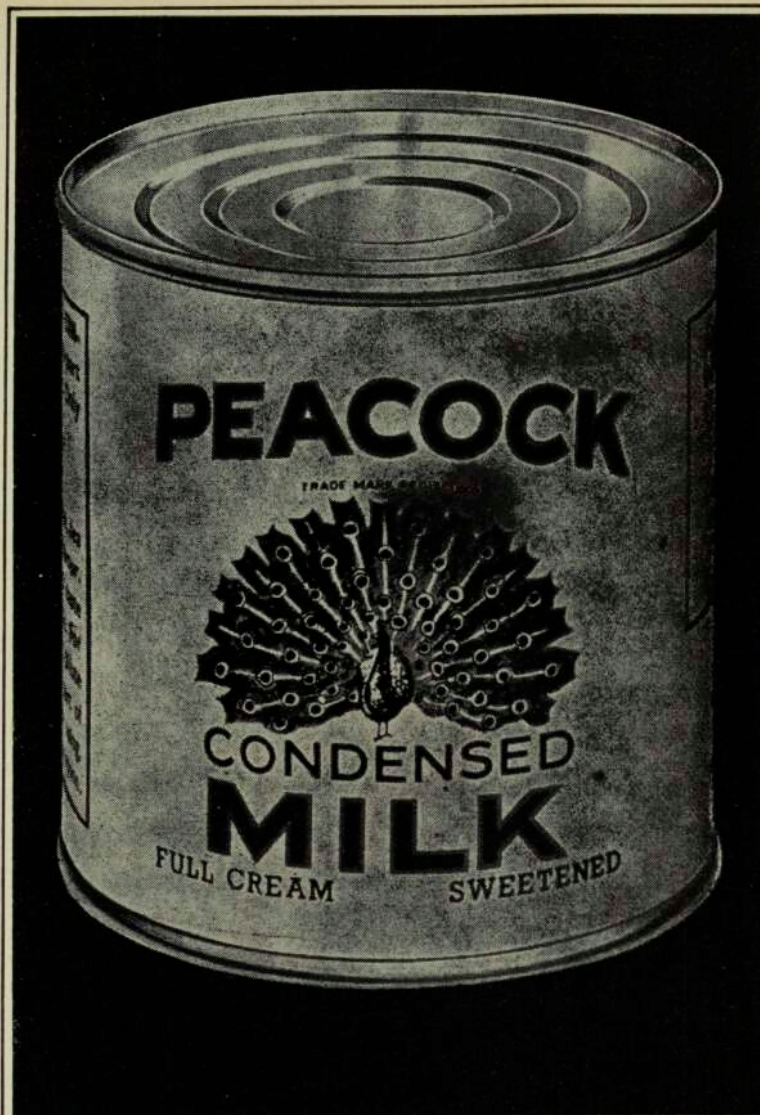
This may be Futa's way of laying the groundwork for what may some day become Atenisi University of Tonga.

What's missing is money. Futa has the ideas. There are Tongans enough who believe in him and in Atenisi and are willing to teach their hearts out for bare-bones wages (even by Tongan standards). There are also volunteers like the Rotts who donate their talents to further what they feel is an exciting educational experiment.

And there are students who want what Atenisi has to offer—for some, freedom from school uniforms and regimentation; for others, the school's remarkable record in accountancy, mathematics and science competitive examinations, and the opportunity to study under Futa. Each term they have come in increasing numbers from the kingdom's every corner to the Kolomotu'a, to the school that Futa built without doors and without money.

The framework stands. Now Futa waits patiently for the benefactor who will bring the doors and the hinges, the books and the benches to fill the new building and the capital to build bigger buildings. Meantime, he teaches.

Being a classicist, Futa Helu knows that Athens was not built in a day.



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A LOYAL OPPOSITION IS ON TRIAL IN MICRONESIA

From a Saipan correspondent

Assistant Trust Territory Public Defender Arthur Rothenburg has resigned his post here at the territorial headquarters to return to his former job as a public defender in Miami, Florida.

During his 14-month stay in Micronesia, he was involved in several highly controversial court cases, including the defence of some Greek sailors after the search and seizure of the Pacific Paul last December in Koror, and more recently the Bertha borja-Esperanza San Nicholas trial on Guam.

Two months ago, however, Rothenburg and Jose A. Tenorio, an assistant, were arrested for "obstructing justice" in their own office during another police search. With a warrant signed by TT Chief Justice Harold Burnett and on order from the Attorney-General, police were searching for evidence against Chief TT Public Defender Roger St Pierre, a 10-year veteran at the job and often regarded as a "thorn in the side of the administration". St Pierre was off the island at the time.

Rothenburg said it was during his arrest that he decided to leave Micronesia. "On November 21, when local police, led by TT Police Superintendent Carl Lindh, entered my office with a search warrant and arrested my assistant and me when we refused to co-operate, I realised no effective rule of law exists in the Trust Territory," Rothenburg said the day before he left the territory. "The government is free to do anything it pleases, even against men of the stature of St Pierre who has been the only American in Micronesia during the past 10 years to stand up for the rights of the people. The Congress of Micronesia has passed resolutions praising him . . . and the American government officials here send the police to raid his office."

Rothenburg said that when St Pierre returned to Saipan he expected to be arrested on "trumped-up" charges. Now, however, two months had passed since the police raids (the Majuro Public Defender's Office was also searched the same day) . . . "nothing has happened," said Rothenburg. "No arrest, no charges, nothing. Our civil rights were denied. The safeguards contained in the 4th and

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A loyal opposition is on trial

5th Amendments of the US Constitution thrown to the wind. There is nothing that can be done legally in the Trust Territory.

"While I was in police custody during the search, I demanded to be brought before a magistrate and released on bond. I tried to telephone the Attorney-General and the High Commissioner but to no avail. I was shouting against the storm."

Rothenburg said police searched every file, drawer, broke into a desk and filing cabinets with an electric drill, and xeroxed documents.

This writer, who, by coincidence, visited the office during the search, learned police were searching for papers relating to a Marshall Islands court case where St Pierre twice refused, but later accepted a \$7,500 "gift" for successfully settling a \$30,000 estate three years ago.

"There was nothing illegal about it," St Pierre said.

Rothenburg said his arrest, coupled with the government's poor attempts to bring charges against St Pierre, prove that "... all illegal avenues of justice in the Trust Territory are closed. I prefer to return to Miami where the 'system' still works.

"The Interior Department has a policy here," he said, "to govern and hold these islands. High Commissioners, judges, bureaucrats, all political appointees, are sent here to execute that policy. The Congress of Micronesia is the only avenue for change here. Change cannot occur through the courts or through the law in Micronesia."

Yet, Rothenburg said there is cause for optimism. "Micronesians are aware of the TT's 'holding action' policies. After failing to find relief in the TT courts recently, 10 Saipan residents lost a lawsuit in the Hawaii Federal Court to stop hotel construction next to the island's best public beach area. The Eniwetok people, too, went to the Hawaii courts and successfully, at least temporarily, halted an Air Force 'cratering experiment' on their tiny islands ..."

Concerning the role of the Public Defender's Office in Micronesia, Rothenburg said: "A man who fights for the rights of the people in Micronesia as St Pierre has done during the last 10 years is fighting a lonely battle. But St Pierre built the office into the most respected agency in the government."

Why does the government want to remove St Pierre?

"His independence," Rothenburg said. "The Public Defender plays the role of the 'loyal opposition', and answers to the Secretary of the Interior. But for some reasons known only to top officials here, this adversary system to them is dangerous. The 'loyal opposition' apparently isn't loyal enough.

"St Pierre, who has had resolutions passed by that congress commending his decade of work in Micronesia, has the administration scrambling to piece together the flimsiest of cases, invading his office in attempts to prosecute and remove him.

"In Micronesia, the 'loyal opposition' refused to get in with the gin-drinking, back-scratching mob that runs this government. As a result, the government wants to eliminate it."

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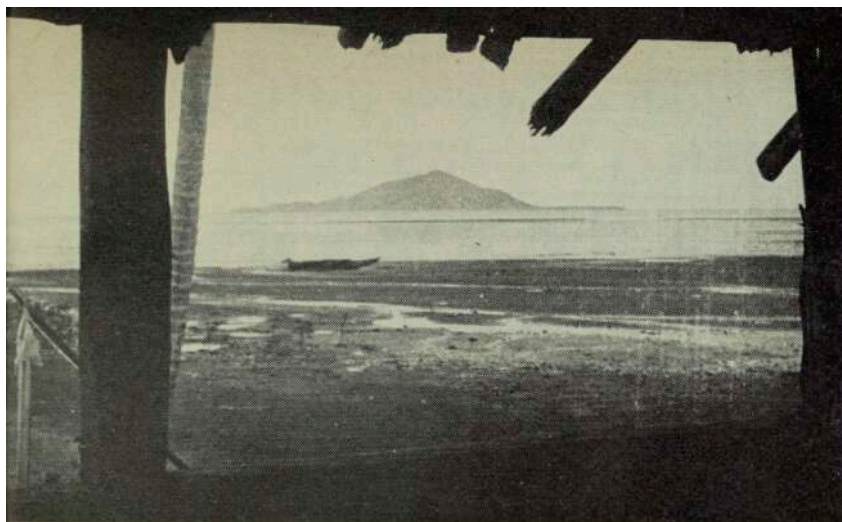
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To be or not to be forever Queensland

By GEOFFREY PEREGRINE

If a few more people take the trouble to travel down the Papuan coast and across to the three islands of the Torres Strait, which look like being forever Queensland, the border dispute that is blowing up may produce some facts instead of rhetoric.

It's not an easy journey. First you have to square yourself away with the Queensland authorities. The islands of Boigu, Dauan and Saibai, which lie just off the southern Papuan coast, are a preserve of the state's Aboriginal and Island Affairs Department which is a power in the area from the tip of Cape York to within a mile or so of the Papuan mudflats. Then there's the usual permit to enter Papua New Guinea and the problem with Australian customs—to do it all properly that means checking in at Thursday Island, which is more than 100 miles to the south.

Apart from that, there's the sheer difficulty of access. In the north-westerly season, it doesn't make much sense trying to reach there from Thursday Island unless you travel in one of the departmental supply boats. And permission for this isn't readily forthcoming.

The best thing to do is to go to Daru, the administrative centre of the western district of Papua New Guinea, hire yourself an outboard canoe and driver and set off. It's some 55 miles down the coast to the village of Sigabada, which is directly opposite the Queensland island of Saibai. The channel between is four or five miles wide and up to 120 ft deep—not the easy walk at low tide that some of the publicists would have you believe.

Saibai is a long, low island, about 90 per cent swamp apparently just like the Papuan land opposite. However, the low ridge at the western end where the village is and where

On the disputed frontier—Dauan from Sigabada.

some 200 people live is a low pebbled laterite ridge, possibly six or so feet above the sea, and flecked with grey sand.

The distinction doesn't seem much. But it does lead to a markedly different landscape from Sigabada, which is mud and little else besides.

About another five or six miles to the east lies Dauan, which is something different again. Dauan is a rocky outcrop of Australia, some 972 ft high, a granite mountain stretching out of the sea, green with bush, grey with rocks and ringed by glorious beaches. There are about 60 islanders living on it.

Boigu, the third disputed island, lies another 40 miles or so to the west. We didn't make the journey on this occasion because the north-westerly was getting up no good, as they say in that part of the world, and we'd had a couple of engine breakdowns. It could have been a long way to paddle.

Unfortunately, I just missed some Boigu people who'd been visiting Dauan. But the people on both Saibai and Dauan told me the island was substantially like Saibai—low and flat with just under 200 people living there. It's also much closer to the Papuan mainland, particularly because the Queensland border snakes in between the mainland and some smaller islands of the Talbot group which, on the map at least, appear to be only a short sloop from the mainland. This is where the "walk at low tide" legend could have come from. My information, however, is that the islands aren't inhabited and aren't important.

The border situation dates back

just on 100 years. After missionaries "brought the light" to the fierce Torres Strait islanders in 1871 there was increasing pressure from the men of God for law and order in the area. From all accounts, it was needed badly. Pearlers, unscrupulous traders and general baddies abounded and were doing awful things in that beautiful cluster of islands which lie between Papua and Australia.

The Colony of Queensland was having delusions of grandeur around this time. But the basic reason for putting the border so far north was to kill the chance of any adventurers finding a haven in which they could escape retribution. And a bill of 1879 set the border as it is known today.

As British rule in Papua consolidated, various colonial officials including Murray said the line should be rolled back; dammit, one couldn't sail from Daru to the Dutch border (as it was then) without getting permission from the upstart colony of Queensland. And after all, the people who lived on the islands were black and obviously the same as the people in Papua—who by now were beginning to resettle the coastal and river-side areas from which they'd fled generations ago in case the islanders or the mainland Kiwais whipped their heads off to add to their skull collections.

The local cats may have all been the same colour in the pre-anthropological dark. But in the last 100 years things have changed.

The islanders, under Queensland rule, now enjoy Australian social security benefits and are clearly black Australians. They live in Queensland-style homes, perched up on high stumps, they go to Queensland schools, their local police wear slouch hats with upturned brims and the



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Australian flag flies over their villages. Alone.

The houses, the benefits and the pensions have tended to fascinate the lesser-favoured mainland people over the years and there's been a bit of muttering about it. If Papua New Guinea took over the islands, the thought has been put, then the pensions and the houses and the opportunity to earn real money in Thursday Island, would belong to the favoured Papua New Guineans in the area. The ideas simmered and bubbled out at local council meetings.

When PNG politics sprang into being, the issue was a natural. For western district MHA and now Minister for Education, Ebia Olewale, it was something he could hammer at village level and also use at national level. Consequently it surfaced as a major PNG item of concern.

The description of how it developed sounds cynical. But the issue, nevertheless, has a number of points of genuine concern. There is the access question, which seems to apply mainly to the area between Boigu and the mainland, and the feeling many Papuans have that the paternal approach of Queensland to the islanders is undignified when only a few miles away PNG people are finding nationhood.

These are probably the two areas which need speedy resolution. Immediate adjustments in the Boigu area to the border could take a lot of the

heat off and, in any case, the old-fashioned Queensland approach to the islands is repugnant to many Australians nowadays, as well.

I suggest these as short-term measures because the eventual solution will probably take much longer to work out. It just isn't as simple as the politicians in Port Moresby and Canberra seem to think.

The people on Saibai and Dauan, at least, are clearly very different from the Papuans of the adjacent mainland, even to untutored eyes. The islanders say they speak a different language—the same as the other islands of the western group of the straits—and the Papuans agree. They share a few words, but these are mainly the phrases trade and harsher exchanges of the past would have given rise to.

Undoubtedly, the islanders I spoke to don't want to become PNG citizens. They look south through the straits to Thursday Island and Queensland. In the case of Saibai, many local families left the island in 1948 to settle at Cape York at what is now Bamaga (named for the Saibai leader of the migration). And Bamaga is emerging as the centre for island peoples in the straits, particularly with the opening there in February of a big new high school.

The major issue in the future seems to me to be the question of natural resources. Mr Olewale told me he wants seabed rights to half the straits,

down to 10 degrees south. This is a somewhat vain hope—even PNG's strongest supporters in Canberra aren't willing to give away this much of Australia.

But few Australians would want to block the Papuans from their natural fishing grounds in the reefs, which lie well to the south of the disputed islands. And few would begrudge them the possible wealth that lies in the seabed, be it gas, oil or minerals.

The solution I canvassed is one where a sea border is set but the island enclaves remain part of Australia. There would be access for all to and fro. But I believe we have to go much further than this and look to continuing co-operation between Australia and an independent Papua New Guinea in the straits area. Both countries have too much at stake not to get together.

Australia's rockbottom position is the control of the two major shipping routes. One goes just north of Hammond Island (which in turn is just north of Thursday Island) and through this all the east-west traffic passes. This is well below the tenth parallel. However, the Great North-east Channel, which emerges at Bramble Cay is another matter altogether. It cuts across all the border solutions proposed up to now. Australia's defence chiefs want to keep it in Australian hands for obvious strategic reasons.

Unfortunately, the Warrior Reefs, which are a major fishing ground, skirt the channel. And Papuans fish these reefs. Consequently, there is no easy way of untangling individual interests and dividing them with a stroke of the cartographic pen.

If there is this mutual use of resources, the interdependence already exists. There must be consultation in the future on fisheries control, on seabed exploitation—particularly if oil or gas is discovered—on navigation and tourist development.

Why not, then, work towards a Torres Strait Commission representing Australia, the islanders, the local Papuan groups and Papua New Guinea for joint administration of these problem areas?

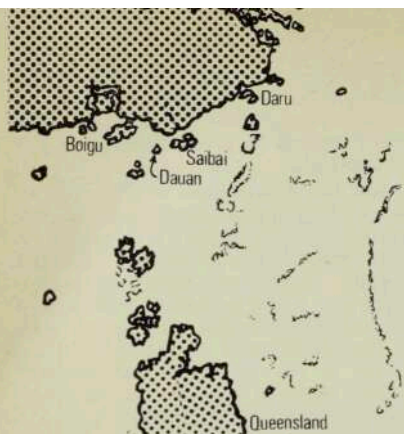
If Australia and Papua New Guinea work together, it will defuse the potential problems which re-defining the border or leaving it as it is will create. With it can go an equitable seabed border and the opportunity, in the future, of self-determination for the Queensland islanders caught on the PNG side.

Such a border, expressed idealistically, would be a line which not so much divides Australia and an independent PNG, but joins them.

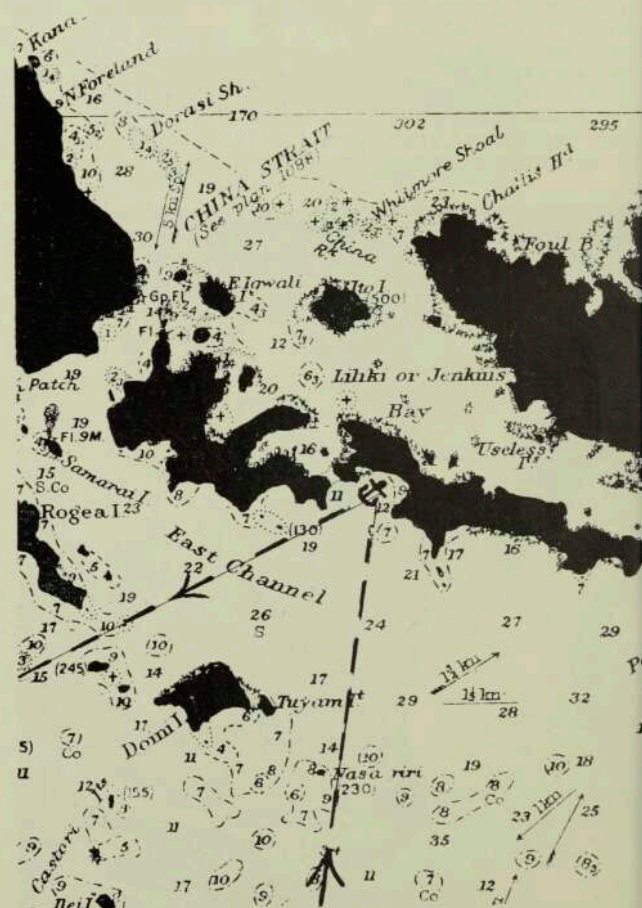
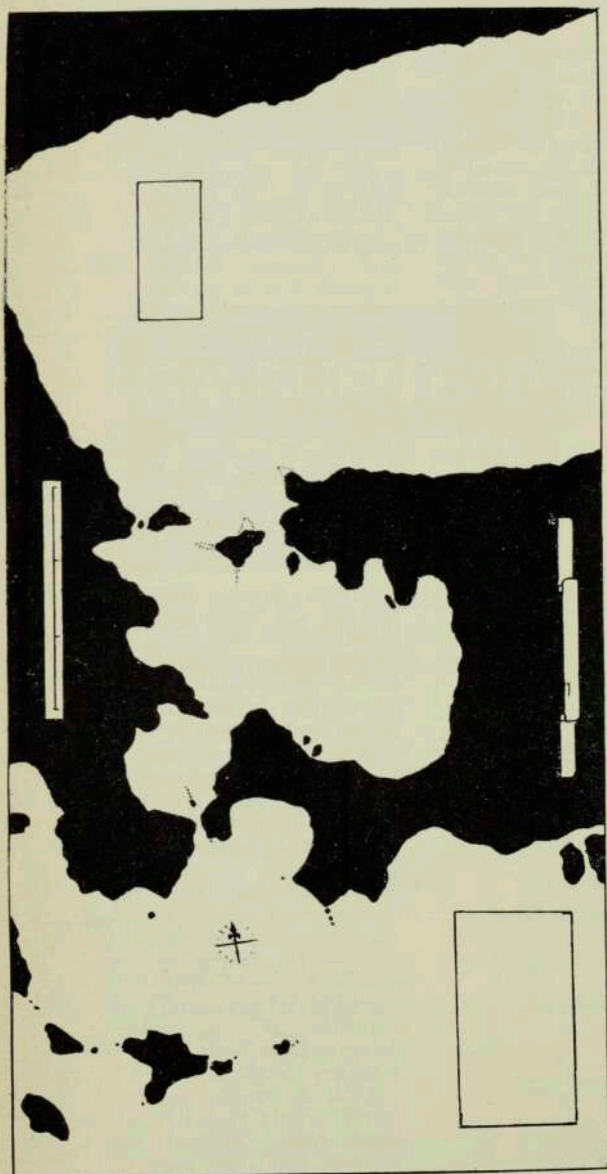


A Dauan girl taps out the beat on an improvised drum at a sing-sing.

On the track of Torres



Left, Torres Strait, between Papua New Guinea and the northern tip of Australia. The disputed islands of Boigu, Saibai and Dauan are marked (see article previous page). Below left is a copy of the chart made by Prado for Torres of the first survey of the southern coast of New Guinea by Europeans, in 1606. The area is of eastern Papua and includes the islands of Sariba, Sideia, Doini and half the island of Samarai. The eastern part of Milne Bay is shown, as far as East Cape. The empty rectangles contain, in the original, descriptions and names of the salient points, islands and bays, in very minute handwriting, done with a quill pen. There is also a scale of 3 Spanish Leagues, which are roughly equal, on this chart, to nautical miles. The original shows the land covered in hills and green trees, with the sea blue and the smallest islands painted red to make them visible among the shoals and reefs. This print has been reduced to one quarter the size of the original which we generally call Prado's Map II. He entitled it "Ports & bays of Tierra San Buenaventura". Below, is part of British Admiralty chart 2032, showing roughly the same area. The probable track of Torres, and his anchorage in "Puerto de San Francisco" are shown towards the bottom left-hand corner. The land areas have been painted black on both charts to make comparison easier. Main fault of the Spanish chart is that China Strait is not shown, because it was not sighted by Torres or Prado. Otherwise it is obvious that the two charts represent the identical area. Unfortunately, the original charts by Prado were not found in the Spanish Archives until 1878, when they were at last able to be compared with more modern charts, especially those made by Captain Moresby of HMS Basilisk in 1873.



PACIFIC ISLANDS MONTHLY—APRIL, 1973



Magazine Section

The great burst of silence (as Captain Brett Hilder puts it) that followed the successful passage of de Torres through the Strait that now bears his name, is being made up for these days by an equal burst of vociferousness as politicians in Papua New Guinea and Australia argue about a border. de Torres was the first European to thread his way successfully through the maze of reefs, islands and shoals that divide the tip of Australia from the south coast of the big island of New Guinea. He did it in 1606 in unusual circumstances, as Captain Hilder relates in this article, but his discoveries were virtually ignored and the sailors and navigators who came after him got no benefit from his experience. Torres Strait became a graveyard of ships and out of that grew, in comparatively modern times, one of the great pilot services of the world. Somewhere between 30 and 40 master mariners in the Torres Strait Pilot Service still provide pilotage from the western approaches to eastern Australian ports. But current interest in Torres Strait and its islands grows out of Australian frustration of the 1870s when, thwarted in its desire that Britain annex all of Eastern New Guinea, the border between the northern tip of Australia and the south coast of New Guinea was placed as close to the New Guinea coast as possible. The islands which are the remnants of the ice-age landbridge between the two countries are included in the State of Queensland.

