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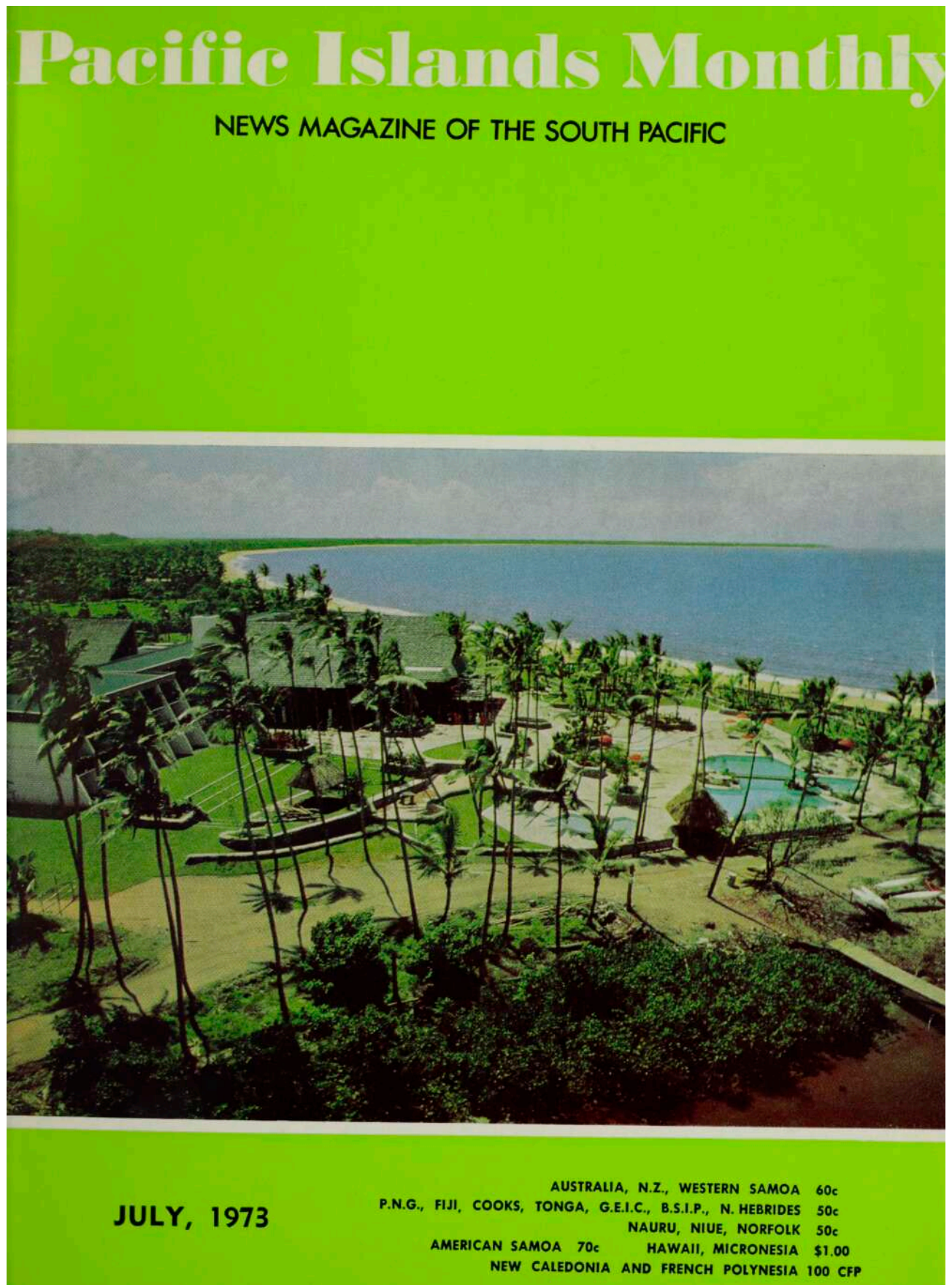
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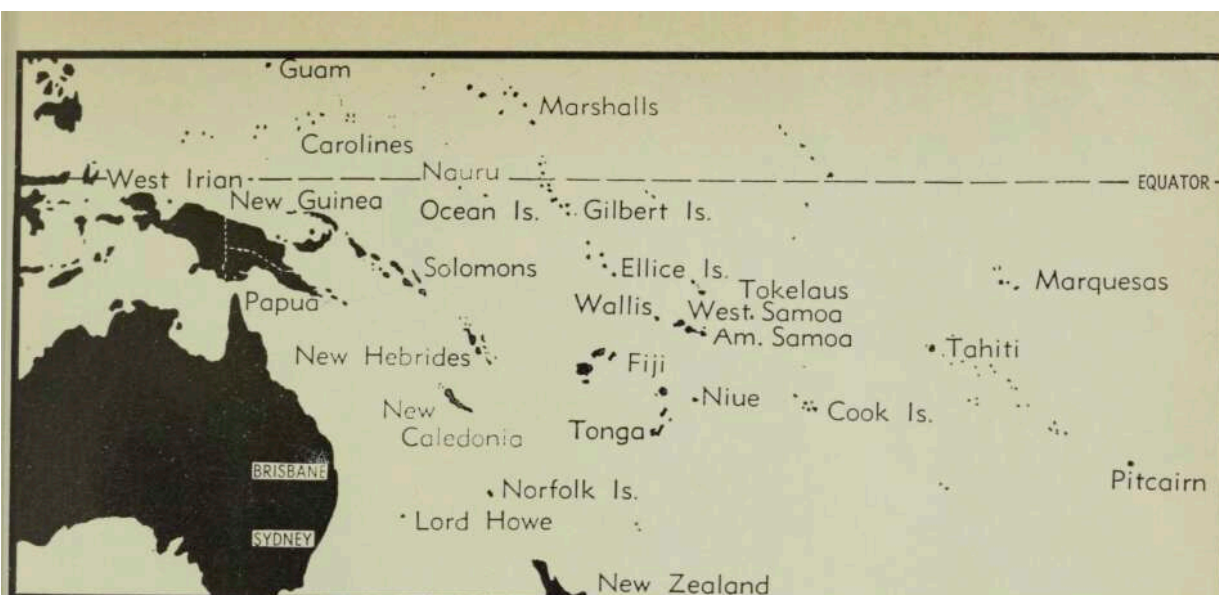
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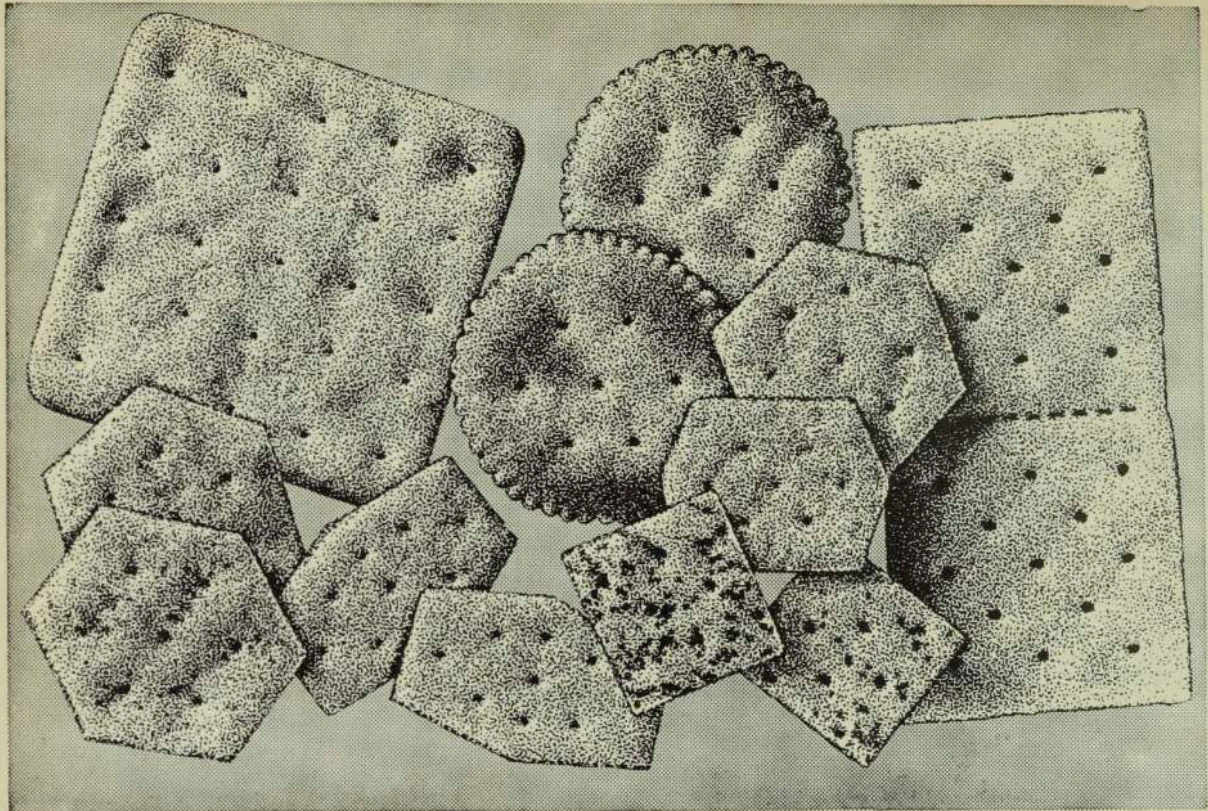