With the imminence of independence, Papua New Guinea now wants the border moved south, not because it wants the islands or the people who live on them, but for fishing rights and potential off-shore oil deposits.

Things were very much different in 1606 in the Strait but still fraught with many difficulties for the first European men to navigate it.

DANGEROUS SHOALS FOR TORRES ALONG TODAY'S DISPUTED FRONTIER

By CAPTAIN BRETT HILDER

In July, 1606, Captain Luis Baez de Torres was sailing north in the Coral Sea in the ship *San Pedro*, accompanied by his small consort, *Los Tres Reyes*. These two ships had been deserted at Santo in the New Hebrides by the commander of the expedition, de Quiros, who had abandoned the voyage and returned in his flagship to America.

Torres, endeavouring to complete the voyage, had a copy of the Royal Orders giving the courses to be steered in search of the *Great South Land*. He had already been close to the Great Barrier Reef in the latitude of Mackay, in 21 deg south. From that point he was to steer north-west, up to 4 deg latitude, and sail along the north coast of New Guinea to Manila, and thence to the Moluccas and the Cape of Good Hope to Spain.

He probably realised that on a north-west course he might bump into

the bottom of New Guinea, so I am sure that he steered north instead, though he wrote NNW in his report, to be more in accordance with the orders.

Torres had with him a galaxy of officers, including three from the flagship who had disagreed with Quiros. The first of these was Ochoa de Bilbao, chief pilot of the Fleet, sacked by Quiros and sent under arrest to Torres' ship. The next was the noble "Caballero" Captain Don Diego de Prado y Tovar, a "spare-captain", possibly intended to take command if Quiros died. He was a very versatile man, not a mariner but a military engineer, and to him we owe the excellent maps of the voyage which have survived and also the fullest account of it. The third man was the chief surgeon, Sanches de Aranda.

Having sailed north for about six

days at about four knots, with the usual tradewind from about east-south-east, breakers and land were sighted ahead at dawn on July 14.

The ships turned hard a-starboard, and the sails close-hauled, on a north-east course to clear the breakers, and pass to the eastward of New Guinea. But as the sun rose the wind got too strong, and made their course impossible. So they were "forced to submit, and to sail westwards" outside the line of reefs and islands. Torres gives the latitude of their land-fall as 11½ deg south, while Prado wrote 12 deg, but there can be no doubt that the land was Tagula Island (Sud-Est), with Rossel Island also in sight to the north-east.

They followed the reefs along for four days, and put out to sea each night for safety. On the fifth day they saw some high little islands like sugar-loaves, and a boat was sent to look

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for a passage and take soundings. These turned out to be from seven to 10 fathoms, so the position was probably west of Uluma or Suckling Reef, and the islands must have been the Dumoulins.

Steering about north over the sunken barrier reef, they passed by the small islands and reached Sideia Island, anchoring in 14 fathoms in the first bay they came to, on July 18, 1606. They named the island Tierra de San Buenaventura, because they had first sighted the land on that feast day, the 14th.

They then named the bay the Puerto de San Francisco. Sariba Island, the next to the west, was not named as it was assumed to be part of New Guinea. On the next day they landed and climbed a hill, raiding some native gardens on the way, and they sighted the bays and islands to the north, in what is now called Liliki or Jenkins Bay.

As they were still hopeful of finding a northern route, and thence to Manila, they put their two boats in the water with 20 armed men, to look for a passage. They found one only a mile or two to the west, but it was too narrow for their ships, being only 200 feet wide, and with very strong tides in it. The two boats were attacked by a force of 200 natives in

canoes, who were soon put to flight by volleys of powder and shot. The passage was named the Entrance of the Battle, but it is now known as Rocky Pass.

Once through the passage the Spaniards spent a few days exploring Jenkins Bay as far as Challis Head, where they had a good view of Milne Bay and East Cape, and they suspected that ships could get through to the north-east, except that Rocky Pass barred the way.

After 15 days between Basilaki and Sideia Island Torres took possession of the land in the name of the King of Spain, and then made westwards along the coast, still in completely uncharted waters. Some charts showed the solid land of *Terra Australis Incognita* extending here from the South Pole, while others showed nothing at all. Sailing by day with good lookouts, and anchoring each night, they worked their way to their next port, in Orangerie Bay. This name was given by Bougainville in 1767, just 161 years later. Here again Prado's chart is much better than either Bougainville's or Moresby's, and extends about 55 miles from east to west, from Mullens Harbour to Mailu and Lopom Islands.

After various expeditions ashore,

including a battle with natives at Mailu, the ships sailed off this map and made west again. They probably anchored at Redscar Bay, west of Port Moresby, and again at an island which may have been Yule. Here they were struck by an easterly gale, and ran with bare masts out to sea. The next mention is of running into shallow water of three to nine fathoms, which Torres called a *placel* or bank. They found themselves baulked by reefs as they tried to head NW or west, and so they anchored at an island in 9 deg south. This was probably Parana or Bampton Island, but they called it Malandanca because they had been "dancing around madly" among the reefs.

They were now forced by the reefs to steer away from the coast on a south-west course, going from one island to another and trying more than once to get back to the coast. This occupied about a month, until they were nearly down to Cape York. They anchored on the eve of San Francisco (October 3) about two miles south of Prince of Wales Island, in five fathoms.

Next day they steered west in six and seven fathoms of water, along what is now known as Endeavour Strait. They finally passed over the bar at the western end, on which is

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22 ft of water at low tide, and found themselves at sunset in an open sea, with the depths slowly increasing. They probably steered west all night, and at daylight would have been in about 18 fathoms, and then steered happily north towards Manila in the Philippines.

As there were no means at that time of measuring the longitude, and having been sailing for 10 months since leaving South America, their reckoning was bound to be very uncertain. Torres, apparently, thought that he was about 1,000 miles further west, on the southern coast of Timor. When he ran into New Guinea again and rounded False Cape, he gave it the name of Cambaru, thinking that it was Sumbawa, which was named Cambara on charts of 1600. He was disappointed to find that he was still in vast areas of shallow water and shoals. After False Cape he got into deeper water for three days, well away from the coast until he arrived off Cape Steenboom in 5 deg south. Here at least the *placel* or bank ended. The coast now ran along for a long way in about 4 deg south, with plenty of rivers, bays and good anchorages. They anchored in three good harbours, and Prado made a map of the third, which is the area now known as Triton Bay and Iris Strait. They were anchored in the "Puerto de San Lucas" from October 18 to 26. Here they got supplies of fresh water and firewood, and supplies of fresh food from the shore and native gardens.

From the Port of St Luke they sailed west again, but had to turn south-west to get through Nautilus Strait, before working around again to a general course of WNW. This took them through groups of little islands along to the end of New Guinea, which Torres gives correctly as in $1\frac{1}{2}$ deg south, at Cape Sele. In these islands they found Chinese trade goods and some iron implements, so they realised that they were in the trading zone of the Moluccas or Spice Islands. The ships reached the equator at Jailolo Strait, off the eastern tip of Halmahera, and turned south to pass around the island south-about. This brought them into the legendary Isles of Spice, named Bachan, Kayoa, Motil, Tidore and Ternate.

At Ternate they at last found a Spanish fort and trading post, with a small garrison under a commandant. This post had only been Spanish for about six months, having been captured by the governor of the Philippines. Torres spent about three months there, then resumed his voyage through waters that were at least charted; he passed up the west

coast of Mindinao and so on to the town of Manila.

He had been 17 months on his famous voyage, during which time he had lost only one man, and that by a poisoned arrow. He had collected about 20 natives from his new coastline and islands, intending to show them to the King of Spain as his newest subjects.

On his arrival at Manila on May 22, 1607, Torres found the government was being run by the *Audiencia* until the arrival of a new governor. They said they had no money or stores to supply Torres for his voyage to Spain, and we can only assume that Torres and his crew and ship were used in the Philippines, as we have no further news of him or the ship.

Prado alone got back to Spain, though it took him about eight years.

And so the magnificent voyage of Torres ended in a great burst of silence.

His discoveries appeared belatedly on some charts, but as all other charts ignored his work, there was grave doubt until Cook's time about the existence of Torres Strait itself. The main information on the voyage was Torres' letter to the King, which was unearthed in about 1770. The four maps of Prado, out of the total of seven he is known to have drawn, did not appear until 1878, and finally the narrative of Prado was found in 1929.

Other items have been found in recent years by Father Celsus Kelly, OFM, whose unrelenting toil has

been mainly centred on Quiros. We are still hoping for more documentary evidence and forgotten charts, but in the meantime have to extract the utmost from what clues we have at present. Many of these have been misread, mistranslated and misinterpreted by scholars and navigators through the years.

Torres remains in history as a very successful commander, but there are no personal details of his life before or after the voyage. Prado calls him a Breton, which probably meant that he was from Galicia in NW Spain, and his name Baez suggests that his ancestry was Basque or Biscayan. In delving through the documents we find many items of interest to study, including some which may be elucidated by anthropologists or district officers in Papua.

Apart from four drawings of natives by Prado, or at least annotated by him, there are several names of tribes and races which it may not be too late to identify. According to Prado the names of these were, from Tagula to Samarai, the Canaiis, the Hunis and the Boniguais; on the mainland near Mailu or Toulon Island were the Ratiles or Railes; west of Port Moresby began the Helabons or Elabons, which echo the native name of Port Moresby, Ela. The Ratiles worshipped the sun, Nina and the moon Puri. West of Cape Steenboom they were called *Papuas*, which was supposed to be a Malay word.

In the four drawings the natives near Samarai are fair-skinned, and shown with tattoos. At Orangerie Bay they are said to be corpulent; those in Torres Strait islands are black, and the Papuas are described as reddish. There are also descriptions of the usual food in the various areas, and the weapons of warfare.

One strange item of the latter is the use of hollow canes through which lime is blown into the eyes of adversaries in West New Guinea. Similar canes or bamboos are mentioned by Cook on his only landing in West New Guinea, about 140 miles north of False Cape.

Prado's drawings, or rather paintings, of natives show signs of Europeanisation; the bows are often with double arcs, like Cupid's Bow, and the arrows are shown as carried in sheaves over the right shoulder, as in England in the 15th century. The items we have for research are so full of problems and apparent contradictions that it will never be possible to sort them all out with no doubts remaining.

● The magazine section is continued on p 61 with MANA.

GHOST-LAYING!

The Japanese Government may send an expedition to the BSIP in 1974 to see if some Japanese soldiers are still living on San Jorge Island, off Santa Ysabel. It has been reported that 37 soldiers were abandoned there when US aircraft destroyed their transport during the Japanese retreat. One of their comrades in Japan believes some of them are still living on the island.

PIM, which is a "must" for reading in Japan by government and businessmen interested in the South Pacific, posed the question of the presence of Japanese soldiers on San Jorge in an article by geologist John Grover—San Jorge's ghosts and things that go bump in the night—in the January issue. Some of the "ghostly" visitations related by Mr Grover could be explained by the presence of a "forgotten" company of soldiers.

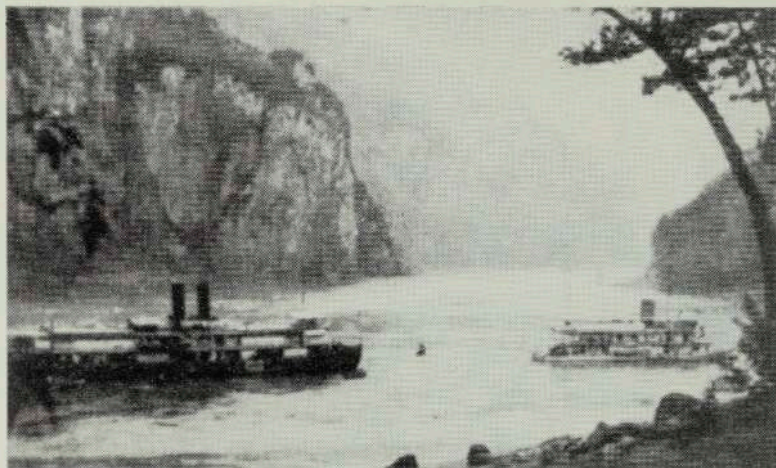
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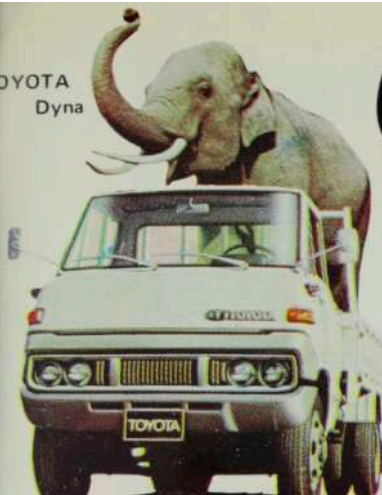


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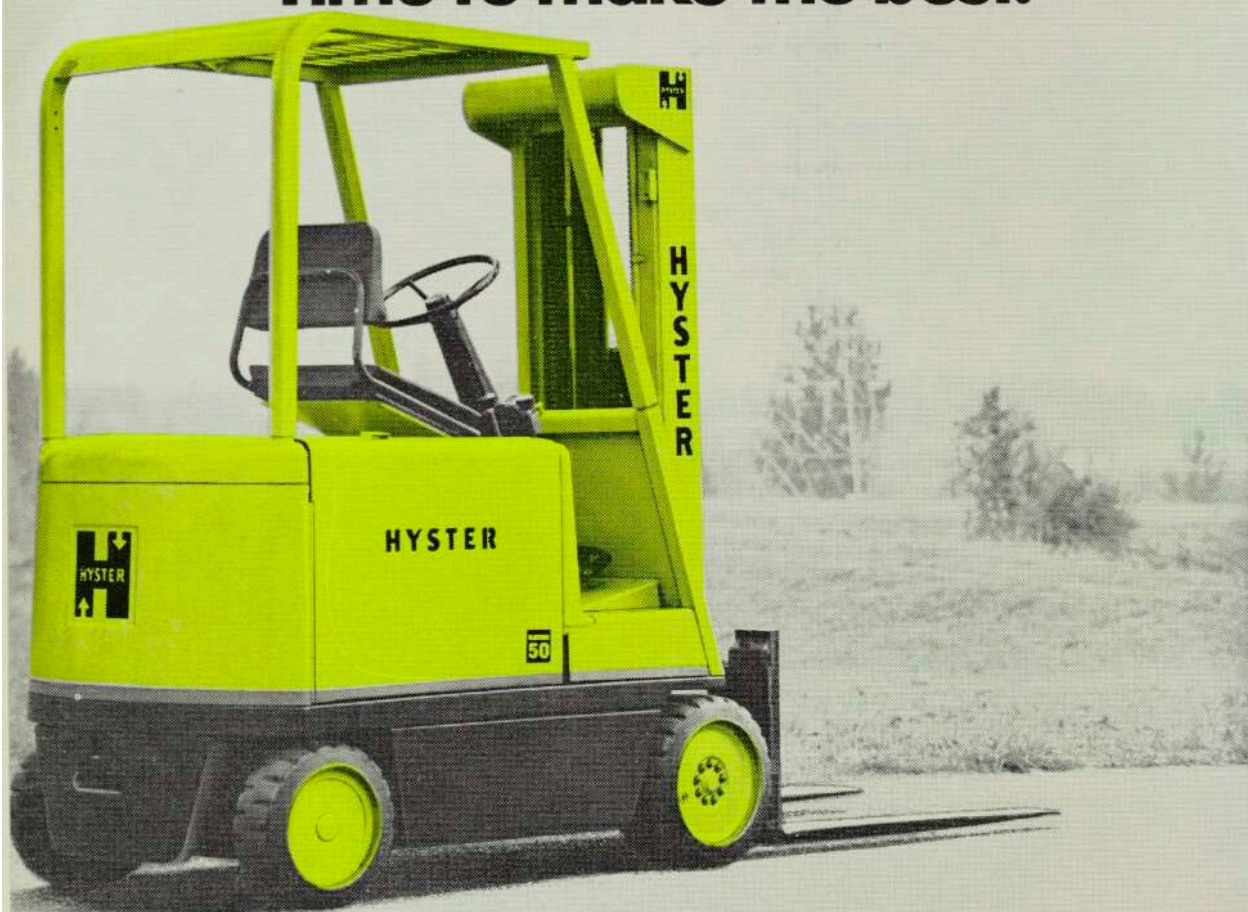
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makes your skin feel alive

PACIFIC ISLANDS MONTHLY—APRIL, 1973

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The advertisement features a close-up of a smiling woman's face, her eyes looking towards the camera. She has blonde hair and is wearing a green garment. In the foreground, there are several fresh limes, some whole and some sliced, with water droplets on their surfaces. A bright green box of 'Fresh Lime Bath Soap' is prominently displayed, angled towards the viewer. The box has the word 'Fresh' in large red letters, 'LIME' in smaller green letters, and the tagline 'MAKES YOUR SKIN FEEL ALIVE'. A red cloud-like shape with the word 'new' in white is positioned to the left of the soap box. The background is a soft, out-of-focus green.

**The blue beyond. The earth below.
A path between the two. That only youth may know.
Making the endless blue and
bleach-white sands one...
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MANA is a monthly section in PIM in which Pacific writers and artists publish their work. It is edited by Marjorie Tuainekore Crocombe as an organ of the South Pacific Creative Arts Society, Suva. This month's contributions from various parts of the Pacific are about man's relationship to man, and to his gods. There is disillusionment as well as hope, realism as well as spontaneous imagery. Contributors include Shashikant Nair and Salochana Devi, teachers of Fiji; Nihi Vini, a teacher from the Cook Islands; Santos Ngodrii, from Palau in the Carolines; Seri, a Fijian student at the University of the South Pacific; and Tang Wai-Lin, a Chinese writer in Suva. There's an interview with Nicolai Michoutouchkine, a painter in the New Hebrides.



Legend

OSILEK AND ORENG: A LOVE STORY

By SANTOS NGODRII

OSILEK was a very well-known chief of a rock island, Ulong. He had many big pieces of Palauan money and was the richest man in the whole region. But he did not have a wife. His cousins he lived with tended to his needs faithfully, but despite his wealth he was unhappy.

Fishing was Osilek's occupation, and he spent all day tending the very long fish net (made with coconut husks) which surrounded his fishing spot called Biduul on a sea called Ioi. Big turtles, sharks and many other kinds of fish went inside his net, and every day he killed them and distributed the meat to his relatives and all the members of his clan.

On Ulong there lived a very beautiful girl named Oreng. She was so attractive that Osilek decided to win her to be his wife. Osilek knew very well that she didn't want to marry him because of his oldish character,

so he decided to use wealth to overcome her objections.

Oreng did not like Osilek and wanted to stay away from him, but there was no way out. Osilek bragged to her falsely of his sexual triumphs. He killed turtles and sharks and told his sisters: "Take the meat to Oreng's home, for she will become my wife."

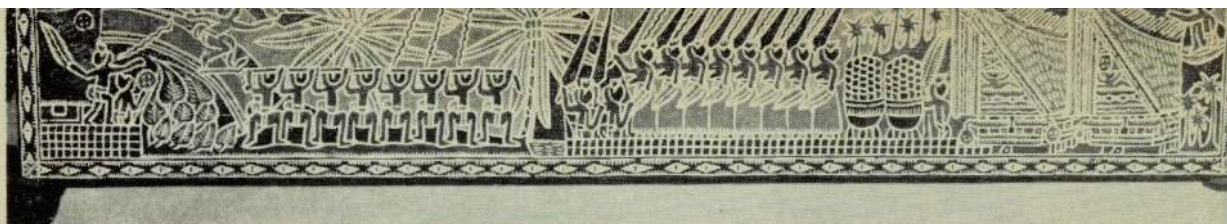
Oreng tried her best to avoid taking anything provided by Osilek, because by accepting things she incurred a great obligation to him. But she could not resist Osilek's sisters, who always insisted upon giving her everything provided by Osilek.

One day, Oreng's parents sympathetically said to her: "Poor Oreng, we have tried everything we could to protect you from Osilek, but they just haven't worked out. It is only you who can solve the problem."

Soon it became clear that Oreng was obligated to marry Osilek.

IT was customary practice of all the youngsters of Ulong and Metukrukull (another rock island) to meet during the full moon and spend the night playing. Since she was not yet married, Oreng continued to attend such gatherings, and on one such occasion a young man from Metukrukull named Mariar became interested in her. Soon they saw much of each other and decided to get married. Oreng's affection for Mariar became very strong and she never liked to be apart from him.

Osilek continued to bring shark and turtle meat openly to Oreng's home to reinforce her obligation to marry him. Mariar, who had made many trips to Oreng's home, discovered the relationship between Oreng and Osilek and was frightened. When the



This is an example of a story board from Palau. One of the Palauan legends is given by the author of this article.

next occasion came for the youngsters to meet and spend the night playing. Mariar wasn't there, because he was afraid that Osilek would detect his relationship with Oreng.

Oreng waited for him but he never showed up. She became very sad and after they finished playing she told the girls from Metukruikull: "When you go back home, remind Mariar to check the mamel in the fish trap at Biduul." (Mamel is a rare and delicious fish in Palau, to be eaten only by royalty. Oreng's beauty made her a rare catch indeed, one to be found in Osilek's trap at Biduul. Oreng said it this way so the girls wouldn't discover her secret relationship with Mariar, but if Mariar got the message, he would know that Oreng wanted to see him personally.)

So Mariar went secretly to see Oreng. When he found her, he said: "On the second day, go out to the beach. When you see a sailing canoe coming from Metukruikull go to it and pick up a coconut husk floating on the sea." After this, they said goodbye and departed for their homes.

Two days later, Mariar put a piece of Palauan money inside a coconut and told his younger brother: "Take this and start sailing for Ulong. As soon as you see a canoe coming out from Ulong sail close to it, put the coconut husk in the sea, and sail back home."

Mariar's brother followed the instructions. They saw a sailing canoe departing from Ulong, so they approached it and put the coconut husk on the sea. The piece of Palauan money inside the coconut husk symbolised the end of Mariar's relationship with Oreng. (The gesture is usually used to end only a formal relationship, so Mariar's action showed the depth of his love for Oreng.)

SOON after, Mariar again appeared before Oreng and said: "I am so broken hearted that I will die because of it; you will be the one to bury me." Oreng was filled with sadness and sorrowfully sang this song as her tribute to Mariar: Mariar, Mariar,

I'm not really Osilek's wife and never want to be.

He bragged to me falsely of his sexual triumphs.

And forced me to take his fish.

Several days later Mariar died—it was said from a broken heart. Oreng told Osilek of Mariar's death and asked to go to his funeral. Osilek, upon hearing the news of his "wife's" lover, rejoiced and permitted her to go. Oreng then collected flowers from a Kelau tree and made a lei and started out for Mariar's funeral.

When she arrived, the funeral had finished and the people were only waiting for Oreng to see Mariar's body before they buried him. Oreng didn't say anything to anyone, but when the people asked her what she wanted, she replied: "I want to ask you to let me join Mariar's body and cover me with a piece of his mat for a while. When I wake up, then he will be prepared for burial."

THE people all agreed, but as soon as she lay down next to Mariar's

body, she died. The people were not aware of her sudden death. They were waiting for her to wake up but to their surprise, as they removed the mat, they found her dead. The people went back and told Osilek and Oreng's parents of Oreng's death. It was decided that the two would have one grave.

This old Palauan love story is still recounted today often in the form of a poetic chant. A story of young love and tragic death, it also stresses two lessons: bragging about sexual prowess is considered improper; and it is never possible to "buy" love as Osilek tried to do by imposing on Oreng with his gifts of food.

(This story was published in *Palau Legends: Cheldechaduch er Bela* edited by Katherine Kesolei and published by the Palau Communication Action Agency, Koror, Palau, Caroline Islands, Micronesia as part of a programme of collecting and recording oral history and culture in both Palauan and English.)

MAN

By SALOCHANA DEVI

This creature—

perfection in its crudest form,
struts about like a peacock
displaying his fine plume
of Brain, Body and Brawn.