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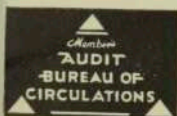
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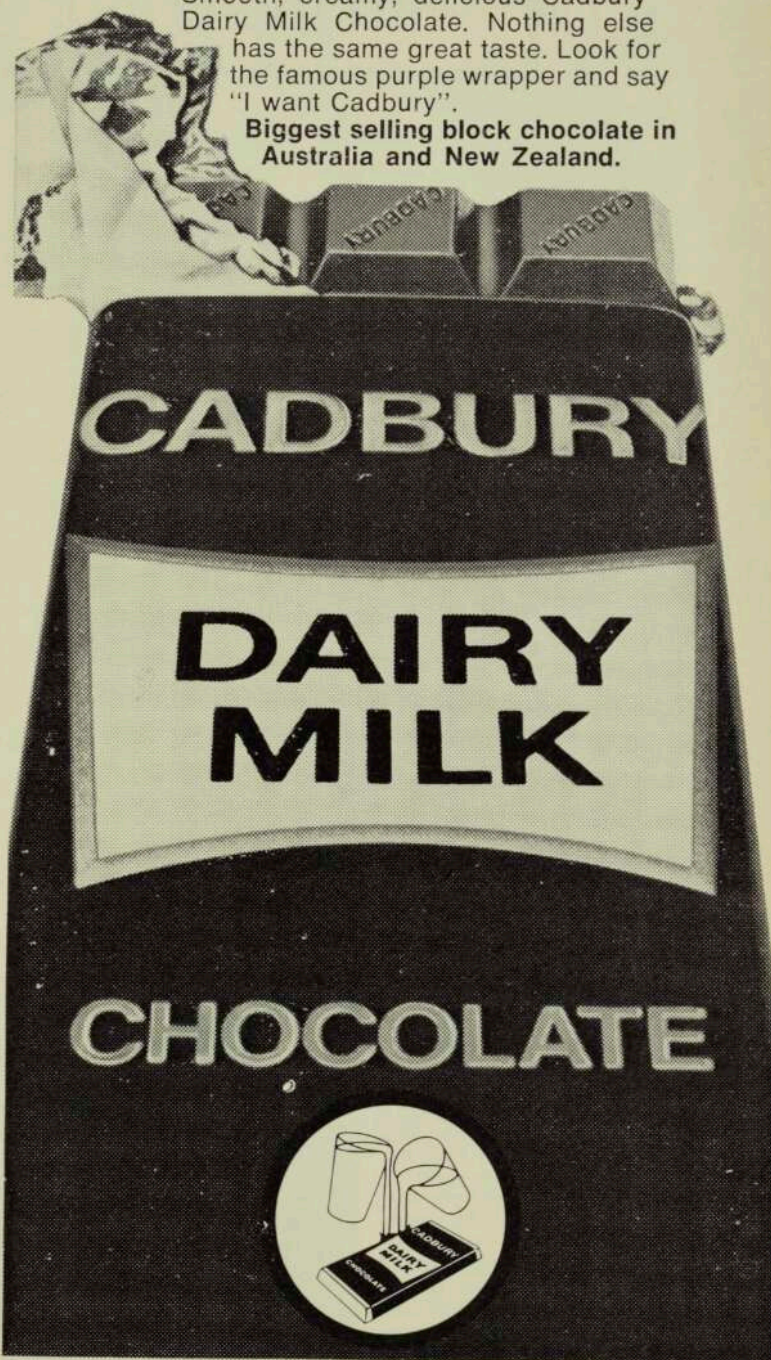
July, 1973
Vol. 44, No. 7