Oh, but with'n his flimsy-feathered-form,
he knows
he stinks
like puke.

E'en worse,

he thinks
he can cleanse this filth
embedded within him.

So, he prays

in church
on Sundays
convinced of Forgiveness and Redemption.

But alas,

his encasement of dirt is cancerous;
it eats
it gnaws
the depths of his very soul.

Till like

a man condemned,
his conscience freezes
and lets the virus within him
overwhelm and
strangle him.

THE THING

By NIHI VINI

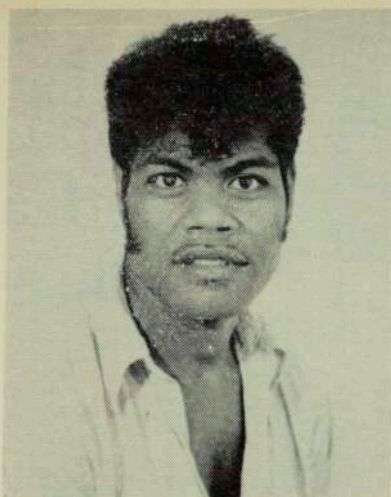
THE island was Penrhyn, the date the early 1840s. It was early in the morning. The sea was very calm. The blue sky was decorated by strokes of different colours. The sun was about to break the dawn. A ship was passing the island by one to two miles on a south-southwest course. Unseen by those on board, someone slipped quietly into the water and began to swim towards the shore where the white sand beaches beckoned.

On the island, people were getting ready to begin their day's work. This included getting coconuts from the trees to drink and fish from the reefs on the ocean side. But something was coming towards them. Word was sent to the rest of the people and a big crowd gathered on the beach. Men had their spears and women had their clubs and stones. There was no noise while the thing in the water approached. The sun was now about half-way above the horizon but this side of the island was still dark.

As the thing finally hoisted itself on to the reef, the people watching began to move slowly and noiselessly inland as if mesmerised by some sort of fear—the fear of the devil. Soon the thing set foot on the warm white beach. It began to skim the shore with its eyes. Then it noticed the dark naked things watching it, as if expecting some miracle.

What went on in the minds of that thing from the sea and those standing on the shore watching it one cannot tell but the thing from the sea must have sensed impending danger for it suddenly turned around and plunged swiftly into the sea, returning the way it came. Those watching suddenly came alive, yelling, shouting and running after it for they were as used to the surrounding sea, as they were to the dry land which was their island. They chased the thing and finally drove it shorewards with spears protruding from its body. There it lay dead on the beach.

The ceremonial rituals began. The noble meeting ground was surrounded by more people. The grand and paramount chiefs were at their rightful places. After some time the ceremony



Maunaa Itaita, of the Gilbert Islands, who wrote the poem at right.

ended and the people went away with pieces of the dead thing. Ovens were prepared. By mid-morning everyone was ready for their day's first bite. It was good. Many wished they had more but a few days later, people started to get sick. Soon people were dying almost one after the other, not only in that particular division of the island but right throughout. No one knew the cause and how to cure it. It killed more than half of the island's population.

Witchcraft went to work. Another big ceremony was held. This time all the people of the island gathered for this meeting. They decided to apologise to God since His Son was killed and eaten by them. They vowed that the next time such a thing came to their shores it must be taken with due respect and loyalty and made king of all the island. That was the first time the first white man landed on Penryhn Island in the Northern Cook Islands and he was also the last to be eaten.

Ten years later a group of white men were shipwrecked on this same island. They were all shared among 10 nobles and paramount chiefs and adopted as sons. A proper adoption ceremony was held at the same place where the previous man had been cut up and shared among the people.

There are variations to the above story but most agree with this one. One can only speculate upon why the man left the ship to swim ashore and the time this incident took place. It is also hard to trace his name. Perhaps it is written in some ship's log-book that is preserved somewhere.

The Lord is my 'Te Mauri' in times of trouble

By MAUNAA ITAIA

*The sun turns away.
His face
is hidden
with a thick cloud.*

*The deep darkness
swallows
the drifting hair.*

*Violently,
the wind shakes
the collapsing island.*

*The heavy rain
bombards
the drowning stick.*

*The angry sea
heats
the sinking island.*

*The tidal waves
toss high
the helpless canoe.*

The island panics.

*Everyone runs
wild and mad
murdering themselves.*

*The merciless elements
ill
more victims.*

*Confusion, fear, madness
and panic everywhere.*

*I run this way
I run that way*

*desperately running
to seek help
to hide myself.*

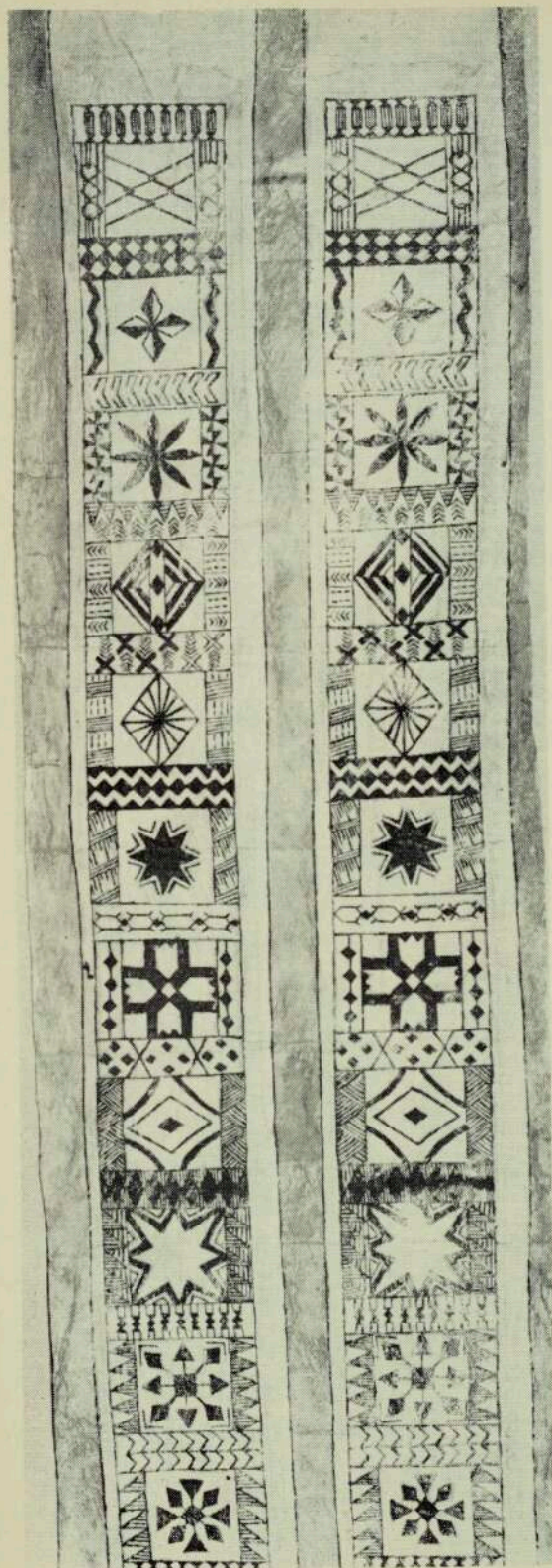
*Running, panting
to my refuge
to save my life.*

*'Te Mauri'
opens
her gate.*

I am safe.

*The Lord
Is
my 'Te Mauri'
in times of
trouble.*

*In perfect peace
I rest.*



Tapa designs and academic robes

By ELLY BROSNAHAN

THE idea of a facing of tapa or masi for the gown of the Chancellor of the University of the South Pacific emerged at a meeting of the Committee for Academic Dress, set up in preparation for the first graduation ceremony in December, 1971. The committee wished to break away from the traditional heavy black robes of most universities and substitute a comfortable lightweight material of a colour and design more appropriate to the South Pacific. Various colours were suggested and I made a number of sample gowns. One of these was made with tapa strips down the front and the committee felt that this would be a striking and appropriate facing for the gown of the Chancellor. His Majesty King Taufa'ahau Tupou IV of Tonga.

I studied tapa work and designs from South Pacific countries at the Fiji Museum and made lots of sketches and possible tapa designs. A number of these were shown to the committee and discussed in particular with Mr Inoke Faletau. A few possible designs were eventually shown to the Chancellor, who offered the services of his royal tapa maker to make the facings. The King also suggested that the facing should incorporate designs which were typical and traditional of the 10 countries associated with the university. More sketches followed incorporating these ideas, until eventually we had a very promising design. Expert advice and assistance were sought from the Hon Ve'e'hala, Tonga's Keeper of the Palace Records, and I was sent to Tonga with the sketches. Both the Hon Ve'e'hala and Dr Lata Kavaliku, Minister of Education, thought the design appropriate but felt that the final decision lay with the Chancellor himself. His Majesty made his choice during an hour's private audience.

Many hours were spent making final drawings for the wood carver to work from, as the design of the tapa required a block from which it could be printed. A carver was selected to do the job and he left a completed block with the King's tapa maker, Mrs M. Minonetti of the Langafonua, who printed the facings.

Six weeks later these lovely tapa facings arrived and were incorporated into the magnificent tapa brown gown which was made for the Chancellor in Suva. A similar set of facings were put on the gown for the Pro-Chancellor, Masiofo Fetui Mata'afa. The success of this blending of South Pacific craftsmanship with traditional academic robes for the officers of the University of the South Pacific led the committee to suggest that a similar facing of smaller size be incorporated in the gown for the Vice-Chancellor.

PACIFIC ISLANDS MONTHLY—APRIL,

PROLOGUE

By SERI

Doom'd,
 garlanded to fast in love flames.
Harrowing the sun-begotten hibiscus unweeded
that labours to seed.
Poisoning deeper fibres within this
 Melanesian
 Submerged.
In the lust for the Papalagis' corals like
 honeycombed wormwoods
 dead and dry
Speak shark-teeth to my cenotaph.

FIJI

O, whose nativity? O, whose delight?
Island of evil doers
 rotten to the core
innocence and beauty never born in you
Antiquity forgot, customs not known
Hangover from Ant hills yonder
land of cake dungs and
 birddrops
baked in cruel sun that
turneth cypress wood into stone.

Jaded forest paths slip
Sharp pebbles under bare feet
 thieves lark.
DAKUWAQA with your club rub
your blood-dust
Tickle and oven-stones within

Bones of your Afro-fathers
Iguana delights
Maggots toiled within coral's web
A vulture's fisty fights
 I see in mud pools the mirage
of a lost race purchased
Coughing bamboo crackers—Papalagis' pearl
Trinkets, trappings, trash, ash-tray glass
With your land
No room to spread your blankets
 A missing link of morality and race.
 Stupidity?
Myopic blockheads.

Ratus lecherous fools
You commit the blunder
You sanctuarize the
Cancerous beach-combers
Lured to miraculous barking bamboos
—respeaking the SKY-GOD'S anger
running heart-beats aimed at
 Copra Mill Fall
Wonders and desires knotted and
combined—like fretful eels
pregnant with lust bathed the shallow waters.
 Gone.
No lullabies to soothe,
No herb to heal the
Leprous wounds
the taints of chiefly liberty.

Coconut drops and Sorceress magic brew on
 clammy reef-shells and sleeky melon seeds
Salty balolo juice to
 reptiles cocktail mix
oozing lavender harbours the scent
 A woman's spread
 Legs a straddle to semi-recumbent
 posture.
 Wriggling thick-lipped monster
4 lb tar-baby proper.
Angry laughter—the winnowing Wind
 Whets papa's tool

Tar-baby's silhouette
fancy rock lobsters and dilberry ducks
Souped for wild dogs sup
Tapa dinner suits and crocodiles' boots
Whales' fangs hanging like tadpoles on sinnet
 the deep fibre of our very nature
O, thick powdered faces and lipsticked noses
Miniskirted bums—grass skirts discarded

Limbs of your blood brothers
baked in sulphureous flames greying
to canonized bones. See! The
leeches sucking the artery dry
Stewed eye-balls and elbow chops
tummy's navel pointing
Scavenges life's brew
 Skinny twister lips starved in
prophetic warnings.
Protoplasm massy and watery
Pollute the estuary of Blood lagoons
 O, where will the bones be
 Thrown?

SUPREME JOY

By SHASHIKANT NAIR

I have sat with Gods and God alike,
And I have seen the folly of Man.
I have sat with God and eaten His food,
And mocked and laughed with Him,
At Man hungry, begging and in plight.
I have seen a ship wrecked and men fed to sharks,
I have seen a lone survivor, thankful to God,
Land on a palm-covered island at last,
I have seen him gaze at the nuts on the palms,
Scratch at the nuts on the ground, praying and praying,
Yet unable to reach the flesh and drink inside,
And praying and praying die at last.
I have seen the mighty floods, arise and sweep,
Houses of grass, wood, tin and bricks,
Factories, dwellings, temples, churches, and mosques,
Shrines to ancient Gods all out of sight.
I have seen the wars of Man at places far and wide,
All bent to kill men, women and children,
Praying priests and fasting Rishis,
I have seen the mockery of Man,
By Gods and God alike,
I have sat with God and laughed,
At Man in plight.

THE ENGLISH AND THEIR CUP OF TEA

By TANG WAI-LIN

PEOPLE always laugh at the English and their cup of tea; in fact, English tea does not only taste different, it is quite a fascinating thing to watch them making it.

The Japanese take an hour-long ceremony over tea-making, yet nobody thinks it is crazy, maybe because they know that the Japanese do not make tea that way every time they want a 'cuppa'; as for the English, making a cup of tea the proper way is as important as drinking it.

When I first went to England, which was quite a number of years ago, a neighbour called me in 'to have a cuppa'. I followed her to her streamlined kitchen where I saw a dozen or more of various sizes of pots and pans hanging on the wall. A glass-fronted cupboard displayed at least four sets of fine decorative cups and saucers. Eight mugs of various designs hung on hooks beneath the cupboard.

She filled the kettle with water, then switched on the wall-plug. She put out the blue set of cups and saucers for two, two sandwich-plates and a small coffee cake on to a cake-

plate which were of the same design.

"Why don't you use mugs, it saves a lot of washing up?" I asked.

"The mugs are for Ovaltine only, besides there's nowhere to put the teaspoon."

"Oh . . . What do you use those enormous cups for?" pointing at the glass-fronted cupboard.

"Those are breakfast cups."

At this moment, the kettle was calling out for attention.

She took a teapot from the shelf and filled it with boiling water.

She held the teapot with both palms and shook it lightly. Meanwhile the kettle was in an uproar but she took no notice of it.

"Shall I turn off the kettle?"

"No, I must have the water very hot."

"Why are you shaking the teapot with the hot water inside?"

"To make the teapot warm and the tea will taste better."

Now she emptied the teapot in the sink then quick as a flash, she put three teaspoonsful of tea in it, turned off the kettle, lifted it up and poured the boiling water in the teapot from

six inches away. She used the same teaspoon, stirred the teapot four times then put the lid on and covered it up with a tea-cosy. After all that she was now able to come and sit down beside me while the tea was left brewing for two minutes. We each had a cup of really nice English tea.

"Didn't you put rather a lot of tea in for only two persons?" I asked.

"Not at all," she said. "You put in one spoon for each person and one for the pot."

"How often do you drink tea?"

"Three, four times a day, it depends on whether I fancy one."

"And you always make it like you did just now?"

"Oh yes, why?"

She was not even conscious of how much trouble she had taken over her cup of tea, and it would never have occurred to her that I was actually taking note of the whole thing.

To the English the long tiring process of tea-making is their way of life and there is no other way. I have been to many parts of the world east and west, and I must confess that I have never tasted a cup of tea nicer than that one in the United Kingdom

TO MY SON —on the tenth anniversary of Western Samoa's independence.

By ALBERT WENDT

*Don't despise me in your dawn
beauty, my polynesian viking son.
We inhabit the same nightmare.*

*Ebb-tides fling up
tomorrow's creatures silhouetted
in today's computerised sunsets:
stalking crab and barracuda devour
the vision of our dead prophets
in a decade of betrayal.*

*With me the smother of well-
groomed blubber, the slow bleed
of expensive compromise dis-
colours conscious, chokes even
the tough weeds of anger.*

*Noose of silver bow-
tie and mafia sunglasses shuts
out healing sun, hides precariously
the decay of a whiskey respectability.
(Our nation's dreams drown in
the insatiable cocktail glass).*

*I'm left with envying you:
youth keeps the muscles from
falling, upwards pointing to godhead
clear as that first independence
morning when our prophets foretold
universal image and symbol,
a new brotherhood.*

*Now, the incessant gaggle of babel
entombed in the air-conditioned
promise of tourist miracle, the grope
of steel and plastic, lean politicians
whispering in the market await
freedom's fat limousine.*

*Our genteel age is the diplomatic
night of the civilised savage, of mutant
claw and hiss, the sphinx smile
of the new merchant barbarian.*

*I'm afraid to know the depth
of your terror. (I too have
betrayed you). Stay angry
Your only lifejacket in
the nightmare to unweave.*

Pacific personality

Aloi Pilioko and Pacific art

By N. MICHOUTOUCHKINE, interviewed by
Marjorie Crocombe

- Last month Marjorie Crocombe interviewed Nicolai Michoutouchkine, a painter in the New Hebrides, about the work of Aloi Pilioko, a young artist from Uvea, or Wallis Island. Here she continues her interview with Michoutouchkine about his own work and about Pacific art generally.

M.C.: How did you come to be in the Pacific?

N.M.: I came just by accident. You see, when I graduated from a high commercial school I had artistic inclinations. I had had the chance to work with various well-known painters in Europe particularly in France where I was born, but my parents wanted me to graduate in something serious. So I decided to go on an artist's pilgrimage to India.

M.C.: "Why India?"

N.M.: Probably because I was searching for something mystical. On the way to India I saw all the marvellous collections of centuries-old traditional art of Greece, Italy and other middle-eastern countries. After several years in India, living with the people and observing their traditions, I was called back to France to do my military service in 1956. The French military forces gave me the choice between Madagascar or New Caledonia. I chose New Caledonia, and that's how I came to the South Pacific.

I felt immediately drawn to Melanesian art and culture. After opening the first art gallery in the South Pacific and visiting Melanesian schools I was immediately fascinated by the fact that the best drawings were made by people closely related to the really traditional Melanesian artist. In 1959 I was asked by the New Caledonian Tourist Board to help the revival of Melanesian traditions. I toured the interior and contacted possible traditional artists, but unfortunately the board had no money and they were not able to buy anything so I bought some of the art pieces to encourage the artists. When I displayed my first collection everybody wanted to buy pieces from my collection but I said, "I'm sorry this is not for sale" and that was it. That's how my collection started. I have been travelling and painting things across the South Pacific for about 16 years now.

M.C.: You are now living in the New Hebrides. Why the New Hebrides?

N.M.: Well, the New Hebrides has always attracted me so after my New Caledonian experience I had the chance to go and live on Futuna. At the time it was a very remote little island. I remember in 1960 only three ships came during the whole year. But on Futuna I was able to do some ethnographical work without knowing it. As an artist I got interested in their culture and traditions and because it was a remote island the culture was rather well preserved and I assembled a very important first collection of Polynesian art in the little micro-



Aloi Pilioko.



Michoutouchkine.

universe of Futuna. I wanted to create a museum there but everything was too complicated.

Anyhow, since our first visit to the New Hebrides in 1960 we kept on returning there regularly. Exhibiting my paintings was an open door to me because financially I was able to sell some of my paintings, to do research work, to visit tribal people in the interior of the New Hebrides and acquire new pieces. Then with all that we shifted to New Caledonia to have another exhibition. And so we've gone on like that across the South Pacific.

Now, 16 years later, I have more than 4,000 pieces of Pacific Islands art that I'm not selling but I have shown them at exhibitions. We came to the New Hebrides because the New Hebrides is an exciting place; a meeting place of Melanesian and Polynesian cultures. In that melting pot that is the South Pacific all these people have been making contact with one another for thousands of years.

The New Hebrides is also very interesting because of the Anglo-French duality and that makes it very attractive to us. In the New Hebrides, I hope to create a museum and that proposal is being carefully studied now by the French Government. We would also like to create a little centre next to it where people who paint or carve or design from all the islands would come and stay and work. An artist from Fiji, or from Tonga, or Rarotonga could easily make himself understood in the New Hebrides. Similarly, a French-speaking artist from Tahiti or New Caledonia who doesn't know a single word of English would also feel exactly at home in such a centre.

For example, I noticed during the South Pacific Festival of Arts a fellow named Aleki, from Tonga, who is a remarkable carver and artist. But he is unfortunately working with an absolutely dreadful wood—there is no good wood in Tonga but we have most wonderful species in the New Hebrides so that an artist who came to a place where he could have plenty of good wood at his disposal, could, I am sure, get new inspiration into his art. He renews himself then by seeing and living in that museum that we want to create.

I want a living museum—not something that is behind glass or something that you can't touch. I want something that has that contact with the traditional art and here I come back to Pilioko in that university studio that he was working in. You saw the way he arranged and displayed all the New Guinea carvings that were there. Why? Because there is a power, there is a *mana* in all those things. You also saw how he felt when they took those carvings away. He said: "Oh, I feel as if I've been stripped of something. All those things have

gone and I feel that I have no more inspiration". That is powerful. There is power in all those marvellous shapes that are manifest in South Pacific art.

M.C.: What is your real aim?

N.M.: It is to give a chance to people to rediscover what was their cultural and artistic tradition and how beautiful it was. The South Pacific Islander, whoever he was, whether Melanesian or Polynesian, a man from Rarotonga or from Tahiti, he was a marvellous artist because in his everyday life he wanted to introduce beauty. Oceanic art is even more varied than African art. Islands artists had all that marvellous inspiration, and yet we in the South Pacific ignore it. This includes some Melanesian people who look at what their forefathers have done and they just laugh at it for they don't know what it is, or how powerful is that inspiration.

What I would really like as my main aim is to give a chance to rehabilitate the South Pacific arts, crafts, and traditions and give confidence to these young people, to give them a chance to appreciate and to find their inspiration in those shapes, and for themselves to become creative artists.

To see Pilioko work, to see that there is a self-confident Polynesian artist working, is an absolutely exciting thing. As soon as he started work at the university I returned to the New Hebrides because I wanted these youngsters to see an artist of their own blood, of their own race, of the same colour. He's practically illiterate and that makes it even more exciting. For them to see that Pilioko was a self-confident artist was a kind of magic. Descendants from the artists or priests or craftsmen in the Oceanic tradition have something absolutely fantastic. That should be developed.

Artists need to continually find a new inspiration, to see the various textures, to see the different styles and forms and shapes from the other places and become themselves re-inspired because art is practically an everyday training of oneself. Inspiration has to be renewed and the creative artist is just like a musician or a tennis player. He needs to practise every day, to find new lines, try new colours, find new ways of expressing himself.

M.C.: What is an artist's life like?

N.M.: It seems an appealing life you see, but it is really an extremely hard life. First of all, you can't sell art like you sell hot cakes. No government, no employer pays us. Some people have good tastes and want to buy art work but such people have very little money. In every community there may be perhaps 10 or 20 people who buy paintings or could afford to buy them, and they buy them if they are quite cheap, but that is not going to provide an artist with enough living to support himself, to buy the colours and also to generally support his family. So an artist's life is not easy.

Melanesians from the neighbouring villages in the New Hebrides come and ask to buy some paintings from Aloï and me. We do not sell them for money but we just traditionally exchange them for food, taro or yams. In every place there are only about 10 or 20 people who buy costly paintings. That's why we have to travel to hold exhibitions and that's also why we do some decorative work on such buildings as hotels so we can support ourselves.

Big companies that are building hotels, really should make a little more effort to help local artists. It would be marvellous to see one of these banking corporations, or travel agencies commission some unknown Pacific Islands craftsmen, and I don't mean that only for Pilioko but, say, the Tongan carver Aleki for example, to do some carvings, at a fairly reasonable price. But that has never been done.