PACIFIC ISLANDS MONTHLY—JULY, 1973

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Up Front with the Editor

THE Rev Shirley Baker, the English missionary who got himself appointed Premier of Tonga from 1880 to 1890, and who was a controversial figure for a period both earlier and later than that, did the kingdom some important services as well as some monumental disservices.

Transcending his mistakes was his successful insistence that the infant kingdom should write into its Constitution of 1875 guarantees that Tonga should remain under the control of the Tongans. Consequently the Constitution said, "It shall not be lawful for ever for anyone of this country, whether he be the king or any one of the chiefs or any one of the people of this land, to sell one part of a foot of ground of the kingdom of Tonga".

The value of the Tongan land laws, which make it possible only for land to be leased, and then only by authority of the government, can be appreciated if one sits, as I do now, literally almost on the beach at Ha'apai, in Tonga, in admiration of the most beautiful South Pacific scenery I've found in 20 years of Islands travelling. And it's virgin territory, untouched by hotels, tour firms, airports, brochures or even local curio sellers.

The only relic of European domination is the 10 ft bronze statue of Rev Baker himself, staring out across that fantastic turquoise lagoon from his tomb among the palms and frangipani in the cemetery just along the beach from where I write. This is Baker country.

His labours began and ended here, although they took him down strange paths en route. But he would be content if he could hear the church bells that ring out all day Sunday here on Lifuka Island (as on other Tongan islands), and see for himself that Lifuka has not significantly changed since Captain Cook sailed through that very reef in front of Baker in 1777 and named this very island, "Friendly Island". Tonga today is the "Friendly Islands", but the

name started here, among these friendly people.

Ha'apai is the central group of the scattered islands of King Taufa'ahau's kingdom. Lifuka Island is the most important but not the largest of the Ha'apai group, for it is government headquarters and it is where most of the group's population live.

The surrounding pattern of islands are mostly atolls with a subsistence economy, with no hospitals, few schools, and communication by small boat with Lifuka, if the weather is right. Yesterday, a mother died in childbirth in a small boat in which her relatives were taking her to Dr Bill Tufui's tiny and dedicated Lifuka hospital; a common enough occurrence in these islands without a hospital boat or proper communications.

Yet there's contentment here among the people.

For the visitor, Lifuka is classic Hollywood South Seas that normally could only be provided on a movie set. Blue lagoons, fine white sand

beaches fringed by palms, clean fales on grassy banks, balmy breezes, nights that are sparkling clear and you can count the stars. There's not three feet of bitumen on the whole island and the horse is the most common mode of long-distance transport. The fishing is superb, the swimming superlative, the reefs abound with shells.

What wouldn't the world's great tourist operators give to develop such an island? To put hotels on these beaches?

It doesn't matter much, because Tonga is a kingdom that puts first things first, and it is not likely to be stampeded into developing Ha'apai the way the big operators would want it developed, to maximise financial returns.

There is no airstrip in the Ha'apai group, and 'Eua, south of Tongatapu, has priority before Ha'apai; and there is no hurry about 'Eua. Electricity is virtually non-existent in Ha'apai, and although there are plans to provide a larger plant, there is no hurry about that, either. There are plans to give Dr Tufui a decent hospital, but not just yet.

Tonga is prepared to develop tourism. It will give leaseholds to the right people, and has already done so in beautiful Vavau, the northern group, where the Port of Refuge Hotel has opened up that historic island to visitors.

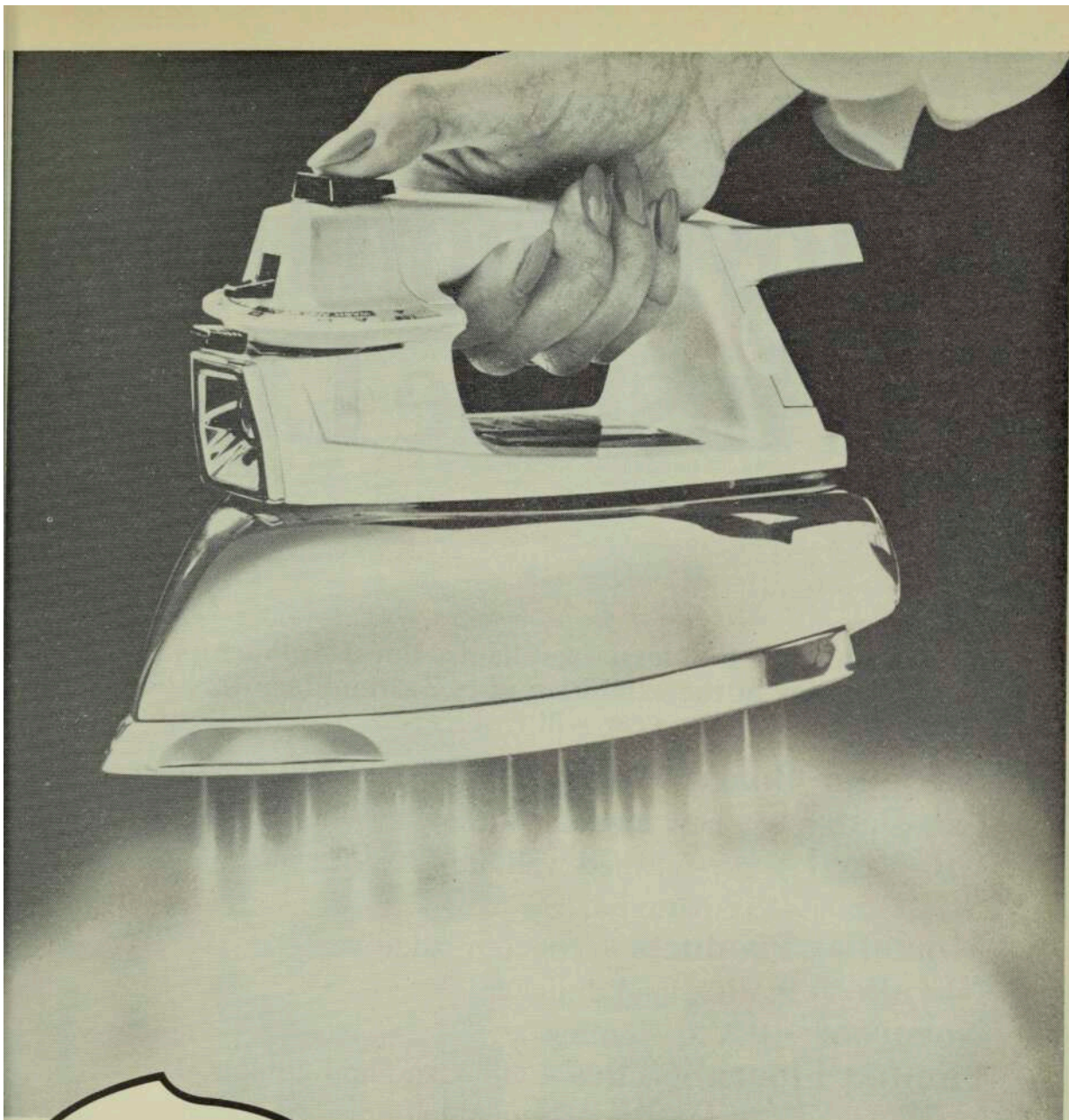
There are plans for the same overseas company to develop another resort on one of the lovely beaches of Tongatapu.

But there is no hurry about tying up the ends. And for that reason I believe that here on the Friendly Island, here in Cook country, life will continue as it always has, and that it will remain a haven for those travellers wanting to escape the sameness of the regular tourist destination points, and who are prepared to forego the use of drink waiters and plumbing for the opportunity to enjoy Islands life.

—Stuart Inder



The Rev Shirley Baker.



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Pacific Islands Monthly

SUN ECLIPSED BY A NEW STAR IN SOLOMONS' ELECTION CARVE-UP

From a Honiara correspondent

The big question at the end of the general elections in the Solomons was: Who is to govern these rapidly-awakening islands?

With the last result known on June 14, after a dragged-out three weeks of voting beginning on May 22, the old guard had been carved up by a thorough cross-section of the community. The only publicly announced political party (Solomons United National, or SUN, party) appeared to have only its parliamentary leader in the Governing Council, although David Kausimae was keeping quiet about the future. The campaigning in Honiara especially had shown that

there are many in the Solomons who passionately care who goes to the Governing Council for the next four years.

At the end of the last meeting of the Solomons' first Governing Council in April, the Chief Secretary, Mr Tom Russell, said he hoped that a good proportion of the members would be returned in the general elections to provide continuity in the next House.

Six members—or 35 per cent—is

hardly a good proportion, especially when one member is undergoing a very strong challenge through a petition to the High Court for a re-election. If he loses, the proportion would be 29 per cent.

The general elections dragged on for three weeks—from May 22 to June 12, with the last result not known until late on June 14. There were 24 electorates this time, in place of 17, which only made the performance by sitting members appear that much worse.

The six returned included two of the five chairmen of Governing Council committees which have served in place of the more usual ministers. The sixth, Sam Kuku, who stood this time for the Marovo and Kusaghe electorate in the Western District, was being challenged on quite valid grounds. He won by only two votes, and the candidate who came second says he has found nine registered voters who were refused a vote by the Returning Officer because their names were not on his list of voters. Obviously, enough to tip the balance.

The only possible answer to the question posed at the beginning is that a new group of younger, better educated, more idealistic (to begin with, at least) and far more aggressive Solomon Islanders is going to bid unbeatably for the reins of government. Its nucleus is in a small, tight group, largely civil servants, who spent months before the elections working out a coherent set of policies to present to most of the 24 electorates.

The initial group and its later supporters were staggeringly successful in that they appear to have gained an absolute majority in the House. The crunch will come with a "caucus" meeting when members gather at the end of June before the first meeting of Governing Council



A newcomer to be reckoned with—civil servant leader Philip Solodia (right) who marched into prominence when he headed this protest parade of civil servants through Honiara on December 1.

in July. Loyalty will be tested in the as-yet carefully obscured choice of a leader should the group govern.