Him Fella Saviour

By ETI SA'AGA

*Him fella saviour up in the tree
wanting to come down.
Another fella spear-carrier fun making,
standing on the ground.
All the time him fella saviour
make sad noise,
While his momma cry begging mercy
with sad voice.
Then earth-shaker come,
stopping all the fun,
Making all the noisy people
talk little but run.
But him fella saviour just hang there
on his tree, looking red,
And according to some untrue reports,
real dead.*

We see so many new business houses, so many banking and trust companies and God knows what else in the New Hebrides now. I just put myself in the place of the young artist who would have liked to do work of art on these buildings but he has no contact with those managers who are spending so much money sometimes on very ugly buildings. We really need a kind of animation with South Pacific inspiration or South Pacific subjects.

M.C.: Would it be a good idea then to get Pacific Island artists to form some sort of guild or association?

N.M.: I think that should be done, but first there must be some kind of contact between them. Everything is so difficult because of the distances, because of cost of air fares.

M.C.: Could a body like the South Pacific Commission do it?

N.M.: Yes, probably the South Pacific Commission could do so. It has tried to do certain things like the South Pacific Festival of Arts for instance which was a very marvellous enterprise. And the South Pacific Commission has absolutely charming people but some of them are incompetent. Even if they start something you reach a point sometimes when you find that you don't have enough money, so because we don't have enough money we don't start anything. What is exciting about my experiment 16½ years ago was that I had no money at all when I arrived here. I still have little money but I have 4,000 pieces that I have assembled from the whole Pacific and I'm still collecting.

"Yes," they say, "but you are a very rich man. No, I'm not a rich man, but we work hard and we want our aim to be fulfilled. I could have sold all those beautiful pieces many times over but I have never sold a single piece." "Yes," they say, "but you are going to make a museum and you will charge." No, that is not interesting to me and the charges for entry to a museum never cover the costs. But my aims to establish this little museum are important in order to bring back that consciousness of one's own art. It is something important for all our young people and all those potential artists. That would be the most wonderful encouragement for them.

PACIFIC ISLANDS MONTHLY—APRIL, 1962



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Book Reviews

OF PIONEERS, FAT CATS AND CAB

Although Flightpath South Pacific is what the title indicates, its scope goes beyond the southern hemisphere and ends by being pretty much an *everyman's - guide - to - commercial aviation*. Its author, Ian H. Driscoll, has done a monumental job of research and got off to a flying start by being avidly interested in aviation from age 12 and being actively involved in it from early adulthood.

He was born in England, started off his working life in a bank but soon decided that this was not for him. He joined the purser's staff of the old Orient Co, switched to Imperial Airways, when the British airline decided that pursers were an essential ingredient of flight crew, went back to sea for Union Castle just before World War II, after which he migrated to New Zealand, became New Zealand National Airways Corporation's first public relations officer when it was formed in 1947 and is currently regional manager of the airline in Auckland.

His book is slightly New Zealand orientated for this reason but not aggressively so. In any event, all commercial aviation, no matter where it is taking place, tends to be influenced by international events and certainly the development of international routes in the South Pacific always was, and still is, influenced by the Fat Cats of power in far-away Europe or the USA.

Aviation has traditionally been controlled in a way that shipping never has. Technically, there may be freedom of the skies as well as of the high seas but airspace over countries is sacrosanct and landing rights are bartered about as, in a different age, royalty married off its sons and daughters in reciprocal deals calculated to do Dad Rex or Mum Regina, and, therefore, their country, most good.

The greatest wheeler-dealer cum international steamroller in the international airways sense is the US Civil Aeronautics Board (CAB), at least according to the author and a lot of other people who are at the wrong end of the stick.

Stimulated by a presidential dictum that "attempts to restrict US operations abroad should be vigorously opposed", CAB has gone in boots and all and in the process has hurt not only foreign operators but its own airline companies as well. By encouraging charter carriers to operate on world routes at the same time that the wide-bodied jumbo-jets with a surplus of unfilled seats hit the aviation scene, it has turned many scheduled airline companies from prosperity to the brink of financial disaster.

Not even the International Air Transport Association (IATA), the scheduled airlines' own instrumentality, has been able to stand up to CAB and is, in fact, suspect by the government agency as probably contravening the US anti-trust laws. The 1970s swept in like a chill wind for air transport, says Mr Driscoll, and ends his argument as follows:

"The CAB is as secure as the USA. It is without experience of competition but believes this to be good for the other fellow. As a government agency, it has gambled dangerously without putting up any stake of its own. Its losses have accrued to the stockholders of its own national airlines, all of which are public companies, with a resultant loss of investor confidence in the industry, or to foreign governments with sub-

stantial holdings in their international flag carriers. It has yet to be demonstrated that scheduled airlines can achieve the revenue to eventually survive the drastic tariff reductions of the 1970s."

But that comes at the end of his story. Commercial aviation made its first faltering beginning after World War I. The first scheduled services between Hounslow, near London, to Le Bourget, outside Paris, by aircraft Transport and Travel in 1919; the inauguration of New Zealand's first airmail service, Auckland-Whangarei, in 1921; the formation of Qantas the same year; the founding of Imperial Airways Ltd in 1922, which was to do for British aviation in the 20th century what the East India Company had done in the 19th; the birth of Pan American World Airways in 1927, as a direct descendant of Juan Trippe's Long Island Airways formed in 1922. This and very much more make up the minutiae of information in this book. Certainly nothing that has happened in aviation, no airmail of any note in Australia, New Zealand or the Pacific Islands in the last 60 years escapes the fine-mesh Driscoll drag-net.

By the late 1920s established commercial airlines had broken out and extended beyond internal services. KLM was running an airmail service from Amsterdam all the way to



It's a far cry from this Qantas single-engined De Havilland Beaver which flew PNG internal routes in 1955 to the present-day Jumbo jets and tomorrow's Concorde. The Beaver was the first of four bought by Qantas which plays a prominent part Driscoll's story.



A Trans-Oceanic Airways Solent on Moresby Harbour in June, 1951, after the inaugural flight on the Sydney-Moresby service.

Batavia (now Djakarta); Imperial Airways had services from London all over Europe and had extended to India; Pan-American had services from North America to the West Indies and through a part-owned subsidiary, Panagra, to the South American continent.

However, the last links in world airways were not forged until a decade later. In 1937 a Pan-American flying-boat (Samoan Clipper) began a service between San Francisco and Auckland via Kingman Reef and Pago Pago, but this was suspended a few months later when this aircraft

was lost with all on board off Pago Pago. The service was not resumed until 1940 when, almost simultaneously, Tasman Empire Airways (now Air New Zealand) completed the London-Auckland route by inaugurating the trans-Tasman service, Sydney-Auckland.

But World War II was already in being, soon passed out of the phoney stage of uneasy quiet and put most air transport out of reach of all but priority class civilians for the next six years. Out of necessity, aviation made great technical strides during the war period, particularly in long-distance flights, including the Perth-Ceylon service inaugurated under wartime conditions by Qantas in 1943. At the time it was the longest non-stop flight in the world, of over 3,000

miles. Catalinas were used and the longest elapsed time on the crossing was a gigantic 31 hours, 45 minutes.

Between the 1920s and the 1970s, commercial aviation has come a long way. From the open cockpit, string-and-paper aircraft, where passengers as well as pilot had to be pioneers; to the big bellied monsters and economy class or excursion mass air travel, which is also 100 per cent discomfort in a different way.

In between was the halcyon period of the 1950s, with the last generation piston-engined planes, when travel was first-class and passengers were, indeed, treated like rajahs. Round the corner, perhaps, supersonic flight with breakfast in Sydney, dinner in London and disorientation and turmoil within.

In aviation, as well as in many other modern marvels, we have become too darned smart for our own comfort, and generally for our own good.

For the real aviation buff, Mr Driscoll's book has some excellent appendices covering technical data of airlines and aircraft, in easy-to-get-at form. There is also a good chronology and an index.—*Judy Tudor.*

(FLIGHTPATH SOUTH PACIFIC, by Ian Driscoll. Whitcombe & Tombs. \$6.95.)

Two for the amateur boat builder

Ferrocement as a boat-building material goes back some 120 years. Only recently has it gained popularity with anyone other than the odd experimenter. When properly used it is a strong, cheap, albeit time-consuming method of construction, which lends itself to amateur and one-off boatbuilding. The recent upsurge in popularity has caused naval architects to jump on the bandwagon with designs specifically for this form of construction.

Over the past few years English and US yachting magazines have featured many articles written by one Chris Cairncross, perhaps one of the world's leading authorities on the subject. One wonders why he waited so long to get around to writing a book on his pet subject.

Called Ferrocement Boat Construction, Cairncross' book reflects the author's enthusiasm for his subject in a dose just large enough to make reasonably enjoyable reading of what would otherwise be a dull textbook-like subject.

Contents of the publication run the gamut, from historical development to choosing a building site and plastering the hull. Illustrations are plenti-

ful, instructive and of good quality, with many of the boats pictured being the ones the author has consulted or actually worked on.

For a somewhat slim volume, Ferrocement Boat Construction manages to be quite comprehensive; enough at least for a rank amateur to purchase a set of plans and, armed with this book as a guide, build himself a well-found vessel.

At the other extreme of the boat-building scale is fibreglass, a material that has grown in acceptance since the war until now it is as common as wood. Fibreglass is normally thought of as the preserve of the mass producer who buys and builds in quantity to keep costs down. This preconception is adequately dispelled by Mervin D. C. Willis, who advocates the building of several boats to one design, by a club of like-minded enthusiasts.

In writing Boatbuilding and Repairing with Fibreglass, Mr Willis is not without qualification, having worked in several boatyards and with the US Coast Guard. In fact the book itself is the outcome of a series of lectures, given by the author to a chapter of the International Amateur Boat Building Society.

Comprehensive seems a little inadequate to describe this publication's contents. Mr Willis has attempted, with reasonable success, to cover every question that the would-be shipwright could reasonably ask; tools, materials, repairing, costs (in US dollars), even rubber gloves and barrier cream, so that our intrepid sailor's hands won't say "boatbuilding".

The book does, however, stick mainly to the construction of smaller craft, and to one method of construction (the others are touched on briefly), though it is pointed out, that to build a bigger boat, one just adds more material and cash.

According to the dust-jacket blurb, you don't have to be a prospective builder to gain value from this book, for the repairing of fibreglass is covered quite extensively.

An excellent book for a do-it-yourselfer who wants a maintenance-free boat, at a minimum of cost and has several friends who are willing to humour him.—*John Collins.*

(FERROCEMENT BOAT CONSTRUCTION by Chris Cairncross, International Marine Publishing \$15. BOAT BUILDING AND REPAIRING WITH FIBREGLASS by Mervin D. C. Willis, International Marine Publishing, Camden, Maine, USA.

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Two leading citizens of Fiji "made the headlines" in the Sydney newspapers around Easter 20 years ago according to PIM of that time. Journalists and broadcasters were happy to meet with Ratu Sir Lala Sukuna and Lady Maraia Sukuna (joining the Stratheden in Sydney en route for Queen Elizabeth's coronation in London), and the genial Fijian knight made friends in all directions. The Daily Telegraph found a lively story in Ratu Sir Lala's tobacco. The reporter was intrigued by the queer cigarettes, made of some ferocious local tobacco rolled in a banana leaf. He discovered the secret of Ratu Sir Lala's apparently inexhaustible supply of tobacco. There was an agriculturalist of Lau, who grew good leaf and yearned after a certain maiden, apparently unattainable. So the farmer told the High Chief (Ratu Sukuna) that if he could change the lady's mind, he could have his tobacco free for 20 years. Ratu Sir Lala "fixed" it. The marriage was a success; the farmer paid up gladly; and Sir Lala was taking 15 lb of the foul-smelling weed to London with him. Six years later, Ratu Sir Lala was again on his way to London. He died during the voyage.

Yesterday

The other leading citizen was Sir Henry Milne Scott. He was attending the annual horse sales while in Sydney and was sitting listening patiently while the auctioneer acclaimed the merits of bloodstock. Bids came slowly, and the auctioneer commented sourly upon the activities of the Commissioner of Taxation, who absorbed all Australia's surplus cash. "Be kind to him lad," called out Sir Henry, "he's our sleeping partner!" and that was about all the humorous stuff PIM was able to find that month which wasn't a very exciting one for the lands—heavy rains ruining Rabaul's roads, a losing battle in the Suva area against the rhinoceros beetle, discussions on a new constitution for Western Samoa and the tardiness of land legislation in the New Hebrides being the only incidents of note.

A bit about the land in the New Hebrides strikes a familiar note today. "Very few of the French and

British people in NH hold legal title to the land they occupy," PIM said. "There are many very slow things in the South Pacific, but probably there is nothing slower than the operations of the machinery provided by the Condominium for the survey of lands and the granting of titles. Nearly all land claims now are based on incidents from 30 to 60 years ago. As time and the generations of men pass on, conditions are obviously created which open the way to dishonest practices."

In April, 1953, the captain of a Japanese ship and his crew were arrested and charged with fishing in Rabaul territorial waters without a licence. Mr Dudley Jones, defending counsel said the captain did not know he was in forbidden waters, and the crew merely obeyed orders. The 24 Japanese were escorted to the court by police-boys. They seemed carefree and happy. The court fined the ship 500,000 yen (\$A1,000) and the captain \$10. The charge against the rest of the crew was dismissed. In another part of PIM somebody suggested that the courts, instead of fining the illegal fishers, should compel them to show the locals how to catch fish.

When it was learned in Fiji that Patriotic Fund parcels were being sent from New Zealand to the Fiji Battalion in the war against the terrorists in Malaya because the Fijian soldiers were not getting much in the way of comforts, there were some acid comments in Suva. It was pointed out that the Fijian community had provided the battalion, and had regularly sent supplies of mats, yaqona or kava and so on; and that the non-Fijians of Fiji had done practically nothing. It was only thoughtlessness though. When Lady Garvey, the Governor's wife, launched an appeal to non-Fijians for funds to send parcels to the soldiers, the response was very good. The fund reached £1,000 within a few days. The first lot of parcels were sent as part of the Coronation celebrations.

Under the will of the late Jules Joseph Verhaege, who died at Onehunga, New Zealand, in January, 1953, the whole of his estate of about \$NZ100,000 was left to the Tongan Government, for the improvement of medical services and the health of the Tongan people, and for the education in New Zealand of boys of Tongan blood. Mr Verhaege, a Belgian, was in business as a general trader in Tonga for many years before going to New Zealand 70 years ago.

The political pot was still boiling in French Polynesia, PIM reporting that tension had been created through the

success in the elections of Pouvanaa A Oopa and his party described as "leftist, nationalist and somewhat anti-European". At the Assembly's inaugural meeting Pouvanaa A Oopa's men got the top jobs, Jerusalem Jean-Baptiste Ceran being elected president (chairman), Ilari Noel and Amaru Terii Tepa vice-presidents and Rene Raphael secretary. The majority group, on the second day of the Assembly meeting, started it without waiting for the arrival of Secretary-General M. Sully. When he arrived and expressed surprise that they'd started without him, Jean-Baptiste Ceran told him he should arrive on time. French Polynesia's politics are still involved and likely to be even more involved when the reverberations from the Paris elections reach Papeete.



"It smells like old rope" is what is sometimes said to a pipe-smoker but what looks like rope in this picture of a woman of the Morehead River district of Papua is tobacco. PIM featured her 20 years ago when it pondered over the origins of Papua's local tobacco.

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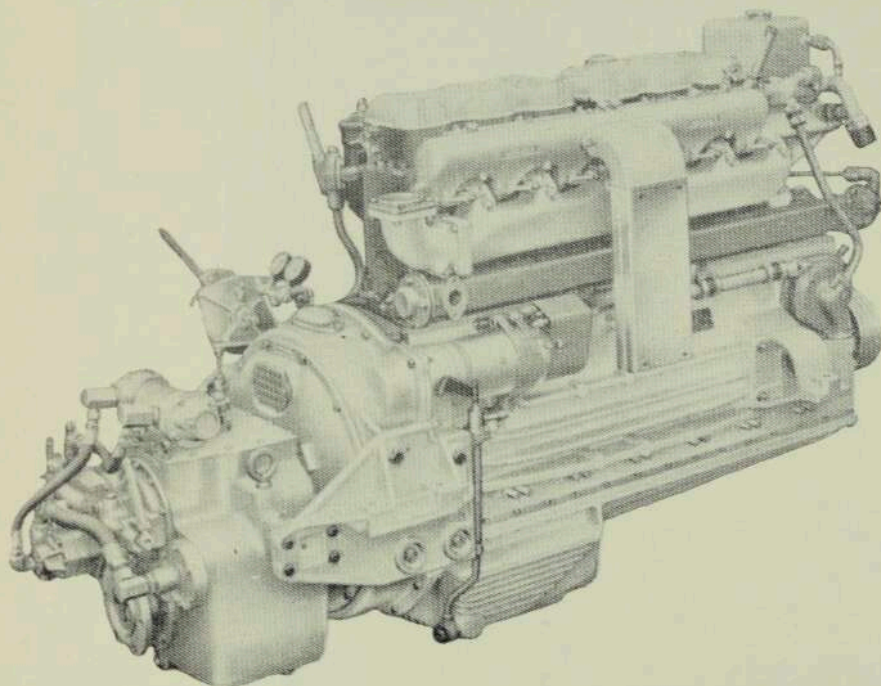
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APRIL, 1973—PACIFIC ISLANDS MONTHLY

Pacific Shipping

TONGA AND NAURU CLEAR DECKS FOR REGIONAL SHIPPING LINE

A regional shipping line for the Pacific Islands came a stage nearer with a recent meeting in Nukualofa between representatives of Nauru Pacific Line and Tonga's Pacific Navigation Co Ltd. Leaders of the delegations were the President of Nauru, Chief Hammer DeRoburt, and the Prime Minister of Tonga, Prince Tuipelehake.

A positive interim step, pending the outcome of any inquiry by the South Pacific Bureau for Economic Co-operation (set up by the South Pacific Forum) was agreement that both shipping lines will co-operate in routing ships, integrating schedules and allocating cargoes to meet consumers' needs.

The delegations agreed that "since the Union Steam Ship Co has curtailed the number of services supplied to the region, steps would be taken to ensure that the trade between New Zealand and the Islands in the region would not be disrupted for lack of adequate shipping services".

That agreement was hardly in accord with facts although some services were cut out several years ago. The USS Co operates four ships servicing Fiji, Samoa, Tonga, Niue and Tahiti, and is now putting another two on the Auckland-Fiji run.

Dr Ram K. Dixit, maritime law adviser in Tonga, presented two papers to the meeting. One dealt with the structure of a regional shipping line, and how it might be managed, and the other covered problems and prospects.

These were some of his points:

- No regular, reliable and reasonably cheap shipping service existed which could cater for the needs of the community;

- Major factors which contributed to rises in consumer prices throughout the Pacific region were increases in ocean freight rates;

- Reliance on foreign shipping could be of serious significance in periods of shipping shortages, as most territories were, in many respects, little more than "way ports" for purposes of external trade—ships on

UK-Europe-Australia-NZ and North America-NZ-Australia routes called at South Pacific ports to drop off or pick up cargo because the routes passed those regions;

- Regular and relatively frequent inter-island and international shipping services would provide an incentive to production because there would be a certainty about being able to get produce to market;

- Regional shipping services would give employment for local people, and

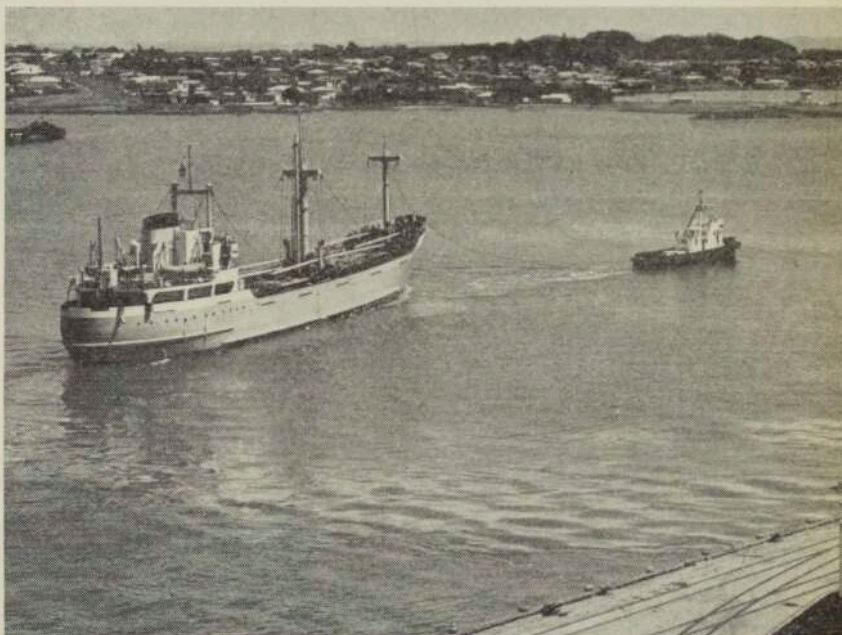
with world-wide demand for cheap labour in the shipping industry, people of the area might find job opportunities with other shipping lines (this is already happening);

- There could be an upsurge in tourism through services to scattered islands;

- Above all, a regional shipping line would make countries in the Pacific masters of their own destiny in shipping and transport;

- Economic viability depended on

UNION STEAM SHIP'S NEW FIJI SERVICE



The Union Steam Ship Company's Pukeko steams out of Onehunga (NZ) towards the end of February on a voyage to Suva which opens a new supplementary service between NZ and Fiji by the Pukeko and Holmburn operating alternately out of Onehunga at weekly intervals to Suva and Lautoka. Approved palletized cargo will merit a 5 per cent reduction in freight rates and on general cargo this is equivalent to a reduction of about \$2 per pallet load. The special "W" and "L" containers will also be available, principally for shippers whose cargo attracts pilferers or needs extra care in stowage. Both ships provide stowage for general cargo and produce and Holmburn has also space for freezer and reefer cargo.

HANDBOOK OF FIJI

fourth edition

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

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sufficient cargo being available, but the business could be geared to meet the demands of the Pacific community;

● A regional shipping service should be equipped with modern reefer ships and bulk carriers if demands dictated.

A NEW PORT FOR CRUISE SHIPS

Mitiaro in the Cook Islands, was added to the tourist map of the South Pacific when the West Star called there early in February. It was difficult to say who was the most excited—the local people or the tourists. The costuming of the well-drilled dancers was excellent.

There was an exchange of gifts, with Tiki Tetava Ariki presenting a kumete and carved handle to Captain Blackwell, master of the West Star, and a pate and beater to Mr Arie von Tol, chairman/chief executive of Westour, who was one of the passengers. Captain Blackwell, in return, presented Tiki Tetava Ariki with a ship's wheel barometer.

As a parting gesture 100 large balloons were given to a party, which boarded the West Star, to take back to island's children. With night closing in the balloons made a colourful sight floating above two boats heading back to the island.

HYDROFOILS AND JETFOILS FOR FIJI

Fiji's projected hydrofoil service, linking Lautoka and Suva, via the Fijian Hotel and Korolevu, and later Deuba, is now a projected jetfoil service. The service is not yet "skimming the waves", but the managing director of Fiji Hydrofoil Ltd, Mr J. E. Bracey, of Sydney, is hopeful it will be in operation in about two months.

The overall plan involves a series of dovetailed operations, which will cover Fiji, the New Hebrides and the Barrier Reef. Key to the project is to launch the hydrofoil service, carrying 130 passengers in Fiji. Then Mr Bracey hopes to launch 75-seater hydrofoil services in the New Hebrides.

Should everything go to plan a Boeing jetfoil will go into service in Fiji about the middle of 1975. The 130-seat hydrofoil (return services starting daily at Lautoka and Suva are envisaged) will then be transferred to the New Hebrides and the 75-seaters will go to the Barrier Reef to cater for tourists.

The Boeing jetfoil is designed to operate in unprotected waters. The first is now being built in Seattle and is an adaptation of a navy craft. It

has fully retractable foils which allow access to shallow water ports. It has a speed of 45 knots, the overall length is 85 feet, the beam is 30 feet and it has gas turbine motors.