In mid-June, the obvious contender was labour inspector, Philip Solodia, who tipped out the longest serving member of the two previous legislatures, Mariano Kelesi, Chairman of Internal Affairs Committees, in the newly named Lau and Mbaelelea electorate at the extreme north end of Malaita, the Solomons' most populous island. Mr Kelesi had served since 1961, first appointed and later elected.

Solodia is 35, born in the Lau Lagoon on north-east Malaita. After secondary schooling, he did what many of Melanesia's past and potential leaders have done, he at first decided to enter the church. After training for the priesthood in Rabaul, New Guinea, he decided against it to join the Solomon Islands' Labour Department in 1968 where he was reputed to be on an equal footing with another civil servant as the most senior local man.

It may be too early to look so closely at Solodia, but his quiet intensity, the planning he put into the group which he and others formed last year in preparation for the elections, his activity as president of the Civil Servants Association, and the fire in his belly made him a logical choice.

Of the experienced men, perhaps the only opponent for Solodia would be Willie Betu, the Chairman of the Social Services Committee, a moderate man of the same age from the sparsely-populated and rather backward island of Santa Ysabel. Mr Betu, who at the beginning of the Governing Council's three-year term was an unimpressive performer very much feeling his way, grasped the nettle later in its public meetings to speak with fervour and ability both on behalf of his electorate and in defence of his "ministry". He was formerly an inspector of Anglican schools in the Solomons, has studied in Australia, and was first elected to the Legislative Council in 1967. He now represents the West Ysabel electorate.

David Kausimae, Chairman of Natural Resources, might have been a contender but for the fact he appears to be unpopular with the new group. If a spirit of compromise and a desire to use all available talent prevails in the formation of a government, he may retain his chairmanship and later this year become a minister. But the frequently mentioned possibility of his becoming Chief Minister, under the new constitution to be adopted by this new Governing Council in its first six months, has



David Kausimae . . . keeping quiet about the future.

been ruled out by the election results, if the talk around town is to be believed.

In the Solomon Islands fashion, none of these things has been publicly stated. The group does not exist, if public statements were to be the only means of deciding what was to happen. While its policies, its main members (numbering a likely 14 at least), and its ambitions are widely discussed, none of these was published or aired in or on the government newspaper or radio until the elections were well under way. Then the first references to the "group" began popping up in the radio news, but still there was nothing stated by it.

The formation of a political party, after the election might seem strange to Western observers, but the lack of unity among the Solomon Islanders, and their island or regional loyalties at best, probably were judged to be against any public announcement of a party. If Solomon Islanders fear domination by foreigners, they also are jealous of the rise of their fellows. Besides, what political leader would care to fight an election over three weeks, knowing that every success or failure could effect the result of the succeeding polls?

In Honiara, where the passions were hottest among the candidates, the turnout of voters was the lowest—about 42 per cent. Elsewhere, it reached as high as 82 per cent. But Honiara's large, floating population probably has a lot to do with that rather than disinterest, when you consider that there are virtually no third generation residents—even children—in the town which was established only after the end of the Pacific

War, and where there is little industry to keep other than the civil service in one place.

In fact, the mobility of Solomon Islanders with their subsistence gardens set up in different places, their small, easily-moved villages, and their so far happily retained ability to adopt or reject the cash economy as the mood takes them, constituted perhaps the biggest headache for the civil servants making up the voters' registers. Not to mention the variety of names, traditional and Christian, by which many people are known.

After the elections, the biggest headache was the petition to the High Court to upset no less than five elections, with two or three more expected before hearings began on June 22. Petitions were based on the confusion in the voters' registers, on claims of bribery and treating, of undue influence on voters, and so on. If they are successful, the first meeting of the new Governing Council in July may have to be put off, although there has been nothing said by government about what it would do.

Of the three expatriates elected, two have caused very severe reactions among a big proportion of Solomon Islanders.

One is a New Zealander, Father Peter Thompson, who is entering his third term. An Anglican priest, he is married to a Polynesian, and has been obviously popular in his electorate.

Perhaps most unpopular of the other two is a Fiji-Indian builder, Moses Mohamid Razak, who won the Nggela election in the Florida Islands. Fear of the commercial ability of the Fiji-Indian and other imagined or perceived characteristics is widespread in the Solomons where there has been a sprinkling of both Fijians and Indians to provide tradesmen while the Solomons' late effort at educating its manpower for development caught up.

There has been a very deliberate effort to find cause for upsetting his election, and the Nggela people in Honiara have been shamed by their brethren for being "taken in" by a foreigner. Razak was brought to the Solomons in 1965 by the Anglican Diocese of Melanesia to work as a carpenter, married a Solomon Islander, and began building in Nggela two years ago.

Finally, an Australian "character" is the third expatriate member, "Bill" Page, who won the Roviana and Rendova electorate. Page was a successful clock and watch maker in Australia and is also said to be an agronomist. He came to the Solomons after the war as a crocodile shooter—to get away from it all

Only ghosts on San Jorge . . .

... BUT SEARCH FOR JAPANESE SOLDIERS UNEARTH'S 'SKELETONS' IN THE CLOSET

From a Honiara correspondent

The Pacific War has far from lost its power to hurt, to cause pain and to cost money as well as continuing to be a source of regret to some of its participants—as witness the solution to the riddle of the lost soldiers of San Jorge.

The visit in May and June to the Solomon Islands by a mission of 70 Japanese to search for war survivors on San Jorge or other islands was more than the bit of a giggle some observers might see it as, 31 years after the event.

The Japanese Government took it very seriously indeed—to the tune of A100,000, give or take a few yen, which was the official, estimated cost of the air, sea and land search spread over three weeks and a day.

The finding early in June at Mufhu point, on Santa Ysabel, about 20 miles west of San Jorge, of mass graves of some 20 or 25 Japanese was the then expected but hoped-against evidence the Japanese officials were looking for.

They were politely and very disappointed indeed, and dismayed at the cost to the Japanese taxpayers—according to unofficial comments on the mission—when it was discovered in the final week that the mission to find live soldiers still living in the bush was probably

doomed to failure from the start. The cost of gathering some 1,600 individual remains which were dug up as part of the mission, but finding no live bodies, was apparently reckoned to be too much.

Two Solomon Islander members of the Defence Force during the war, Geoffrey Kuper and Bill Bennett, were forced by the visit to dredge up unhappy memories and to embarrass themselves and the country's Japanese guests by recalling at last that they had personally, or through units of irregulars, killed most or all of the 37 men left on San Jorge in 1942.

The story goes that twice that number were in a flotilla of Japanese craft doing damage where they might in September of that year. Caught in Thousand Ships Bay, between San Jorge and the major island, Santa Ysabel, they took refuge on San Jorge from three American air raiders which made a number of passes at the craft.

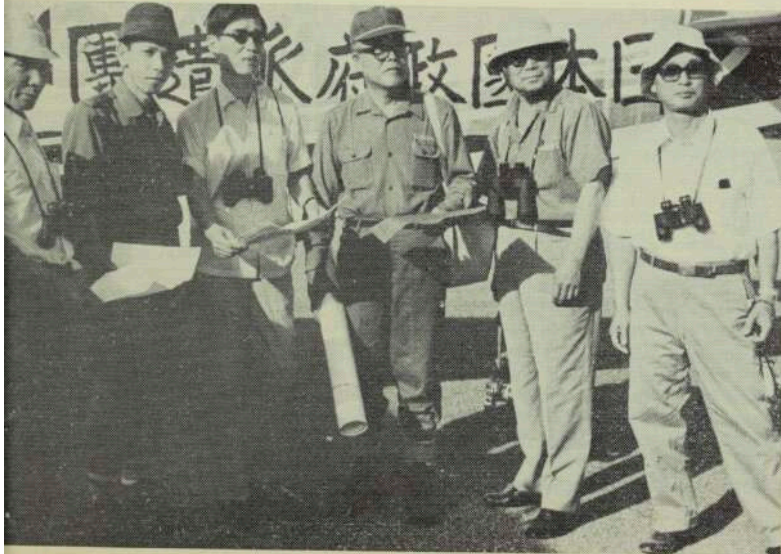
Seventy-five men were left with a leaking landing craft able to take only half of them, and the craft set off into the darkness leaving behind the sounds of sobbing, abandoned men. Despite promises by their comrades as they sailed away, no opportunity to return arose, and the

fate of the men was never known, until the beginning of June this year.

An ex-NCO, encouraged by the finding of a live Japanese soldier on Guam in the US Trust Territory last year, persuaded a Japanese television crew to visit San Jorge late in 1972. They found enough relics to have the matter raised in the Japanese Diet (parliament) and to induce the government to mount an expedition which arrived in Honiara on May 19 and 20 in two waves.

There were 70 of them, including a television filming crew and reporters from the three major Japanese newspapers and the Kyodo newsagency, two high-ranking officials, former combatants and relatives of the dead, and university students as interpreters. In the Japanese way, the Honiara-based management of the Mitsui Mining and Smelting Co, the Taiyo Fishery Co, and the British Solomons Trading Co were heavily involved in organising the logistics. The Solomons Government remained uninvolved, but for doubting co-operation, and when the final mourning ceremony was held on June 9 at Tambea on Guadalcanal.

There are no written records of any incidents which followed the San Jorge "occupation". Early in the search there were tales of foreign people having been "tamed" and used as labour on Santa Ysabel, and of gardens raided in quite recent times. But investigating parties, largely communicating by signs with villagers, could find only one old man who recalled a strange man living at the south-eastern end of Ysabel until 1952. It's possible he was a lone survivor, but no proof was found.



Some of the Japanese searchers about to board a Solair Beechcraft Baron which bears on its side a message in Japanese that the war is over and help has come for any soldier still alive on San Jorge or Santa Ysabel. At the extreme left can be seen in the cargo hatch an amplifier used to broadcast messages when Captain John Seaton, of Solair, flew only 200 metres above the bush.—Photo: Chris

Taboua, SI Information Service.

Then, on June 1, way off the general search tracks, came the first break in the silence when a small Japanese party flew to Kira Kira on San Cristobal to see former local coastwatcher, Geoffrey Kuper. He recalled about 20 men being seen landing late in 1942 at Kumaibusi Bay, a small islet of Santa Ysabel directly across Thousand Ships Bay from San Jorge. He said they were killed "by local people".

More revelations came from broadcasting officer Bill Bennett, who, in 1942, was second-in-command to coastwatcher Donald Kennedy at Sege on New Georgia, 120 miles from San Jorge. He told an Australian television team that he was operating the radio at Sege when Kuper's report came in, but his recollection was of 25 men who were killed by one of Kuper's Defence Force parties as they ate breakfast provided by "friendly" islanders.

He also recalled that seven Japanese landed in a whaleboat at the southern end of New Georgia and were wiped out as they slept by a party he led around the end of 1942.

None of these incidents is part of any war history. Bennett also remembered how afraid his party was of the Japanese with their relatively-plentiful arms while his men had the odd .303 police rifle and a variety of traditional and imported hand weapons including the head-hunting axes famed in recent New Georgia history. These axes were used to dispose silently of the whaleboat party, an episode which Bennett related with a mixture of pride and unwillingness.

He also said how unlikely it was there would be any Japanese alive undetected for so long in the Solomons bush because, unlike Guam with its very sophisticated society, most Solomon islanders still used the bush extensively for building materials, gardening and hunting. Few areas of bush, even on sparsely-populated Santa Ysabel, were able to hide evidence of strangers.