The foils drop 16 feet, and leave three or four feet between the surface of the water and the bottom of the boat. It is designed to take 250 commuter passengers or 190 passengers with luggage. It has two decks.

The first commercial jetfoil will go to Hong Kong to operate a service between Hong Kong and Macao.

Mr Bracey, looking into the future, says that as the jetfoil has a range of 500 miles without refuelling, it could be used in Fiji in tourist ventures in

Lau, the Yasawas, Cakaudrove and Kadavu.

AIR-SEA SEARCH FOR FISH CATCHER

Ships and aircraft controlled from the Air Sea Rescue Co-ordination Centre in Guam, searched for nearly four days recently before locating a fishing ship, the Dublon, which ran into bad weather. The captain-navigator, Captain Yank Kaseroff died as the ship ran into the bad weather (see "Deaths of Islands People"). The four Trukese seamen maintained a steady course for Truk.

The Dublon made radio contact

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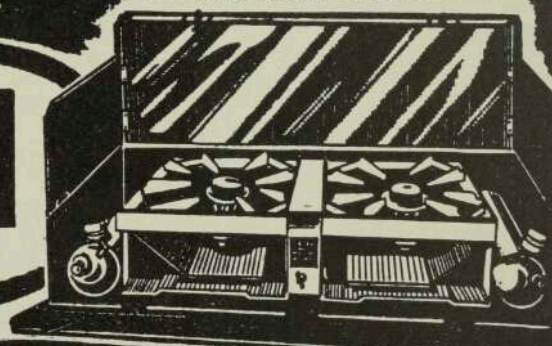


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with the search party and other ships, but it was difficult for searching planes to find it because of radio location problems and bad weather.

When found, the Dublon was about 160 miles from Guam. The Dublon was then towed to Truk by the Wandank, one of the searching ships.

KING OF THE OCEAN GOES TO WORK

The Fiji Government's newest ship, the Tui Ni Wasaliwa (King of the Ocean), is a fisheries research vessel, which will be able to reach the more distant waters of the country. The ship was built for the Ministry of Agriculture, Fisheries and Forests to a design in accordance with the rules of Lloyd's Register and the Fiji Marine Board.

The 180 tons Tui Ni Wasaliwa is a welded all steel ship with a hull 81 ft 6 in. overall and 22 ft 8 in. moulded breadth. She has a General Motors motor developing 340 shaft hp and a service speed of 9½ knots. There is accommodation for four officers and eight seamen.

The ship can operate live bait pole and line fishing and experimental stern trawling, and has limited capacity for small-scale oceanographic research. There are bait wells, portable bait tanks and an 1,800 cu ft (about 30 tons) insulated fish hold.

THIS JOB COULD GO WITH A BANG

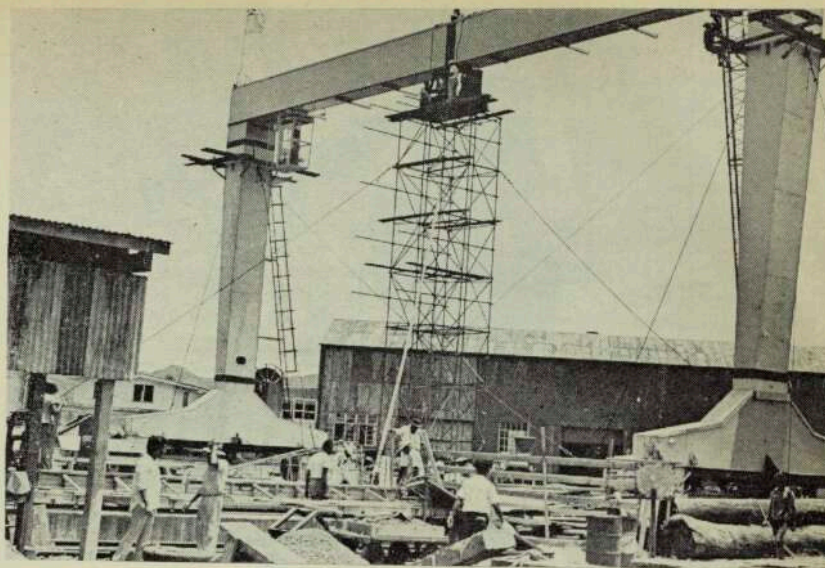
World War II depth charges which Trust Territory authorities hope to recover from a sunken Japanese ship in Truk lagoon, will be used for blasting channels in reefs around the island. A demolition team expected to remove about 300 of the charges and about two tons of small arms ammunition and projectile fuses from a ship, believed to be the Sankisan Maru.

The project, to cost \$US25,000, was to have been launched early in March, provided finance was available. Peter S. Aiken, an expert on explosive ordinance disposal was lent to the Trust Territory by the US Navy, to take charge of the project. He was to be helped by the TT Marine Resources Diving Officer, Mr John U. Oakes, and 20 men.

A training session was arranged for divers. The project was expected to take three or four weeks to complete.

Chief Aiken found the depth charges in May, 1972, while searching for explosives in the lagoon. He found a bomb nearby and was about to explode it when, having second thoughts, he decided to search the

Continued on p 86



With ambitions to build bigger and bigger ships—its largest to date is 125 ft in length—Fiji's Marine Department has installed this 50 ft high gantry crane at the Walu Bay shipyard. The crane is able to carry fabricated ship sections weighing up to 35 tons from the workshops to the waterside and make possible the building of ships up to 275 ft in length with a maximum of 1,500 tons dwt.

Fiji needs more land for its shipbuilding yards

With business thriving and small ships clustering round the repair berth, Millers Ltd wants to reclaim a couple of acres along the harbour front at Walu Bay, just north of Suva's main docks, for a six-place dry repair yard. Millers and another engineering and ship repair company, Bish Ltd, are in the paradoxical position of losing business because there are far more ships wanting attention than there is space available.

Millers and Bish Ltd, usually work on several Asian tuna catchers at a time, plus a few island traders. Although a number of tuna catchers have moved from Levuka to Pago Pago, they are likely to be replaced, and slipping facilities will be required. In fact, the managing director of Pacific Fishing Co Ltd, Mr Yuichi Yamamoto, on a recent visit to Fiji, asked for slipping facilities at Levuka because, apart from the cost, his company's ships often had to wait two months to get slipway space at Suva.

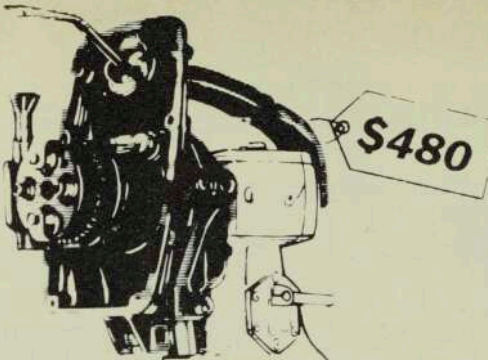
Millers Ltd has added an "if" to the proposal to reclaim land for repair space. If soil tests are such that installation of a crane would cost as much as \$1 million, then Millers will think again. But should it go

ahead, Suva's space for slipping ships will be just about doubled.

The Inchcape group of the UK has bought a 50 per cent interest in Bish Ltd from Burns Philp (SS) Ltd, but future plans have not yet been announced. Bish has carried out some technically difficult jobs in the past, and large ocean-going freighters, which have unexpectedly had to make emergency use of the company's facilities, have left captains and owners surprised and pleased at the level of service. Nearly all the marine side of the Bish engineering work has been repairs; Millers undertakes both repair work and ship design.

The Inchcape interest in Bish stems from its growing South Pacific shipping involvement. The company has four petroleum tankers based at Suva and a majority interest in Marine Pacific Ltd, a Fiji-registered company, which is working up a good salvage and cargo-carrying business with three Suva-based tugs and four barges. Another tug will soon be added to the fleet.

In addition to Millers and Bish, there is also the government shipyard, now being modernised, which is rapidly earning a world-wide reputation for shipbuilding and repairs.



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ship and found the depth charges. Had he exploded the bomb it might have set up a chain reaction and blown the whole shipment, and himself, sky-high. There could have been fatal consequences for people on a nearby island.

HIGHER FREIGHT RATES FOR PNG

Freight rates from Australian ports to Port Moresby, Lae, Madang and Rabaul were increased by 12½ per cent halfway through March. The new rates were negotiated by the Australian Shippers' Council and four companies operating to PNG—Karlender, Conpac, New Guinea Australia Line and New Guinea Express Line. The reason—increased stevedoring and operating costs.

The last time shipping freight rates to Papua New Guinea were increased was in July, 1971, when they went up 9 per cent. That raise followed a 15 per cent increase only four months earlier—in March, 1971.

This big increase in freight rates could be a double-edged weapon for the shipping lines. There could be a drop in tonnage, particularly of foodstuffs, as New Zealand has been taking full advantage of recent currency movements to get into some of Australia's traditional markets in the Islands. One of these is Papua New Guinea.

New Zealand can undersell Australia in such commodities as biscuits, canned fruit, apples, potatoes and meat, even before the projected rise in cargo charges, which will probably be in May. Having to pay higher charges will put Australian products in an even worse competitive position.

That is hardly the affair of the shipping companies, which have to operate at a profit or go out of business. But a drop in cargoes could quickly lead to too much space for too little cargo.

The rise in freight rates is just ahead of an increase of 6 per cent in wages for PNG watersiders, due in May. This rise is the second part of a wage agreement, which came into force in 1972. The first part of the increase was 9 per cent, applied in 1972. The shipping companies absorbed that increase.

The upshot of these increases, particularly if Australian exporters lose some of their markets, could be a move to some sort of container service for Papua New Guinea.

Internal shipping freight rates in Fiji have risen by 17½ per cent. This follows higher wages for officers and seamen and other operating costs. The last blanket increase was about two years ago, except for Lau, which

had to pay higher rates from January, 1972. Passage rates have also been increased.

Freight rates between Britain and Fiji and Japan and Fiji have gone up by about 11 per cent. Both increases were made to offset devaluation of the US dollar and revaluation of the Japanese yen.

FIJI DOCKWORKERS WANT BIG RISE

Fiji dockworkers want a basic \$1 an hour, and that is what they will ask employers for when they negotiate a new pay agreement in August. The present is 46c an hour for regular workers guaranteed 40 hours a week, and 50c for casual workers. Those rates were achieved after the crippling strike of 1971 when the Prime Minister, Ratu Sir Kamisese Mara, virtually became the arbiter.

The wharfies want \$1 an hour because the cost of living has risen by more than 100 per cent since the last pay agreement, says Taniela Veitata, the Fiji Dockworkers' and Seamen's Union's general secretary. He expects support from the South Pacific Dockworkers' Council, which was formed in Suva early in February. Countries and territories represented on the council are Australia, NZ, Fiji, Tahiti, New Caledonia and Papua New Guinea.

The union announced its demand early to warn shipping companies and the government, and will not go on strike unless forced. There could be an interesting round of negotiations ahead—behind closed doors.

NZ EXPORTERS HAVE PROBLEMS

New Zealand exporters are pleased with the Union Steam Ship Company's increased shipping services to Fiji and they intend to take full advantage of them, Mr Lloyd Brown, president of the Wellington Manufacturers' Association said recently. At a meeting of the Export Institute of New Zealand Mr Brown said he was only disappointed that the increased services would operate only out of Onehunga. "The problems facing exporters outside Auckland are still present", said Mr Brown.

CARPENTERS SELL SHIPPING AGENCY

W. R. Carpenter has sold Carpenter Shipping Agencies in Papua New Guinea, and has acquired an interest in a new company, in which 20 per cent of the shareholding is reserved for local people. The new company is Robert Laurie-Carpenter Ltd, with

the Robert Laurie and Carpenter groups holding equal shares.

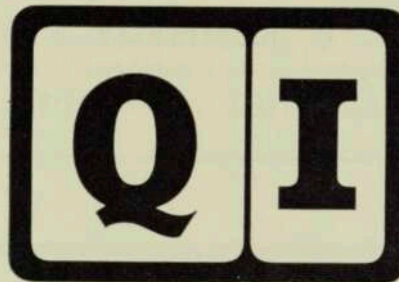
The new company will incorporate the activities of the old Carpenter Shipping Agencies at Port Moresby, Lae, Rabaul, Madang and Kieta, and the stevedoring work of the Robert Laurie organisation. Robert Laurie activities were previously confined to Kieta and Lae, but will now be extended to take in Port Moresby and Rabaul. Robert Laurie-Carpenter will act as customs and forwarding agents at Port Moresby, Lae, Rabaul and Madang.

Mr J. H. Beer has been transferred from New Guinea Co Ltd to Robert Laurie-Carpenter as general manager.

STRIKE MAY HIT SHIPPING FROM USA

American Samoa is taking a pessimistic view about shipping links with the US West Coast. With memories of the crippling 100 days' strike in 1972 by 16,000 West Coast longshoremen, the government and local firms have been warned to prepare now for another breakdown in shipping.

The contracts for the longshoremen, who work for the members of the Pacific Maritime Association will end on July 1. Other major contracts for transport workers are running out, and a strike by any of the unions involved could disrupt shipping.



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SHIPPING BRIEFS

● Salvage of the Palau Islander, which went aground on the reef off Ebadon Island, Kwajalein, in December, 1972, has been postponed because of high cost of the salvage and then of restoring the ship to operational status.

● The Waikare, a Union Steam Ship Co of NZ Ltd freighter, went aground on a reef near Lautoka on February 15 as she was entering the harbour. She refloated under her own power less than 24 hours later.

● All ropes on mooring buoys in the Japanese fishing grounds at Cape Lambert, Papua New Guinea, now conform to the new standard of 10 metres. The East New Britain District Commissioner, Mr Carey, recently visited the area to inspect the buoys after a member of the East New Britain District Advisory Council criticised the length of the trailing ropes on the mooring buoys, saying they were a danger to shipping.

● The PNG Government has briefed a firm of consultants to probe the economics of overseas shipping, and comment on the possibility of the country setting up its own overseas shipping line.

● Rarotonga is looking forward to a boom in tourist shipping in 1974. The ships likely to call there are the Volendam and Veendam (Holland-America Lines), Royal Viking Star (Royal Viking Line), Orsova (P and O) Hamburg (German-America Line) and Fairsea or Fairsky (Sitmar).

● A boat, built in spare time, has been launched in Fiji for fishing and carrying passengers between the Lomaiviti islands. The boat, the Tomitomi, was built by Isoa Koroï and cost \$6,200. She is built of marine ply, is coated with fibreglass, and is capable of 9 knots.

● A writ was nailed to the mast of the Compagnie Maritime Hebrides ship, Erakor, in Sydney, on February 6 on behalf of Burns Philp for alleged debt. Burns Philp became agents for the ship about six months ago. The Erakor has been trading from Australia to New Caledonia and the New Hebrides.

● One of Australia's largest transport groups, Thomas Nationwide Transport Limited, has linked with two West German companies—Montan Transport and Hapag Lloyd, to form a new international shipping and shipbroking company to be known as Montan-TNT.

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Gizo: British Solomon Trading Co.
Vila: Burns Philp (N.H.) Ltd.
Norfolk Is.: Burns Philp (S.S.) Ltd.

Cruising Yachts

● **KAWAMEE**, 63 ft ketch, arrived at Rarotonga on February 23 from Honolulu and Penrhyn with owner-skipper Rockne H. Johnson, three paid crew and six paying crew on board. The six paying crew, Rich Hassman, Howard King, Tom Doyle, James Garsee, Warren Hanly and Fred Simmons, left the yacht at Rarotonga and left on the cruise vessel *WEST STAR* for Pago Pago and then home to the US and Canada. All are Americans except Mr Simmons, who is Canadian. They had intended to continue on to Tahiti with the *Kawamee*, but became disenchanted with the voyage and the "no drinking" rule imposed by the skipper. The *Kawamee* has left Rarotonga for Tahiti where Mr Johnson, a professor of geophysics at the University of Hawaii, will carry out underwater research before sailing back to Honolulu.

● **SIROCCO**, 75 ft cutter owned by 30-year-old Californian, Steve Guy, and once by the late film star Errol Flynn, is in Sydney. On board on arrival were Janis Banker, Tom Banker, Bill Trevithick, Carole Griffith, Tom Gardner and Jack Mutton, all former students of Santa Barbara University in California. *Sirocco* left California in 1970 for Hawaii and stayed there for seven months. Ports of call after Hawaii were Christmas Island, Apia, three months in Fiji and a year in Wangarei, New Zealand, where she was completely rebuilt.

At Christmas Island they were able to save the life of a native who was

seriously ill. They used their radio to call the US Coast Guard in Honolulu for help.

An aeroplane was sent to fly the sick man to Honolulu.

Sirocco competed in the Sydney/Hobart race and hopes to take part in the Brisbane race this year. Still on the list to be discovered are the Queensland Coast, Port Moresby, Torres Strait, Bali, Indonesia, Singapore, Indian Ocean then to Africa for the Cape Town/Rio De Janeiro race in January, 1975, before sailing back to California. They will leave Sydney on April 11.

● **BUNDOON**, 34 ft sloop, with owner Barry Goldman and wife Lois on board, was scheduled to leave Lord Howe Island early in March for the Great Barrier Reef and Gladstone and then to the Solomon Islands.

● **PANDEMONIUM**, 54 ft ketch, is back in Port Moresby from Samarai, with a planned Far East cruise abandoned. She was carrying Keith and Veronica McCarthy when she left Port Moresby. Veronica had to leave the ketch at Alotau and go to Australia for medical treatment.

● **VALUARANNE TRI**, yacht, carrying Val and Ray Goldston, recently called at Goodenough Island on the way to Lae from Port Moresby.

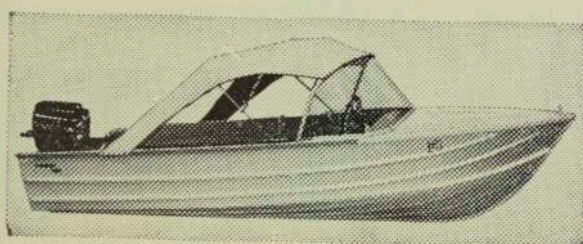
● **DELFINI**, ferro ketch, carrying owner builder Rob Dehaan and crew, made her maiden trip late in January from Alotau to Rabaul. The voyage was not without its excitement. She was nearly run down by a freighter.

● **SHI BUI**, sloop, called in to Sariba, near Samarai to await parts, while on the way from Port Moresby to Rabaul. She was carrying Lynn and Bryan Cooper.

● **TAIRE HINANO**, ketch, was at Rabaul late in February, after Christmas and New Year cruising to the Trobriands and Woodlakes, carrying Bob and Robin Darragh.

● **BLUE ORPHEUS**, 39 ft American-owned sloop, was towed into Avatiu Harbour, Rarotonga, on March 7 after radioing for assistance 2½ miles offshore. On board were skipper Dick Williams and Jack Tolvanen, Americans; Richard Fayerman, Stephen Gregory and Carol Higgins, New Zealanders, and Rick Holden and Lyn Dunn of England. Californian owner Dick Johnson, who was not on board, had sailed *Blue Orpheus* from the US to NZ. The yacht spent 13 days of the 16-day voyage battling storms, high winds and rough seas. The double-reefed mainsail was blown out in a squall when the sloop was 500 miles south of Rarotonga and this was followed by an electrical fire in the engine a few hours later. The battery cables had to be cut and the fire put out with an extinguisher and sea water. Hatches leaked and water poured into the cabin. Next day a scuba tank blew up as the valves had been loosened by the pounding of the sea, and a good deal of water was shipped as the bow kept dipping under. The engine was repaired, but refused to start when in sight of Rarotonga. Tahiti is the next stop.

The annual Rabaul-Kavieng yacht race will start on June 8. The Rabaul Yacht Club, which is organising the race, is promoting it as far away as Hong Kong, Manila, other Pacific Islands and the east coast of Australia. Two early entries from Rabaul are newcomers, *Solitaire II* and *Hinano*. *Landseer III*, which won in 1972, is now in the GEIC and will not enter. Trophies for the race consist of cash and goods worth more than \$2,000. Further particulars are available from the Rabaul Yacht Club, PO Box 106, Rabaul, PNG.



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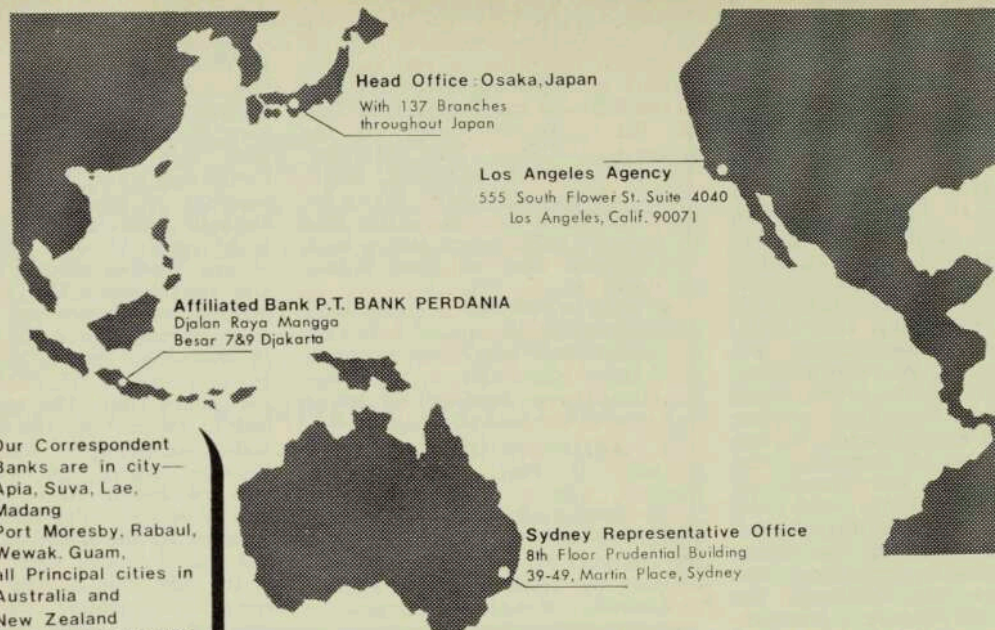
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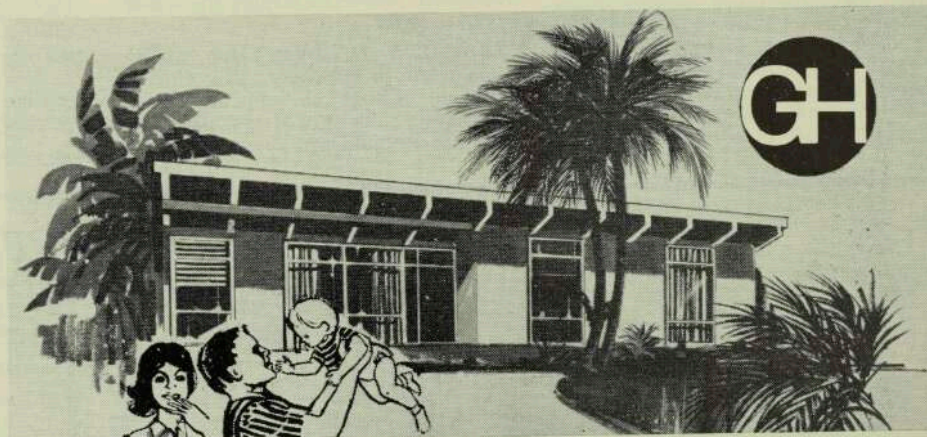
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PACIFIC JET NEWS

Planeman's guide to photography

Terry Fincher, four times the British and Commonwealth Photographer of the Year, has flown the world with his camera, without losing his sense of wonder and excitement. Here he gives some professional hints on taking shots from aircraft for those who share his zest for visual adventure.

The Captain called our attention to the view from the port side of our BOAC 707 aircraft. I had been asleep since take-off from Tokyo several hours earlier. We were flying the Polar route on our return to London.