Relating these events set Bennett's mind working later, and he resurrected memories of another raid on New Georgia he led which probably did away with the last but one of the San Jorge group. Early in 1943, a makeshift canoe with four Japanese entered the Marovo Lagoon. Using a single paddle and rough sail they moved about 20 miles northward to a small island where they were seen to land.

The locals were already warned to treat them well, and Bennett and a party infiltrated a congenial group which eventually charmed the only weapons from the Japanese—a .22

Bill Bennett, leader of a party of irregulars who killed some of the marooned Japanese, and now chairman of the Solomon Islands Wartime Comrades Association, lays a wreath at an altar on the ashes of 1,600 Japanese war dead.—Photo: Philip Vahia, SI Information Service.



pistol and an officer's sword—by admiring them and passing them around until they were spirited away.

Bennett shot the men as they tried to flee in their canoe after retrieving his party's only rifle from its nearby hiding place.

Six days after Kuper had told his story in Kira Kira last month, a Japanese search party found the two mass graves at Mufhu Point, by a small stream where their whaleboat had been beached or wrecked. It was at this stage that the searchers lost hope.

Their leaflet drops from the air over San Jorge and Santa Ysabel, their broadcasts of messages from a low-flying aircraft with the sign in Japanese on the side, the messages left on trees such as that by a previously-hopeful brother of one soldier, and the food and drink caches, all were apparently a waste of time.

On June 7, the several hundred rice and copra bags full of bones were burned at Tambea, 20 miles from Honiara, and the ashes packed in boxes for return to Japan. Two days later, a shrine with an elaborate semi-circle of purple cloth was erected near the remains of a wartime aircraft and adjoining Japanese timber monument at Tambea.

The boxes of ashes were stacked to form an "altar" covered in white

cloth. Above all was a large Rising Sun flag. On the boxes were stacked canned soft drink, bottled beer, and fruit as offering to the spirits of the dead. The representatives of both governments, of Japanese fighting men, of relatives, of the "younger generation", and finally Bill Bennett himself, now Solomon Islands Wartime Comrades Association chairman, laid small circlets of frangipani and palm as wreaths.

There were orations read in Japanese in front of the ashes, and the inevitable collapse of one frail-looking veteran in a grey business suit as he attempted his oration in the humid, hot still air.

"We have sent the missions twice to the Solomon Islands, but we could not gather all the remains. At this point, we truly owe you sincere apologies for your deeds that you believed would lead to national prosperity, and sacrificed yourselves for your Lord," said part of the memorial address by Mr Takeo Ishida, leader of the government mission.

"We think you have been waiting earnestly for this day. We can remember the imposing figures that you were and can feel your voice sighing how sad you are to be sleeping in a foreign country for so long . . . we are eager to take you back to our dear old home."

Cabinet reshuffle in PNG

A reshuffle is almost certain among ministers of the Papua New Guinea Government following the June Session of the House of Assembly which will last for three weeks from June 18.

The reshuffle will probably follow the establishment of a Ministry of Justice, a proposal which is expected to be brought before this session for approval. This will bring to 18 the number of ministers in the Papua New Guinea National Coalition Government.

At present there are 17 ministers. However, recent changes in the legislation relating to ministerial appointments provided for a further three Ministerial portfolios. This will bring the total number of ministers to 20.

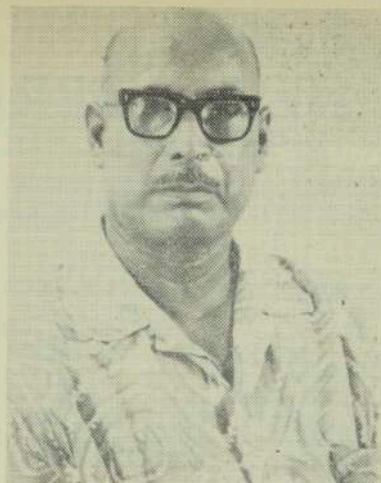
A meeting of the Administrator's Executive Council (the Cabinet) during the last week of May accepted a submission by the Chief Minister, Mr Michael Somare, on the creation of a Ministry of Justice. During the June meeting of the House of Assembly, Mr Somare will seek official approval for its creation.

The word floating around the corridors of Konedobu (the administrative centre of government) is that the likely candidate is Dr John Guise, the present Minister for the Interior and Deputy Chief Minister. Dr Guise in his early years, was a policeman, magistrate and also a social worker and on many occasions has been outspoken on the maintenance of a strong police force and the preservation of peace and civil order.

In fact, his present ministry includes some of the sections proposed to come under the new Ministry of Justice such as the corrective institutions service, children's court and juvenile delinquents.

Other changes in Cabinet proposed by Mr Somare are:

Mr Julius Chan, Minister of Finance, to become Deputy Chief Minister as well, a suggestion likely to be fought strenuously by Dr Guise. Mr Chan would lose part of his policy-making authority. Mr Donatus Iola to be made Minister of State assisting Mr Chan and to lose his portfolio of Minister for Business Development; Mr John Kaputin to be appointed Minister of Business and Commerce, a new portfolio and a surprise appointment; Mr John Poe to be transferred from Minister for



Dr Guise . . . may not take kindly to the transfer.

Foreign Affairs and Trade to Interior Minister; seemingly a demotion. Mr Gavera Rea to become Minister for Foreign Affairs and Trade. He is at present Minister for Labour; Mr Paulus Arek, Minister for Information to be Minister for Labour; Mr Pita Lus to be appointed to a new portfolio, Minister for Culture; a new minister to be appointed Minister for Information.

It is likely that the setting up of the Ministry of Justice will not come into effect until after self-government which is scheduled for December 1, 1973, as the transfer of powers over the Supreme Court and law will not be effective until after the Constitutional Planning Committee has made its recommendations.