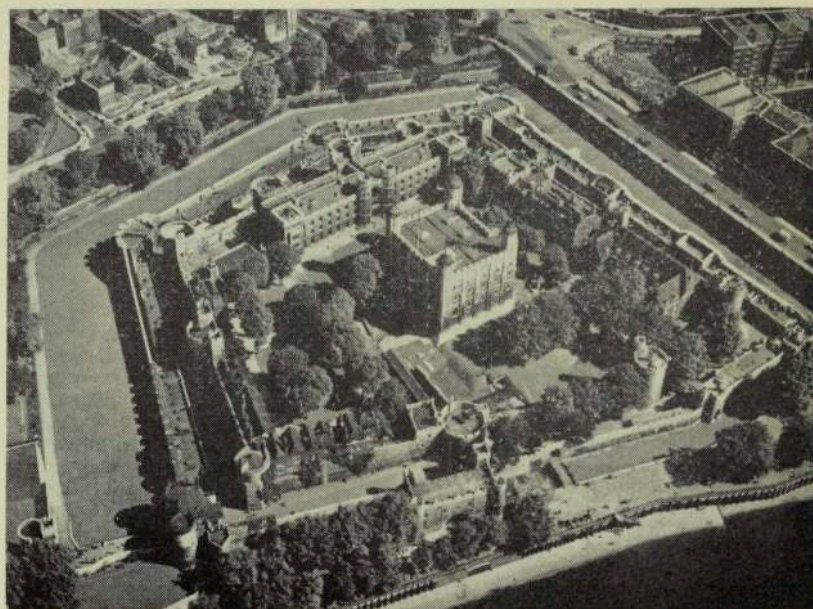
The scene was one of magnificent splendour, with Alaska lying below us in crystal clear air. The first winter snows of this wild part of the world were tinted by the mellow Alaskan sun. Mount McKinley stood up with a dimensional challenge, even though it was many miles away.

It is a scene I will always remember, a scene to be filed in my memory bank but, unfortunately, not with my colour slides.

I was returning from a three-week long and tiring photographic assignment, shooting from dawn to dusk, with more than a hundred exposed colour films in my bag, and all I wanted to do on the way home was to sit and look at this wonderful view.

Usually I would be one of the first to have my camera out recording this scene but, as so many air travellers know, great pictures are missed by either being too tired, or not having a camera handy at the right moment. You may even have run out of film!

To me, views can probably tell



The Tower of London from 3,000 feet.

just as much of a story as people. In fact, the power of a magnificent view photographed properly is something that gives great satisfaction, not only to the taker but also to the viewer.

Aircraft are probably one of the finest platforms for truly great scenes (that is if you are lucky enough to be in a good window seat). Taking off and landing can give you some of the clearest views. For instance, flying in to Hong Kong on the city approach, the scene is really unbelievable with, directly below, the crowded tenements of Kowloon and Hong Kong Island in the background. The London approach over the city on a clear day is a very similar experience though perhaps the view is not quite so spectacular.

I think I have experienced most types of aerial photography, from the comforts of a modern jet to being strapped to the side of a giant helicopter flying around London's Post Office tower, or covering some disaster at sea. I have made parachute jumps with cameras fixed to my boots

and arms, and have flown in combat aircraft in Vietnam and other war-torn places around the world.

Still, it always comes back to the view, and if you are a keen photographer and have a decent camera and also a real sense of feeling for what you are taking, then it is probably the most easy form of photography. The hardest part is getting into a position to be able to take a particular picture.

A couple of years ago I undertook on my own an expedition in the Himalayas with two Sherpas and a guide, on a month-long walk. I had to walk many miles and it was really very hard work especially in the first week. In fact it was murderous even though I had trained for it. Averaging 10 miles a day up and down mountains was pretty hard going. I was carrying my own pack, and with film stock, three cameras and lenses to add to the weight.

Today it rates with some of the most rewarding photographic work I have done—walking along those mountain paths high in the Himalayas under the

BOAC PACIFIC JET NEWS

shadow of Annapurna and Dhaulagiri, and to see them through the open tent flaps as I lay in my sleeping bag and the first sunlight hit the highest tips at the start of a new day; to look down into the lush green valleys or at a water-hole where the local women in their colourful clothes meet to discuss the usual village gossip.

This is a hard part of the world; no tourist ever ventures this far, yet it is one of the most friendly and fascinating parts it has been my pleasure to visit. My camera recorded many hundreds of beautiful views and my memory will always recall the wonderful experience of staying in a Tibetan inn and being greeted with great hospitality.

In the villages food was in short supply, but on meeting a village chief (and for most of his villagers I seemed to be the first white man they had seen) they insisted on giving me some of their rice and, if a chicken was to spare, one would go in the pot to make a delicious curry for the evening meal.

Fellow travellers who are keen photographers may like a few tips. Many may have fully automatic cameras or some may rely on an exposure meter, which I personally prefer for true readings. You cannot stick it out of the aircraft window, of course, but if you can use a small manual meter after a period of time you will start to understand the value of light more than working fully automatic through a camera. Also in very tricky lighting, and if the subject is good enough, you should 'bracket'. This is a professional term meaning several ex-

posures but varying your aperture in both directions. You may think this is a bit hit-and-miss or a waste of film, but it is not really. You will get the finest result, as professionals are always expected to do.

If your camera has no exposure meter and you do not own one of any kind keep the exposure guide from the film packet. This information is usually pretty accurate, but it is still worth taking notes of your own on the lighting situation. You will see your mistakes or successes once the film comes back from developing, then you have your notes for reference.

Hand baggage can always be a problem, and if your camera bag is pretty small take the films out of the boxes (if it is Koda-chrome don't throw away the mailing bag). Keep films in their cans but make sure after exposure that you wind the film fully back into cassettes or else mark 'exposed', otherwise you will get your exposed film and unexposed film mixed up. I use a lot of Koda-chrome film so I always put mine into mailing bags.

If travelling in hot climates put all exposed film into a cool drawer. Do not carry it around with you all the time. U.V. filters are a must for all colour. I keep one on all the time. You will lose no film speed and it protects the lens and helps to cut out unnecessary ultra-violet light.

Next week I will be on my way to South America; next year—who knows where? One thing I do know, I will always be thrilled by the Great View.

AMERICA—AND ALL THAT—FOR \$7.75 A DAY

A new package deal arrangement which makes it possible to stay at hotels in any one or more of 27 cities in the USA, Canada or Mexico for as little as US\$7.75 per day is now available through BOAC.

You go where you want to (among the 27 cities from which you have the choice), stay as long as it suits you and BOAC, or your travel agent, will make the necessary arrangements for you.

This scheme is based on the same principle that produced a travel explosion in Europe in the sixties: the use of mass purchasing power to provide simple, yet exciting to enjoy, city packages at a low, uniform price.

The normal rates charged by the hotels are far higher than the US\$7.75 rate and major reductions exclusive to this programme are based on their being limited to visitors from overseas. The price does not include meals or the air fare.

Having chosen the cities you would like to visit and decided the number of nights you want to stay in each, all you need to do is add up the total number of nights of your holiday or business visit to the USA, Canada or Mexico and multiply by US\$7.75.

Hotels in some cities also have superior type rooms available at US\$12.50 a night.

You then pay your money to BOAC or your travel agent and receive a BOAC Speedbird holiday coupon. This is exchanged by the tour operator for printed vouchers to cover the hotels of your choice and on arrival at the hotel you simply present the voucher to the desk clerk in full payment for your stay, including services charges and taxes.

Where can you stay? Here is the impressive list of the cities: Atlanta, Boston, Buffalo, Chicago, Denver, Detroit, Honolulu, Houston, Las Vegas, Los Angeles, Mexico City, Miami, Miami Beach, Montreal, New Orleans, New York, Philadelphia, Phoenix, Salt Lake City, San Antonio, San Diego, San Francisco, Seattle, Toronto, Tucson, Vancouver, Washington.

Further details are contained in brochure which may be obtained from any BOAC office.

SAL SPEEDS YOUR PARCELS

A new overseas parcel service, known as SAL—surface air lift—which reduces time of delivery to about half of ordinary surface mail, has been introduced in Fiji.

The SAL service provides surface travel within the countries of origin and destinations, but by air in between. The cost is reasonable and as with all postal services it has the advantage of delivery right to the addressee.

The minimum charge for sending a parcel by this method from Fiji to Scotland, by way of example, is \$2.00 with an additional \$1.00 per pound weight in excess of the first two pounds. Thus, a package weighing three pounds sent from Suva to Aberdeen would cost \$3.00.

It would travel from Suva to Nadi by surface, by air from there to London, where it would be transhipped to rail for the journey to Aberdeen—and it should be there in about two or three weeks.

It is hoped that the system will soon be extended to other islands of the south Pacific.

BOAC PACIFIC JET NEWS

Holidays with action (and a touch of adventure)

By DAVID GRAHAM

One of the main reasons why people stay in hotels is that they like having things done for them: meals prepared, drinks served, rooms cleaned and so on. And a very good reason, too; it's nice to be waited on when you're on holiday. But more and more visitors to Britain are taking to the outdoor life—for exactly the opposite reason. If you're young, energetic and adventurous, you don't want to have everything done for you; you much prefer to do it yourself.

There's nothing very new in this, of course. It's a long time since young people (and not only young people) first discovered that it's often more fun to put up a tent in a wood than to book a room in a hotel and that there's a special sort of enjoyment about a meal cooked by yourself in the open air that even the classiest of five-star restaurants cannot hope to rival. (The quality of the cooking has nothing to do with it!)

But nowadays "doing it yourself" when on holiday doesn't only mean providing your own meals and accommodation. For the open air is an adventure land full of all sorts of other possibilities for action holidays besides the pioneer (and ever popular) one of camping. The only snag is that many people probably still

think of them as *impossibilities*, well beyond reach unless you already happen to be an expert or own the right equipment. Things like pony-trekking, sailing, canoeing, ski-ing, mountaineering, gliding—wonderful ways of spending a holiday, but what (you may ask) is the good of even considering them if you've never sat on a pony's back or never handled a boat—or, for that matter, never been to Britain?

Well, the simple answer is that all these activities are within your grasp—and it doesn't matter in the least if you are a complete novice. Britain is a country which might almost have been specially designed for open-air holidays—and I doubt whether there is any other country in the world which is so well geared to looking after the beginner. Choose whatever sort of open-air sport or activity you like and you can be pretty certain that you can spend a thoroughly enjoyable holiday being taught or supervised by experts—so that, by the end of your stay, you will be well on the way to becoming something of an expert yourself.

Besides that, you will see some beautiful parts of the country, you will make good friends among the other people of your own age (from

World Wildlife Fund gets airlines' support

The World Wildlife Fund has announced that BOAC, along with 50 other major airlines, is supporting a ban on the hunting of rare birds and animals.

The airlines have backed a resolution calling for an end to all travel which involves hunting expeditions that threaten scarce species.

The director of the World Wildlife Fund, Dr Fritz Vollmar, said that the airlines' support was "very gratifying. There are nearly 1,000 species of mammals and birds threatened with extinction through human activities", he said.

Britain and abroad) who will be sharing your holiday—and you will probably improve your English as well as your sailing or riding or whatever it is.

There are very many organisations in Britain to assist young visitors from abroad in choosing the holiday they want. Two of the most important are the Sports Council (Bookings Department—235-237 Old Marylebone Road, London WIN 4AS) and the Scottish Council for Physical Recreation (4 Queensferry Street, Edinburgh EH2 4PB); but a good first step would be to obtain, from one of the offices of the British Tourist Authority, a copy of the well illustrated publication *Young Visitors to Britain*—jointly produced by the BTA and the Central Bureau for Educational Visits and Exchanges. This gives details of the surprisingly wide range of open-air holidays available to young people of all ages (including school age) and the addresses from which further information can be obtained. The 1973 edition will be available shortly.

Spend half an hour with this invaluable booklet and your head will be brimming with exciting ideas—adventure schools in the rugged Scottish Highlands and elsewhere, underwater exploration in Devonshire, gliding in Shropshire, sailing schools, pony-trekking, nature study, folk-dancing and folk arts, youth-hostelling, even shark-fishing. When you decide on an open-air holiday with plenty of action, the possibilities are endless—and, as I said before, they really are possibilities!



BOAC PACIFIC JET NEWS

CHEAP STOPOVER HOLIDAYS IN HONG KONG

Stopover packages in Hong Kong are getting cheaper and cheaper. The latest is a BOAC holiday which gives two nights' hotel accommodation with private bath or shower, continental breakfast, service charges, transfers airport-hotel-airport by private car, and a half-day sightseeing tour—for as little as \$A18, depending on the hotel you choose. The air fare is extra, of course.

There is a choice of two sightseeing tours for the first of which the coach leaves from the central district. At the Peak tram station in Garden Road, you board the tram for the exhilarating ride to the top of the Peak, seeing one of the world's fabulous panoramic views. Continuing by coach you are taken to a viewpoint overlooking the beautiful Happy Valley racecourse and Wanchai.

Next stop is the Tiger Balm Gar-

dens to see the famous White Pagoda and the grotesque statues in the setting of exotic plants and then on to Repulse Bay.

The return drive takes you via Deep Water Bay to picturesque Aberdeen, home of thousands of water people who are born, live and die on their junks and sampans in the crowded harbour. The return to central district is by way of Hong Kong University and West Point.

To start the second tour—of Kowloon and the New Territories—you drive along Nathan Road, the main shopping street of Kowloon, enter the New Territories at Boundary Street and continue along Castle Peak Road to the new industrial town of Tsuen Wan.

The tour then follows the coast road with its wonderful views to Castle Peak village, site of one of

Hong Kong's famous floating restaurants and turns west to pass rice paddies, duck farms and water buffalo to Yuen Long, and then north to Lok Ma Chau for a glimpse across the Chinese border.

From Lok Ma Chau you turn south to Fanling with its three immaculate golf courses and then on to see the sampans and fishing junks of Tai Po and to Shatin in the shadow of the Amah Rock, so called because of its shape resembling a woman holding a child looking out to sea.

Finally you visit a walled village, typical of ancient Chinese grouped houses and pass through the Lion Rock tunnel and back to Waterloo Road, an exclusive residential area leading to the busy centre of Kowloon.

If you're in more adventurous mood, other tours, including a harbour cruise by Chinese junk or a whole day tour to Macau, can be arranged for you at additional cost.

Want to know more? If you do, a copy of the brochure may be obtained from any BOAC office.

COMING EVENTS IN BRITAIN

Some highlights of the next few months

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 Greyhound Derby. White City, 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 Son et Lumiere (to September 22). Royal Observatory, Greenwich, London.
- 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). Abercainry, Perthshire.

August

- 6 Royal National Eisteddfod (to 11). Ruthin, Denbighshire.
- 9 Cricket: 2nd Test Match—England v. West Indies (to 11, 13, 14). Edgbaston, Birmingham, Warwickshire.
- 17 Edinburgh Military Tattoo (to September 8). Castle Esplanade, Edinburgh.
- 18 Royal Scottish Academy Festival Exhibition (to September 16). Royal Scottish Academy, Edinburgh.
- 19 Edinburgh International Festival (to September 8). Edinburgh.
- 20 Son et Lumiere (to October 18). Bristol Cathedral, Bristol.
- 23 Cricket: 3rd Test Match—England v. West Indies (to 25, 27, 28). 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). Start and finish Portsmouth, Hampshire.
- 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.

PACIFIC ISLANDS MONTHLY—APRIL, 1971

Business and Development

U.S. CHICKEN IS CHEAP, SO AUSTRALIA GETS THE "BIRD" FROM MICRONESIA

From DES McKIBBIN in Majuro

When the devaluation of the United States dollar was announced in February and the Australian government decided to sit pat, there were many unhappy faces in the Micronesian business community.

It had been a blow when Australia revalued upwards unilaterally in December. Importers who had been building up quite a trade with Australia then began thinking of going back to their old suppliers in the United States and elsewhere. Australian goods were getting too expensive.

In cold figures, the further monetary troubles in February mean that Australian goods can now be 25 per cent dearer to island buyers than they were in November, 1972.

The Republic of Nauru can't be too happy about the situation either. The government-owned (or what amounts to the same thing, the Nauru Local Government Council-owned) Nauru Pacific Line vessels MV Eiganoya and the newer fleet edition, Cenpac Rounder, have been heavily subsidised to establish trade routes through from Australia to the TT port of Majuro. The Australian Government's monetary policy could put paid to that enterprise and the line advisers might have to think of using the ships elsewhere where local money has not become so dear in international terms as that of Australia.

Things are going to be very difficult for Australian manufacturers not only in the US Trust Territory but in other parts of the Pacific as well. Many goods, especially food, from the United States are becoming attractive to buyers. As only one example—frozen chicken. US chicken is the finest in quality in the world and even before December was cheaper in the TT than the Australian 'chook'.

The Nixon administration is anxious

to push exports from last year's four per cent of production to five per cent. This increase of just one per cent will add over \$US11 billion to value of exports—more than enough to take care of last year's US trade deficit of \$6.4 billion.

The US can now deliver cheaper to the TT also. Freight from the United States to Kwajalein is \$US42 a ton; general cargo rate Sydney-Majuro on Nauru Pacific Line is \$A41—in terms of US dollars at mid-March rate, \$US58.

I visited the US Trust Territory, Nauru and the Gilberts just after the latest devaluation of the US dollar and spoke with businessmen on the outcome of the Australian Government's decision not to follow suite.

Mr Ronald Levy, general manager of Robert Reimers Enterprises, Majuro, which had been importing food lines from Australia said the company had considered cutting back after the Australian revaluation in December but had reconsidered as the supply position was better from Australia. However, the company has

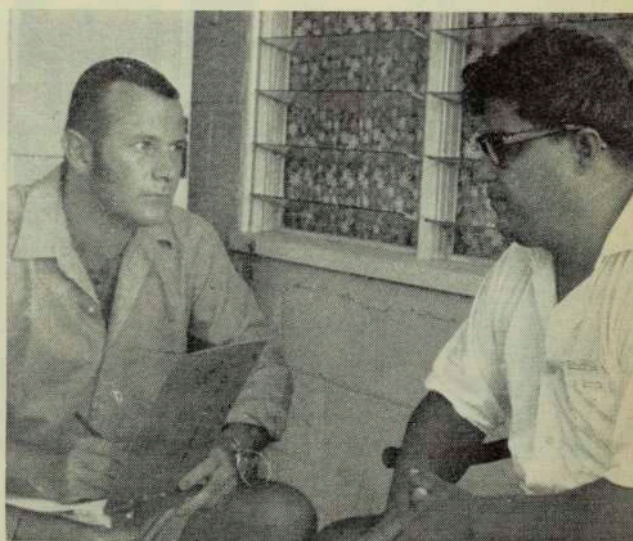
had to think again since the US devaluation. What it means in hard cash for consumers is that a can of Australian corned beef now costs \$US1.20 at Majuro.

As a result of the hike in prices for all Australian imports this company has cancelled about 80 per cent of its Australian orders.

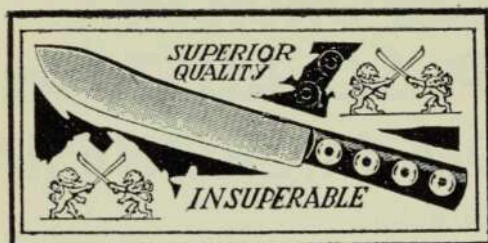
Mr Joseph Kramer, a director of the Marshall Islands Development Authority, said that before revaluation, his companies had been looking to Australia as a main source of supplies. They had been importing even before there was direct shipping and the advent of the Nauru Pacific Line ships had been very welcome. As a result, goods had been landed from Australia and sold in Majuro at much lower prices than similar goods imported from the United States. Now the picture had, of course, changed and it was doubtful whether they would be importing from Australia more than a fifth of what they had been getting six months previously.

Mr Kurtley Pinho, manager of Is-

"I'm happy" says Tarawa businessman Henry Schutz (right) in a comment to PIM's correspondent Des McKibbin about the ups and downs of currencies. Mr Schutz thinks it would be a good idea if the GEIC and Micronesia got together over shipping problems in an effort to control freight rates.



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land Construction Co, which distributes machinery, building material and hardware said that his company "had been caught with its pants down." A large steel consignment of high-value cargo like stainless steel sinks and generating equipment, was on the water at the time of the US devaluation and it was going to be impossible to pass on all the price increase to customers. He said that, as an example, it was unrealistic to expect anyone to pay \$60 for a sink when a competitor down the road was selling a similar product, but made in the US, for \$50. He had cancelled all outstanding orders in Australia.

There was talk in the Trust Territory of placing a local ship on the Australia-TT run. This would help to some extent as a TT or US-based charter could be paid for in US dollars. Although this might be a partial solution for Australian suppliers, the prospect is not likely to make the owners of the Nauru Pacific Line very happy.

I found that the only person in the Micronesian area who was happy with the various revaluations and devaluations was Mr Henry Schutz, of Schutz and Wilder, whose headquarters are at Tarawa, in the Gilberts. He has been trying to open a shipping service between the Gilberts and the Marshalls. He said that already some Australian goods were cheaper when obtained through Trust Territory than when shipped direct to Tarawa. If they could get together with the Micronesians they could control their own freight rates.

He thought the United States, in an effort to get some of its own dollars back from the TT where the budget now totals \$70 million plus, would subsidise freight rates to one port in the Trust Territory rather than to all TT ports as the territory was spread out over three million square miles of ocean. He could see that one port becoming a distribution port for the whole area, transshipping goods from the United States, Australia, China, Taiwan (which was the cheapest cement in the world), Japan, and others. At the same time, the Trust Territory itself had big plans for local shipping and the funds available to see them through. I think the Gilberts and the Trust Territory should be closely associated in the future, for their mutual benefit.

● Ninety-five Corriedale and Romney Marsh sheep from Australia will be used in research at Bena Bena livestock station, near Goroka, PNG, to see if they can provide another source of meat.

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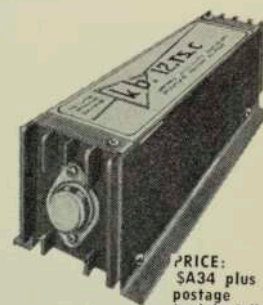
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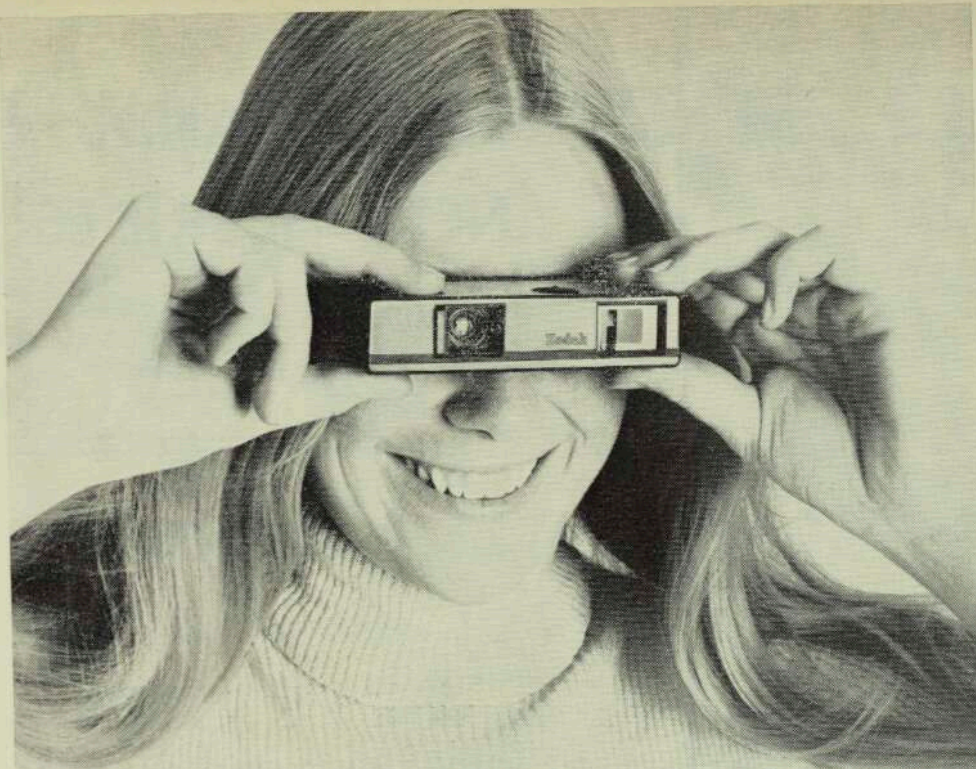
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Banks battle in Western Samoa

From an Apia correspondent

There is at present only one bank in Western Samoa, the Bank of Western Samoa, which up to January of this year was 55 per cent owned by the Bank of New Zealand and 45 per cent by the Western Samoa Government.

Towards January's end, however, a new agreement resulted in an equal partnership between the government and the bank, with equal representatives on the board of directors. The move to increase the government's shares was long overdue. The government, as well as the people, was becoming more and more nationalistic in feeling and there is a growing suspicion of things *palagi* (European). Outsiders, however upright, are always suspect. Discussion with ministers and top public servants, not least of all with politicians and members of the community, reflects this growing nationalistic feeling.

The bank was no exception to this dislike of things *palagi*. Since independence in 1962, there had been increased criticism of its operations and the ratio of shareholding. Some politicians felt it a disgrace that a bank which carried the name of Western Samoa was owned on a majority basis by a foreign corporation—the Bank of New Zealand.

Others felt the Bank of Western Samoa was not being liberal enough in the granting of loans for development or for personal purposes. And here was a demand for the introduction of new banks.

On the other hand, the Bank of Western Samoa replied that many Samoans had broken their word to the bank and become delinquent in payment of their accounts, and that many requests for loans were merely for the sake of perpetuating non-productive Samoan customs. As bank manager Warwick Lancaster said, "Our policy is essentially a conservative one."

Be that as it may, the government is becoming more involved in the bank's operations and is making its presence felt. Though the Bank of New Zealand has offered the government up to 100 per cent shareholding, the government has satisfied itself with a mere 50 per cent but it will continue to increase its shares if it sees fit. At the moment it is quite content to encourage the New Zealanders because of the many benefits that can be obtained from association with the Bank of New Zealand.

The bank's capital will be doubled from its present \$WS500,000 and this year an increase of issued capital of \$100,000 will allow it to further expand its term-lending activities and the range of banking facilities offered. The Minister of Finance, Tofa Tuatagaloa Siasoi, promised that the bank would have a more expansive lending policy.

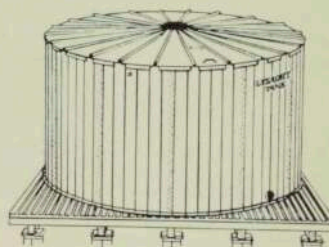
There are also unconfirmed reports of the introduction of another commercial bank. The bank rumoured to be the one is an American one, First National City Bank. But it is also known that the Bank

of Hawaii and a few others including Japanese ones may be interested in establishing themselves here. In fact, a Japanese concern some years ago planned to set up a bank here, but plans somehow went amiss and the bank never materialised.

The Bank of Western Samoa has given long and faithful service to the government and people of Western Samoa—but the question now remains—could the public interest be better served by more banks? This is being hotly debated in both business and government circles and it is believed the battle is fierce.

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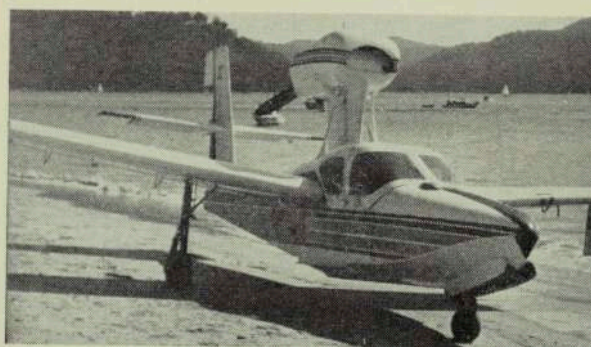
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THE WRITING'S ON THE WALL FOR THE NORFOLK HAVEN-SEEKERS

By KEN MCGREGOR

When the Australian Labor Government has time to get around to it, the axe is likely to come down on Norfolk Island's tax haven. The McMahon Government promised it last July and Labor Treasurer Frank Crean has echoed the promise with, perhaps, income tax thrown in.

The government is almost sure to use the machinery already assembled by the Liberal Government to introduce full NSW or Federal company tax on all Norfolk Island-based companies not genuinely owned and operated by residents, but it is not expected to tax the real island companies, or whittle away the advantages of the duty-free trade for tourists.

Action over the last-named activity would be disastrous as Norfolk shops make about \$800,000 profit a year from selling \$2.5 million-worth of duty-free goods. Company tax, however, is another matter.

The island has 1,452 incorporated companies, almost one company for every resident (about 1,500). But the residents are hardly company-minded. A recent survey by the Registrar showed that 23 residents only had financial associations with the companies. For the unofficial survey, the Registrar looked at residents in three categories: descendants of Pitcairn Islanders or early settlers; permanent residents with over five years on Norfolk; and people holding temporary or interim work permits.

A "financial association" was qualified as a company director, worth \$100 to \$200 per year per company, a nominee shareholder, worth \$10 to \$20 per company per year, or an appointment as a company secretary. The survey found that five residents in the first category were involved, 18 in the second and 12 to 18 in the third, which adds up to a negligible direct Norfolk interest in a \$25 million-plus a year tax haven business run by overseas companies, mostly Australian.

However, the small number of islanders involved in the tax haven business is not the full picture of spinoffs Norfolk gets. There are three major benefits—registration fees, bank development funds and slight employment. Company registration revenue has already topped \$110,000 this financial year and, if the volume

continues, it will exceed \$150,000 by June.

Unfortunately, this is only allowing for half the 1,452 companies paying their dues—the rest simply don't pay and it's impossible to collect.

Accumulated brokerage fees earned by the island's two thriving banks—Australia's Commonwealth and the Wales—is a second major benefit. It's common for the banks to whiz through as big as \$2 million or \$4 million within 24 hours from overseas—and much of the brokerage earned stays on the island in the form of bank loans for private development.

The third benefit is employment for 10 locals with the one solicitor and six accountants now permanently based on the island. Whatever the pros and cons of being a tax haven all on Norfolk, from Administrator Air Commodore Pickherd to the most disinterested farmer, want the island's future tax status redefined so long-term planning can proceed.

This year Norfolk received a \$60,000 bonus in its Australian subsidy in anticipation that the island would lose its companies' business and an estimated \$60,000 revenue from registration fees.

Australia has lost about \$30 million

NZ's NEW TRADE PUSH

New Zealand manufacturers aren't letting the grass grow under them in Fiji. Following the success of last July's trade fair in Suva, the New Zealand Manufacturers' Federation is mounting a follow up this July, to take care of the furnishing trades.

So many manufacturers wanted to get into the export act at the last Suva Fair that the organisers had to exclude certain categories. The emphasis next July will be on carpets, light fittings, interior building hardware, furniture, soft furnishings, tableware and glass.

New Zealand's expertise in the manufacture of carpet is well known in the Pacific—you'll walk on Kiwi wool in hotels from Hong Kong to Tahiti. Carpet men will be prominent at the Suva Fair, together with manufacturers of all the other bits and pieces that go to make up the interiors of houses, offices and hotels.

a year for the last 11 years through tax haven schemes. Norfolk is still the dominant haven for Australians and when Australian Government losses peaked at \$34 million in 1969 company activity on Norfolk was peaking also.

Fifteen companies were incorporated on Norfolk in 1961. One new company was registered in 1962, eight in 1963, 16 in 1964, 23 in 1965, 70 in 1966, 188 in 1967, 480 in 1968, 296 in 1969, 257 in 1970, 296 in 1971 and 166 last year.

Norfolk's Registrar discloses that of the 1,452 companies incorporated on December 31 last year, 371 were inoperative, ie defunct (no returns filed for three years) or in the process of voluntary liquidation.

Many were set up to do one series of transactions; when this was over they were liquidated or sold off.

Air Commodore Dalkin, Norfolk's previous Administrator, left the island last year but not before he saw new company regulations come into force, requiring greatly increased registration fees of \$250 per company and the divulgence of additional information.

Air Commodore Pickherd would like to see direct monetary benefits of the companies using Norfolk for convenience spread to all residents. Meantime, he feels Australia has the power to close down Norfolk as a tax haven and this will be achieved.

Subsequently, Norfolk cannot plan on rapidly-rising registration fees revenues as in the past three years (\$60,000, \$80,000 estimated \$150,000 as a bright light in its budget).

Australian Minister for the Capital Territory, Mr Enderby, told PIM Mr Pickherd and chairman of Norfolk council committees, Councillor W. M. Randall, at their Canberra meeting in January that no change would be made on Norfolk without prior reference to the Administrator and the council. This promise applies to constitutional and developmental changes, rather than financial changes.

Mr Enderby and Mr L. Engledow, secretary of the Department of the Capital Territory, visited Norfolk in late February for a two-day "familiarisation tour" and repeated this promise.

● More commerce on p 105.

PACIFIC ISLANDS MONTHLY—APRIL, 1971

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PACIFIC ISLANDS MONTHLY—APRIL, 1973

103



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PACIFIC ISLANDS MONTHLY—APRIL, 1973

Ill winds blew but Carpenters lifted profit

W. R. Carpenter Holdings Ltd overcame a number of adverse, and diverse, factors to lift net profit by 4.65 per cent in the six months to December 31, 1972, compared with the corresponding period in 1971. The result also reflected the shift in emphasis from Island trading to Australian investment, but this was accentuated by drought and hurricane in the Islands. Australian operations earned about 52 per cent of the net profit, compared with 40.5 per cent of the profit in the first six months of 1971-72.

The Papua New Guinea contribution to net profit dropped from 21.3 per cent to less than 15 per cent because drought caused a temporary recession in trading. There was also a reduction in tea, cocoa and copra crops, and to cap everything from that area, there was a new dividend tax.

Hurricane Bebe, which swept through Fiji in October, disrupted trading for several weeks. Fiji, like Papua New Guinea, also suffered lower world prices for produce. Revaluation of the Australian dollar caused a further reduction in profits from Fiji.

But, to put a little cream on what sounds like a cup of woe, the Carpenter board expects results for the full year to be up to the 1971-72 level of about \$7.05 million. The interim dividend is a steady 5c a share.

All quiet on the dollar front

The international money scene was fairly quiet in March, allowing Pacific Islands trade a breathing space following the December revaluation of the Australian dollar and the February devaluation of the US dollar. The main produce markets changed slightly, with a buoyant demand for copra falling away towards the end of March and cocoa rising.

One of the most dramatic effects of the currency moves was what was described as a "fluctuation gain" for the company of \$15,999,319 by the chairman of Bougainville Copper, Mr Frank Espie, in the company's annual report. This flowed from the December revaluation of the Australian dollar. But US dollar cash

balances held at the time of revaluation cost the company \$376,257.

In Fiji the Finance Minister, Mr Charles Stinson, said that unless the imbalance of trade between Fiji and Australia changed, or if there was an Australian devaluation (both of which seemed unlikely), Fiji would have no alternative but to look elsewhere for many of her imports.

An interesting sidelight of the currency moves was the effect on Australian visitors to Fiji. Tourists will have more Fiji money to spend there for the same number of Australian dollars and will be able to buy more. But with the Japanese yen floating

higher and with the Australian revaluation, Fiji hoteliers and traders have to pay more for imports to cater for tourists' wants. Hotel meals will cost more, and traders may have to put up the price of cameras, transistors, tape recorders, etc to retain their markups. The Australian tourist may be little better off.

In the New Hebrides, following revaluation of the Australian dollar, the businessmen of Vila have formed an association so that they can jointly consider financial problems and look after their own interests. The association hopes to bring together 500 traders for discussions.

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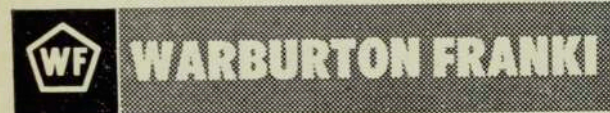
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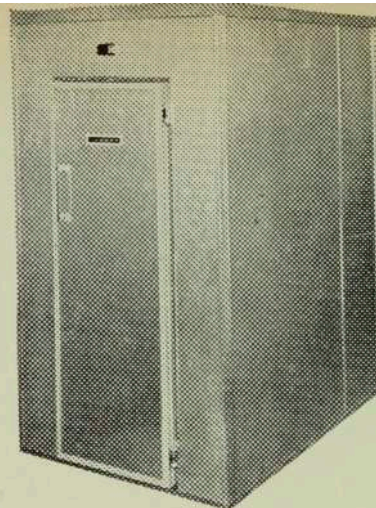
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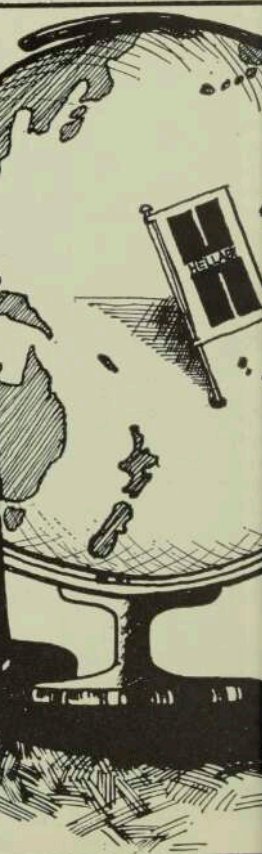
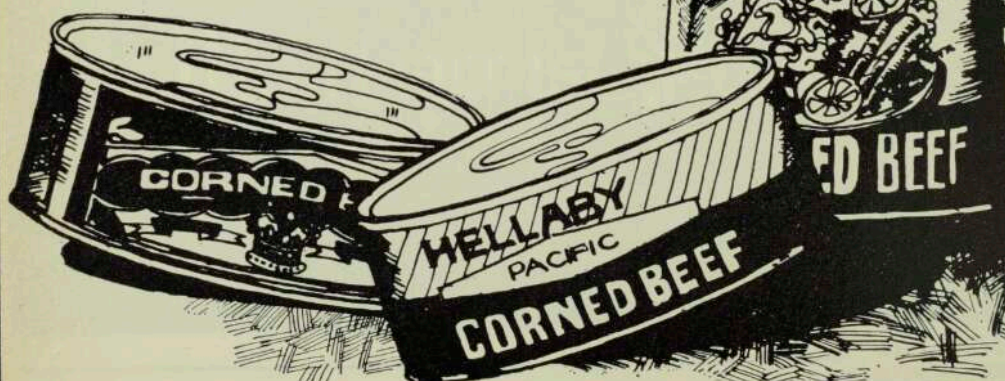
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Fiji plans anti-strike legislation

New laws giving the Fiji Labour Minister wider powers to ban strikes, bringing more industries into the "essential industries" net and giving the court power to gaoil union leaders for inciting illegal strikes are being drafted by the Fiji Government. But the draft bill, still being considered by cabinet, was supposed to be "top secret"—until The Fiji Times obtained a copy secretly and jumped the gun. Publication caused controversy.

Trade unionists met to consider ways to oppose the bill and Australian Waterside Workers' Federation assistant general secretary Mr Norman Docker accused the Fiji Government of attempting to infringe the democratic rights of the Fiji workers. He said he hoped that, in mature reflection, the Fiji Government would recognise that such legislation would "not only be a cause in itself of additional industrial dispute in Fiji, but would severely tarnish the image of the Fiji Government throughout the world".

The Fiji Government planned the proposed new drastic action because of the current proliferation of wildcat strikes in Fiji, particularly in the airline, transport, fuel supply and building industries. Airlines have been overflying Nadi on occasions, thus affecting the vital tourist industry. In March, building workers throughout the dominion had embarked on a strike which halted almost all Fiji building operations.

Prices are increasing rapidly in Fiji, specially in imported foodstuffs.

PNG's talks with Kennecott

The PNG Government is expected to open negotiations within the next four months with the big American mining company Kennecott Pacific over the mining of rich copper deposits at Ok Tedi in the Star Mountains. But, first, the government will seek advice from Peru, which has open pit copper workings and an agreement with another US company, Inco Corporation, which gives Peru a large share of the profits. PNG wants to know about the possibilities, specially as it is not so happy about the Bougainville agreement. Kennecott has spent about \$15 million on prospecting at Ok Tedi and wants assurances from the government about profits before spending another \$5 million on the next stage. The ore body is estimated at between 150 and

200 million tons averaging 0.8 per cent copper. Bougainville copper has an ore body of 900 million tons averaging 0.48 per cent copper.

Island for sale

Three million dollars is reported to be the asking price for the Fiji island of Malololailai off Nadi on which has been built the Plantation Village resort. The island was put up for sale in late March.

One of the Malolo group, the island is controlled by a syndicate which includes well-known resort owner Dick Smith, who operates the Castaway Hotel four miles away on another island off Viti Levu's north-west coast.

BP's profit rises

Estimated consolidated profit after tax for Burns Philp & Co Ltd for the half-year to December's end compared with the second half of 1971 rose by 6.1 per cent and group sales increased by 25.2 per cent for the same period. The company's share of profits from the Australian and NZ operations increased to 56 per cent against 43 per cent for the same period in 1971. Return from New Guinea operations was adversely affected by the sale of 12½ per cent interest in the New Guinea company to the PNG Investment Corporation and the introduction of a withholding tax of 15 per cent on dividends.

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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, \$120.50; 2nd grade, \$110.50, CAS, \$90.50.

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 per ton fob: 1st quality, \$89.78; 2nd quality, \$75.78.

TONGA: — All copra is sold to the board which sends it to Europe and the open market. Recent prices to growers were T\$78.95 1st grade, and T\$66.95 2nd grade, per ton. Per coconut 1.3 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, \$90, 2nd grade, \$86; 3rd grade, \$76 per ton, BSIP ports (Honiara, Yandina and Gizo).

EXCHANGE RATES

FIJI. — Through Bank of NSW, ANZ Bank, Bank of NZ, bank of Baroda, First National City Bank. Sterling £ on Fiji \$, buying £1 = \$2.00, selling £1 = \$1.9750 Aust. \$ on Fiji \$, buying \$A0.8693 = \$F1, selling \$A0.8865 = \$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 March 21, quoted: Selling, Noumea and Papeete, Pac francs to the \$Aust., 115.61 (commercial—export and import transactions), 114.38 (financial)—nearly all other transactions). Paris-London: Buying 11.1250 francs to the £ (commercial); 11.1250 francs to the £ (financial). Also £ equals 202.5454 (buying), 202.000 (selling) Pac. francs; 5.50 CFP to 1 metropolitan franc.

Banks should be approached for daily quotes.

GILBERT AND ELLICE. — 2c per lb (1st grade); 1½c per lb (2nd grade).

NEW HEBRIDES: — Copra sold direct by planters to France and Japan. Official market price on February 27 was \$55. Marseilles 91 French francs (per 100 kilos) March 9.

COOK IS. — Copra goes to Abels, 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 60c Fijian per lb. (4 in. to 10 in.). Honiara.—Live slugs, over six inches, black—six for 10c other colours—12 for 10c.

CHILLIES. — Solomons, Honiara, long red dried 12 cents per lb., Tabasco 22 cents per lb. first grade.

COCOA. — Islands rates are based on Ghana prices. Ghana price on Mar. 21 (Mar./May) shipment) was spot £stg 386.00 ton, c.i.f.; UK, Continent.

March 21, Quote No. 1: In store Rabaul, export quality, \$575 per ton delivered ex wharf Sydney \$650. Quote No. 2: Best quality in store NG ports, \$575 (Mar./June) shipment.

Solomons. — Delivered to Agriculture Dept. offices in Honiara and Auki 18 cents per lb. dry beans. In Gizo (Western District) the co-op buys at 10 to 12 cents per lb., depending on quality, followed by a bonus.

COFFEE. — PNG: March 20, good quality A grade, 48½c per lb; B grade, 46½c, C grade 44½c, Y grade, 45½c (ex-store Sydney).

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

CROCODILE SKINS. — Honiara: \$1.89 to \$2.20 per inch.

GREEN SNAIL SHELL. — 13-14 cents per lb.

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

PASSIONFRUIT. — Cook Islands, Islands Food Ltd. pays growers N22.5c per lb for good fruit.

PAPAW. — Cook Islands, Island Foods Ltd. pays growers N22c per lb for good fruit.

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

PEARL SHELL. — Torres Strait Pearlsheller Assn. has no recent quotes. **Solomons.** — Honiara, mother of pearl blacklip 15c lb. **Cook Islands.** — Penrhyn, 20-25c per lb. de 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 ki 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, 4 lb bags, \$A128-\$A133 a long ton. Kulu lor 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. 22 were: No. 1 R (Malayan cents a kilo f.o.b.), March, 135.7 127.75; April, 136.50-128.75; May, 137.0 129.50; June, 136.50-129.00.

SANDALWOOD. — New Hebrides, landed on beach, Vila and Santo, \$180 per ton "consignment".

SHARKS FINS. — Chang Sing Loong Co. Suva, offers 75c per lb for 1st quality, 4 for mixed quality.

TROCHUS. — BSIP 7-10 cents per lb.

TURTLE SHELL. — BSIP: No market at present.

VANILLA BEANS. — Prices recently were White and yellow I-bel 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, Mar. 9, Philippines, bulk, \$US216.80 per long ton, c.i.f.

Fiji gold-seekers

Two US mining companies, General Oil Development Co Ltd, of Los Angeles, and Phelps Dodge Exploration Inc, of New York, have joined Emperor Gold Mining Co in Fiji to look for copper, zinc and precious metals at Colo-i-Suva, straddling the Suva-Sawani Road.

Emperor, which operates Vatikoula on the other side of Viti Levu from Suva, has long had a link with Colo-i-Suva. It was there that the late Mr E. G. Theodore, one of the founders of the Vatikoula operation, established a Suva home, Vunikaw, which later became a holiday home for staff from the Vatikoula mines.

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Shipping & Airways Information

SHIPPING

AUST. - WEST IRIAN

Karlander New Guinea Line with Slembe operates cargo service every nine weeks from Sydney to Djayapura.
Details: Karlander (Aust.) Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301).

SYDNEY - NZ - FIJI/TAHITI - UK

Chandris Lines, with Australis, Britanis and Ellinis, maintains a twice-monthly passenger service from Sydney via NZ, Suva (Australis), via NZ, Tahiti (Britanis and Ellinis). Patris operates a regular service, Singapore-Australia-Singapore combined with "Ship-Jet" service to London, Athens, Amsterdam and Brussels via Singapore.

Details from Chandris Lines, 135 King Street, Sydney (28-2451).

Sitmar Line, with one liner, the Fairstar, operates a 10-weekly passenger service from Sydney, Melbourne or Brisbane to Southampton, UK, via NZ, Papeete, Panama and Lisbon and alternatively via South Africa.

Details from Sitmar Line (Australia) Pty. Ltd., 22-30 Bridge Street, Sydney (27-4521).

SYDNEY - LORD HOWE IS. - NORFOLK IS. - NEW CALEDONIA - NEW HEBRIDES

Karlander operates 19-day service from Sydney to Lord Howe, Norfolk, New Caledonia and New Hebrides. Passenger accommodation available.

Details from Karlander (Aust.) Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301).

Chargeurs Caledoniens, with the Port de France operates two-weekly cargo service Sydney-Noumea.

Details: Hetherington Kingsbury Pty. Ltd., 4 Bridge Street, Sydney (27-1671).

SYDNEY - GEIC - HONOLULU

Columbus Lines operates monthly cargo sailings from West Coast, US to Australasia, returning via Tarawa, GEIC and Honolulu to Nth. America.

Details from Columbus Overseas Services Pty. Ltd., 333 George Street, Sydney (29-2101).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES

Polynesie maintains three-weekly passenger sailings—Sydney, Noumea, Vila and Santo.
Details from France Australia, 261 George Street, Sydney (27-2654).

SYDNEY - NZ - FIJI - HAWAII - CANADA - US

P and O liners call regularly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and the US; occasional calls at Pago Pago and Tonga.

Details from P & O Australia Ltd., 55 Hunter Street, Sydney (2-0317).

SYDNEY - NZ - FIJI - TONGA - VILA - NOUMEA - SAMOAS - TAHITI

Shaw Savill's Ocean Monarch and Northern Star cruise in the Pacific sailing from Australia and New Zealand calling at Suva,

Lautoka, Tonga, Vila, Noumea, Pago Pago, Tahiti, Apia, Vavau.

Details: Shaw Savill Line, 8a 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 CALEDONIA - FIJI - TAHITI

South Pacific United Lines with "Lara Viking" operates 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); Intercocean 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); Intercocean 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 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); Intercocean 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); Intercocean 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, Kaoshiung, Keelung, Hong Kong.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

Royal Intercocean 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 Intercocean 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).



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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 Intercocean 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 Lyttleton.

Details: Siik and Boyd, Box 131, Rarotonga, or CIS Co., Box 448, Auckland.

Jeane 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 three vessels from Auckland, Tofua (passenger-cargo), calls at Lautoka, Suva, Pago Pago, Apia, Vavau, Nukualofa, Suva, Auckland, every four weeks. Lufesand (cargo only) calls at Papeete, Apia, Nukualofa, Auckland every four weeks. Waikare leaves Auckland/Tauranga at approximately five-weekly intervals for Lautoka, Suva, Niue Is., Apia, Nukualofa and Pago Pago. Other vessels are employed when required. In addition the Company operates a weekly service from Onehunga to Lautoka and Suva with Holmburn and Pukeko.

Details from any office of Union Steam Ship Co., Fiji, Tonga, Samoa, Auckland.

NZ - NORFOLK - N. CALEDONIA - AUST.

USS Co's vessels Parera and Holmdale operate 26-day passenger-cargo service Auckland (Onehunga), Norfolk Is., 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).

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 Port Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, Vila, Santo, Kieta, Djayapur and Yandina. Sailings from UK/Continent in 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 Micronesia ports, including Saipan, Yap, Koror, Ponape, Truk, Kusaie, Kwajalein and Majuro.

Details from Transpac, PO Box 468, Saipan, Mariana Islands.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S—Sandefjord, Norway.

Motor Vessels "Thorsisle", "Thorsgaard" and "Thor I"

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APIA—Burns Philp (South Sea) Company, Ltd.

PAPEETE — Agence Maritime Internationale Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

NOUMEA—Etablissements Baillande.

SYDNEY—Trans-Austral Shipping Pty. Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAE/RABAU—Burns Philp (New Guinea) Ltd.

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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 1 operate a monthly cargo service from North American west coast ports to Papeete, Pago Pago, Apia, Suva, Lautoka, Noumea and occasionally Santo, Vila.

Details from Trans-Austral Shipping Pty. Ltd., 19 Pitt Street, Sydney (27-2441).

COOK IS. - TAHITI

Silk and Boyd Ltd. operates service from Rarotonga to Tahiti with Manuvai and Manutea, for general cargo and passengers.

Details: Silk and Boyd, Rarotonga, Ets Donald, Papeete.

AIRWAYS

TRANS-PACIFIC SERVICES

SYDNEY - FIJI - TAHITI - MEXICO

Qantas, with 707s, operates twice weekly out of Sydney on Tues. and Sun. to Mexico City via Nadi, Papeete and Acapulco and return out of Mexico City on Thurs. and Sun.

SYDNEY - FIJI - TAHITI - CANADA

Qantas, with 707, operates weekly service out of Sydney on Fri. and return from Vancouver on Fri.

SYDNEY - FIJI - HAWAII - CANADA

CP Air, with DC8, operates weekly services out of Sydney on Sat. and Vancouver on Thurs.

SYDNEY - NZ - HAWAII - US

Air-NZ, with DC10's, operates from Sydney to Los Angeles, via Auckland, Honolulu Mon. and Sat., and returns same days. On Tues. and Fri. Air-NZ with DC8's operates the same route as above, returning on Wed.

SYDNEY - NZ - TAHITI - US

Air-NZ, with DC8s, operates from Sydney to Los Angeles, via Auckland and Tahiti on Sun. and returns the same day and on Fridays

SYDNEY - FIJI - HAWAII - US

Qantas operates four times weekly between Sydney and San Francisco via Fiji and Honolulu on Mon., Wed., Fri. and Sat. with 747Bs and return Mon., Wed., Fri. and Sat. 707s operate three times weekly to San Francisco via Honolulu on Tues., Thurs. and Sun. and return Tues., Thurs. and Sun. Additional 707 services Sydney/Nadi Thurs. and Sat. and return.

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 with 707 and 747, operates Melbourne/San Francisco via Fiji and Honolulu on Mon., Wed. and Fri.; weekly 707 service on Sun. to San Francisco via Honolulu.

MELBOURNE - FIJI - HAWAII

American Airlines, with 707s, operates daylight flights from Melbourne Tuesdays, leaving Honolulu on return Sundays.

MELBOURNE - NZ - TAHITI - HAWAII - US

Air-NZ, with DC8s, operates from Melbourne to Los Angeles via Auckland and Tahiti on Wed., returning via Honolulu on Tues.

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 DC10's, 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 707 service also operates from Brisbane on Tues. and return from Hong Kong Tues. 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, with a Fokker F28 jet.

Details: Air Nauru, Nauru Government Office, 227 Collins St., Melbourne.

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.

AUSTRALIA - NEW ZEALAND

BOAC, with VC10s, operates Mon. from Sydney to Auckland; on Sat. from Melbourne to Auckland.

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 daily service to Nadi and return. On Thurs. the DC10 operates to Nadi and returns on Sat. All other days are operated by DC8's.

NZ - FIJI - AM. SAMOA

Air-NZ, with DC8s, operates to Pago Pago via Nadi on Tues. and Sat., and return 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 DC4 operates to Norfolk Is. every Sunday. A Qantas service returns every Saturday.



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	Breckwoldt & Co. (S.I.) Ltd., Honiara.	Carpenter Shipping Agencies, Port Moresby, Rabaul, Lae, Madang.	



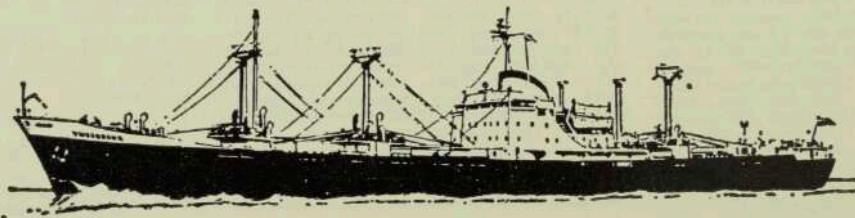
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AUCKLAND - SYDNEY - SINGAPORE

Air-NZ, with DC8s leaves Auckland via Sydney for Singapore on Tuesdays and Saturdays and returns same days. On Tuesdays the Syd/Akl sector is operated by DC10.

AUCKLAND - SYDNEY - HONG KONG

Air-NZ operates to Hong Kong from Auckland via Sydney every Wed. and Sun. On Wed. DC10's to Sydney and DC8's to Hong Kong, on Sun. DC8's from Auckland/Sydney/Hong Kong. Return service operates same day.

NEW ZEALAND - NEW CALEDONIA

Air-NZ, with DC8s, operates from Auckland-Noumea on Saturdays and returns the same day.

NADI - RAROTONGA

Air-NZ, with chartered HS748, operates from Nadi to Rarotonga every Thursday and Sunday, and returns same days.

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 with a Fokker F28 jet. Details: Air Nauru, 227 Collins St., Melbourne.

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 Apia-Apia Fri., Mon. and Apia-Nadi Wed., Sat.

PAPUA NEW GUINEA - SINGAPORE

Qantas, using 707s, operates from Port Moresby to Singapore via Darwin on Saturdays, 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 Nadi 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 San Francisco via Los Angeles on Mon.,

Tue., Fri. and Sat., 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., Fri. 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 Djajapura and return alt. Tues.

Merpati DC3 Djajapura-Lae alternate Tuesdays, returning Lae-Djajapura 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. Wednesday and Saturday aircraft leave Rabaul for Honiara via Buka, Kieta, Munda and Yandina, returning Thursday and Sunday.

TAA Fokker Friendship leaves Port Moresby direct for Kieta Mon., Wed., Fri. and Sat. returning Wed., Fri. and Sat. direct and via Buka, Rabaul and Lae on Tue. and Thurs. Kieta, Moresby via Rabaul Sunday.

TAHITI - US

UTA, with DC8s, operates on Sun., Tues., Wed., Thurs., Fri., Sat. (non-stop from Papeete to Los Angeles), and returns the same day.

PanAm with 707s, operates to San Francisco, via Los Angeles on Mon., Tues. and Fri.; to San Francisco, via Honolulu on Tues. and Sat.; and to San Francisco, via Pago Pago and Honolulu, on Sun. and Thurs.; from San Francisco via Honolulu and Pago Pago, to Tahiti on Wed. and Sat., and from San Francisco, via Los Angeles, to Tahiti on Mon., Wed. and Sat.

W. SAMOA - AM. SAMOA

Polynesian Airlines, with 748s, operates between Apia and Pago Pago (six services, Fri.; three Mon., Tues., Wed., Thurs., Sat., Sun.).

TONGA - NIUE - W. SAMOA

Polynesian Airlines, with 748s, operates weekly service from Tonga to Niue, leaving Thurs., arriving Niue Wed., leave Niue Wed., arrive Apia same day.

TAHITI - COOK IS.

Air Tahiti with Piper Aztec, operates charter service from Papeete to Rarotonga. Details from Air Polynesie, P.O. Box 314, Quai Bir Hakeim, Papeete, and UTA offices.

INTERNAL SERVICES

FIJI

Air Pacific, with HS748s, BAC 1-11s and Herons operates regular services to Labasa, 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

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GUAM: Atkins, Kroll (Guam) Ltd.
TARAWA: G. & E. I. Development Authority.
APIA: Burns Philp (South Sea) Co., Ltd.
PAGO PAGO: Kneubuhl Maritime Services Corp.
NUKUALOFA: Tonga Shipping Agency.
SUVA: Burns Philp (South Sea) Co., Ltd.
LAUTOKA: Burns Philp (South Sea) Co., Ltd.
NOUMEA: Agence Maritime et Aerienne Caledonienne.
SANTO: Burns Philp (New Hebrides) Ltd.
VILA: Burns Philp (New Hebrides) Ltd.
HONIARA: British Solomons Trading Company Ltd.
PAPEETE: Etablissements Baldwin.
HONG KONG: Ike Maritime Co., Ltd.
SINGAPORE: The Borneo Company (Singapore) Ltd.
DJAJAPURA: P. N. Pelajaran Nasional Indonesia.
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TEL. TOKYO (292) 2441-5.

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 Polynesie, with Fokker F27 Friendship, DC4s, Twin Otters and Islanders, operates to Bora Bora, Huahine, Moorea, Rangiroa, Raiatea, Manihi, Marquesas, Maupiti and Tubuai, Austral Islands.

Details from Air Polynesie, P.O. Box 314, Quai Bir Hakeim, Papeete, and UTA offices.

Air Tahiti, with light aircraft operates shuttle service from Papeete to Moorea and charter service to Raiatea, Bora Bora, Huahine Rangiroa and Manihi.

GILBERT AND ELLICE ISLANDS

Air Pacific, with Herons, operates regular services between Tarawa, Butaritari, North Tabiteuea and Abemama.

GUAM - US TRUST TERRITORY

Continental-Air Micronesia with 727s and DC6s operates regular service connecting Honolulu, Okinawa and Guam with Saipan, Rota, Yap, Palau, Truk, Ponape, Kwajalein and Majuro.

Details from Air Micronesia, Saipan.

Air Pacific Inc. (not connected with the Fiji based Air Pacific) with Piper Navajo and deHavilland Heron, operates regular service linking Guam, Saipan, Tinian, and Rota, and charter services are available to other Trust Territory islands.

Details, Air Pacific Inc., P.O. Box 7689, Tamuning, Guam, 96911, U.S.A.

Lagoon Aviation Inc. with Grumman Widgeons, operates charter services for the Marshall Islands district, based on Majuro.

PAPUA NEW GUINEA

TAA and Ansett operate throughout Papua New Guinea.

Aerial Tours operates in Central, Western Gulf and Sepik districts.

T.A.L. (GV)—Territory Airlines Pty Limited—operates scheduled services and Charter flights from Goroka, Kundiawa, Madang, Wewak, Vanimo, Mt. Hagen, Mendi to Highlands, Sepik and Coastal areas. Talco Territory Travel Service of Papua New Guinea—Twin Otter Tourist flights throughout Papua New Guinea.

Further details from T.A.L., P.O. Box 10, Goroka, Papua New Guinea.

Macair throughout Papua New Guinea.

Bougainville Air Services operates daily throughout Bougainville. Details: Arawa, Phone 956-159; Buka, Phone 16. Box 298, P.O. Kiala.

NEW CALEDONIE

Air Caledonie, with Twin Otters, and Islanders operates regular services to Houma, Isle of Pines, Isle Ouen, Kone, Kouma, Lifou, Mare, Noumea, Ouvea, Touho, Mue, Belep, Tiga.

Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesiae with Britten-Norman Islander operates to Santo, Malekula (Norsup and Lema), Aoba (Walaha and Longana), Pentecost (Lore), Erromanga, Tonga, Aneityum, Tanna and Vila. Direct connections are available to and from Santo for all international flights arriving in Vila.

Details from Air Melanesiae, P.O. Box 1, Vila.

SOLOMON ISLANDS

Solair, with Beech Barons and Islanders operates to Auki, Avu Avu, Babanakira, Bakoma, Bellona Is., Fera Is., Gizo, Honiara, Kira, Marau, Munda, Parasi, Sege, Yandii, Santa Cruz, Mono, Rennell Is., Choiseul Is. and Ballalae.

Details from Solomon Islands Airways Ltd, Box 23, Honiara, BSIP.

PACIFIC ISLANDS MONTHLY—APRIL, 1971

Deaths of Islands People

Sgt Thomas Wangu

Sergeant Thomas Wangu, who was in the police force in PNG for 29 years, died early in February, at Kokopo, aged 56. He served in several areas and was described as an able and distinguished policeman. He was a member of the PNG contingent at the Queen's coronation in 1953. He was a soldier during World War II.

Mrs Eileen Carfax-Foster

One of Nadi's best-known residents, friend and confidante of many Fijians in the area and wife of Mr Jim Carfax-Foster, MBE, MC, MM and Croix de Guerre, Mrs Eileen Carfax-Foster died on March 8 from injuries received in a car crash. She was 57.

Mrs Carfax-Foster, a senior employee with Qantas for 18 years, was driving home from work when her car and a taxi collided on the road outside Nadi Airport.

She went to Fiji with her husband in 1937 and joined Qantas in 1955 after working for several local firms. She and her husband quickly became involved in the affairs of the Nadi community. Mr Carfax-Foster was on the Township Board and the Nadi Chamber of Commerce, which he founded and Mrs Carfax-Foster with the families of the Fijians working at the airport where she was payroll compiler. The workers looked to her for advice both for themselves and their families and she became their unofficial welfare *marama* (aunt). The esteem in which the community held her was evident at the funeral which was Fijian in character with gifts of tapa cloth for the casket and shrouding for the grave.

She leaves her husband and two sons, Bill, aged 35, who lives in Australia and Richard, aged 25, an Australian Army lieutenant. Mr Carfax-Foster, who will stay for some time with his elder son in Australia, had a chequered career as a plantation owner in the Cook Islands, dairy farmer in New Zealand, a writer and journalist, shipping manager and building manager. For several years he managed The Fiji Times branch office at Lautoka. He served in the two World Wars and had a unique career as a soldier.

Mrs F. M. Christoffersen

Mrs Frances Marguerite Christoffersen, daughter of a Methodist missionary, died recently in Auckland. She was born at Nausori, Fiji, in 1917. She spent her early childhood in Fiji, India and Australia. She lived most of her life in Fiji, where her husband, Mr C. R. Christoffersen, was a customs officer. They left Fiji in 1953, when Mr Christoffersen was transferred to Cyprus. When he retired in 1958 the family lived in Melbourne. In 1966, the family moved to Auckland.

Mrs Christoffersen's mother, a daughter of Herman Wilhelm Luks, a trader, was born at Nadi, and was believed to be the first white woman born there.

Mrs Christoffersen is survived by her husband, four sons and a daughter.

Mr David Westren

Among the 15 victims who died when the Whisky Au Go Go nightclub in Brisbane was fire-bombed early in March was 19-year-old David Westren, an ex-Suva Grammar School boy.

Employed as a part-time barman at the club, he was seen making several trips in and out of the club, helping people to safety and was finally trapped and asphyxiated.

The principal of Suva Grammar School, Mr Colin Usher commented that it was typical of David—"a very friendly fellow and an extremely good mixer", to do such a thing.

Mr Basa Wayaki

Mr Basa Wayaki, a prominent cattleman in the Eastern Highlands of New Guinea, died in January. He was held in high esteem, and his family and his village looked to him to lead them, through the cattle industry, to a better life. He had natural ability to farm cattle, and was active in cattle industry affairs.

P. F. Tufele

Puai F. Tufele, who was in the government service in American Samoa for about 40 years, has died aged 60, shortly before he was to retire. After serving as a district health officer, he trained as a dentist with the US Navy and became the first American Samoan dental practitioner. He served a short term as acting director of the Dental Division in American Samoa. He leaves a widow, a daughter and son.

Captain Y. Kaseroff

Captain Yank Kaseroff, master and navigator of the *Dublon*, in the US Trust Territory, died at sea late

in February, aged about 65. He apparently suffered a heart attack as the ship ran into bad weather about 100 miles from Guam while on the way to Truk.

As a young man he became part-owner and captain of a fishing ship which plied through most of the Pacific. Later he decided to dedicate his life as a fisherman to helping under-developed countries with their fishing industries. Some years ago he was assigned to develop a fishing project for Truk.

Mrs A. A. Jacquier

One of the New Hebrides oldest inhabitants, Mrs Augustin Angele Jacquier, 96, died in February. She lived 71 years in the New Hebrides.

Born Angele Loquet in the north of France, she accompanied her father to New Caledonia in 1881, where she married Rene Jacquier, a merchant at Kournac. The couple went to the New Hebrides in 1902 and after a few years working on plantations, set up the first hotel in Santo, Hotel Santo, in 1905.

Kari Eka, MM

Mr Kari Eka, MM, former policeman and soldier, died in his village, Moveave, Gulf District, PNG, recently. He was a policeman from 1930 to 1957, except for the war years.

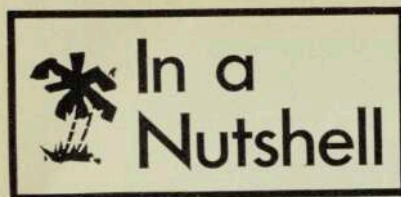
He distinguished himself during the war when he led an army patrol in an attack against the Japanese at Sabari, near Misima Island in January, 1943. He was awarded the MM.

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at their new enlarged Mail Order Warehouse, 16 Corr Street, Moorabbin, Vic. 3189.



KILLER FLU.—A virulent form of influenza is sweeping some of the South Pacific countries, notably in Papua New Guinea and the New Hebrides. By mid-March 18 people were reported to have died from flu in the Jimi area of the New Guinea Western Highlands and 11 deaths were reported on the New Hebrides island of Efate where doctors were working overtime. They said about 70 per cent of the island's population of 15,000 had caught the bug.

DANCERS IN JAPAN.—The 16-strong Cook Islands Betela dance troupe left Rarotonga on March 12 for another six months engagement in Japan.

They are performing at the tourist hotel on Namegawa Island, two hours by train from Tokyo. This will be the fifth visit to Japan for the team's manageress, Miss Anne Jonassen, and her two dancing sisters,

Lily and Muriel. Anne is also the star dancer of the show. The troupe was scheduled to dance before Crown Prince Akihito and Crown Princess Michiko and family on March 24, and towards the end of October they will give a show for Emperor Hirohito and Empress Nagako. The Betela Dance Troupe is well-known in Japan because of several previous TV appearances there. They will do more TV shows during this engagement.

HOLY AUTONOMY.—The Anglican Diocese of Melanesia has decided to form a Province of Melanesia, separate from the Province of NZ, by 1975. This will allow the church in the BSIP and the New Hebrides to make its own decisions, and would give the local people more say in church affairs. If the proposal is approved by a general synod in NZ at the end of 1974, the new province would be split into four dioceses. Four bishops, one of them an archbishop, would be appointed.

SUGAR NATIONALISED.—Control of the Fiji sugar industry passed from South Pacific Sugar Mills Ltd, a CSR Co Ltd subsidiary, to the Fiji Government on April 1. The industry will now be conducted by the Fiji Sugar Corporation, and a chief executive,

Mr Gwyn Bowen-Jones. A Suva barrister and solicitor and former Mayor of Suva, Mr A. D. Leys, has been appointed chairman of the corporation. The other members are Messrs R. V. Patel, vice-chairman, a Lautoka businessman and customs agent; Mr G. M. Day, managing director of SPSM Ltd, who will be succeeded by Mr Bowen-Jones; M. Qionibaravi, formerly Secretary for Finance and now managing director of Naviti Investments Ltd; Phil Best, managing director of Burns Philp (SS) Co Ltd; Chimanlal Narsey, managing director of Narseys Ltd and Narhari Electrical Co Ltd; G. S. Barrack, managing director of Pacific Harbour Estate Management, and S. Siwatibau, Secretary for Finance.

MEAT AGREEMENT.—New Caledonian butchers can expect 700 tons of meat from the New Hebrides during 1973, under the terms of a new agreement drawn up between the two territories. In the last few years, meat exports from the New Hebrides have more than tripled and should continue to increase. New Caledonian consumption is increasing each year and local breeding does not meet the demand. Australian exports are no longer satisfactory, because since the revaluation of the Australian dollar, prices have risen.

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COUNTING HEADS.—The populations of Vila and Santo in the New Hebrides have increased by more than half in five years—Greater Vila to 12,536 compared with 7,738 in 1967, and Santo to 3,882 from 2,564. The non-indigenous population of Vila had increased by nearly 70 per cent (3,971 from 2,340) but the increase in Santo was only 12 per cent (1,153 from 1,030). Those eligible to vote in the proposed municipal council areas totalled 3,190 in Vila—51.3 per cent New Hebrideans, 18.7 per cent of British legal status and 24.3 per cent of French legal status—and 1,546 in Santo—65.1 per cent New Hebrideans, 12.3 per cent British and 22.6 per cent French.

GAMES PROBLEM.—The venue of the 1975 South Pacific Games is in the balance. The Lieutenant-Governor of Guam said Guam won't organise them, while Mr Tom Nelson, chairman of the council of the Fifth South Pacific Games, says they will be held in Guam. Now Mr Les Martin, of Suva, chairman of the council of the first South Pacific Games, will go to Guam to investigate the position. Depending on what he reports, a general assembly of all territories will meet in Suva, within three months. This assembly, probably, will decide the fate of the 1975 games.

GEIC HANDOVER.—The Merchandise Division of the GEIC Development Authority, which has been responsible for importing and wholesaling food and other consumer goods, has been handed over to the co-operative movement in the colony. Now it is known as the Gilbert and Ellice Islands Co-operative Federation Ltd. Mr D. A. Harrison, the new

manager, was previously a senior co-operative officer with the Co-operative Department. Mr Paul Leeder, sales officer of GEIDA Merchandise Division also goes to the federation, and Mr B. Read, an accountant with GEIDA has been appointed accountant.

SCHOOLS HANDED OVER.—French Roman Catholic schools in the New Hebrides have been handed over to the French administration in an agreement signed in February between the Ministry for National Education and the French Roman Catholic Mission.

● *Woolly-haired Fijian journalist Manoa Rasigatale, currently working with PIM editorial staff in Sydney, wrote the piece on page 55 of last issue about the murder of early Fiji missionary Thomas Baker. But after the printers had done their bit, Manoa found there was a mix-up of dates. The event took place on Sunday July 21, 1867—not two years later, as our page 55 report had it, and also the name of the village where he was killed. It should be Gagaidelavatu—not 'Delai-gaganivatu'.*

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