PEACE NOT PACE IN ENIWETOK

By the grace of the United States Air Force—it's got tired of belting hell out of Eniwetok atoll in the Marshalls—the people of these islands, exiled to Ujelang atoll in 1948, should be back on their homeland within a year.

Now the United States wants to take over two-thirds of Tinian Island in the Marianas to establish a joint service military base.

The people of Tinian, of course, living in those two-thirds—including the inhabitants of San Jose village—will have to move over into the 7,700 acres on the southern end of the island which the US military does not need.

In a statement detailing the US proposal, Ambassador Haydn Williams, regretted the inconvenience this physical resettlement might cause.

The most definitive statement on Eniwetok so far came in the June sitting of the UN Trusteeship Council in New York by US representative William Schauffele.

He read to the council a statement issued by the USAF the same day saying: "A recent review of the PACE (Pacific Atoll Cratering Experiment) programme, incorporating an analysis of new scientific data, concern of the citizens of Eniwetok and environmental considerations, have resulted in a decision that the

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TALKS ON MARIANAS' FUTURE

The Marianas will have internal self-government, while the United States will remain responsible for defence and foreign affairs, under a tentative agreement reached by the Marianas Political Status Commission and Mr Franklin Haydn Williams the personal representative of the US President after recent talks in Saipan. The talks do not pre-suppose that a new political set-up is "just round the corner". There are many discussions ahead covering a wide range of matters, many of them of a technical nature. And any final agreement will have to be endorsed by the people of the Marianas and the US Congress.

The tentative agreement provides for setting up a government in the Marianas under a constitution, to be drafted by a local constitution convention and approved by the people of the Marianas. The constitution will include a bill of rights.

The US delegation at the talks will support a request for the Marianas to have a non-voting delegate in Congress. Marianas residents will have the opportunity to become US citizens.

The US agreed in principle to help with a long term development programme and the Marianas delegation acknowledged America's need for land for defence.

The talks will continue at a technical level to discuss matters covered in the tentative agreement.

LET'S HAVE SOME PHILANTHROPY IN THE NEW HEBRIDES ...

From a VILA correspondent

One at least of the New Hebrides' administering powers can be presumed to have welcomed the sharp rap delivered by Australia at the UN last month over lack of political progress in the condominium.

Britain has made it very clear in recent years that her aim in the New Hebrides is self-determination as soon as it is practicable, and it is evident that, if it were not for the French presence, the territory would have advanced at the same rate as Britain's other Western Pacific territories, the Solomons and the Gilbert and Ellice Islands.

At the same time, and especially since French Premier Pierre Messmer's visit in 1971 (when he was Minister for Overseas Territories), there has been less effort than usual by either of the partners to conceal the fact that there are major differences of opinion in their plans for the territory's future.

Australia is perfectly well aware of this so that when Australian UN delegate Richard Rowe told a decolonisation sub-committee in New York, "One would imagine that with their vast wealth of experience in colonial administration the administering powers would be steadily progressing towards the stage of self-determination; such, however, seems not to be the case", he was pointing up the recalcitrant attitude of the French rather than levelling serious criticism at "joint" policy.

The problem, as usual, is intensified by the discreet nature of condominium administration, not dissimilar to that of marriage: the partners may fight like Kilkeny cats in private but prefer to present to the neighbours a picture of harmony, mutual respect and affection. As far as the New Hebrides partnership is concerned there have, of course, been rumours of divorce on numerous occasions but Britain has not yet gone home to mother and seems unlikely to do so now until the partnership has run its course.

What then of the French attitude? Why are they so keen to stay in the New Hebrides and to maintain the status quo in the shape of that anachronistic and stultifying document, the Anglo-French Protocol of 1914? The answer can only be surmised at since, though they have never denied their intention to stay, sugaring the pill more recently with worthy but non-committal assurances that political progress will follow

economic and social development, they have never said why.

It seems most likely that the key to France's attitude is concern that self-determination in the New Hebrides would lead to demands for the same in other French Pacific territories, particularly in nearby New Caledonia, with its vast nickel resources, where the civil unrest of the 1950s and the continuing existence of autonomist elements require a comparatively large military presence to maintain French peace of mind.

There is also, of course, a very natural desire to protect and advance the interests of French nationals in the New Hebrides, a desire that continues to regulate French administrative thinking on almost all matters, social, economic, and, most of all, political. Hence the French reluctance to make more than the most minor amendments to the 1914 Protocol, the instrument which can hardly help but provide the best protection to expatriate interests since this is what it was drafted to do.

But the niceties of small-scale power politics are likely to fade in importance against growing political consciousness among the islanders themselves. Education, perhaps the greatest of all levellers other than time and the grave, is the fuel that is getting the vehicle of political progress in motion. At the moment, with British and French politely contesting control of the wheel and the

foot of one of them pressed firmly on the brake pedal, progress is naturally somewhat erratic; but New Hebrideans already have a toe on the accelerator.

Unless the three parties can reach a considerable measure of agreement on the road to be travelled there will be an increasing risk of an accident.

This is not to say that such an accident is likely to happen in the near future. While political consciousness is strong among young New Hebrideans, particularly in the urban areas, it is far from general among the islands' population and is confused for older people by the existence of cult movements like Jo Frum and Na Grialmel.

But, as has been seen in so many developing countries, political consciousness, once established, can develop extremely rapidly, especially where the people concerned have such very real grievances as have the New Hebrideans: more than a third of their land has been alienated to a few dozen Europeans, they have second class status and a generally low standard of living compared to the other elements of the population (French, British, Chinese, Vietnamese), and they have no citizenship indeed no country, since the condominium, being a "region of joint influence" hovers in a kind of limbo on the borders of international territorial status and law.

Mr Rowe's remarks at the U

CRISIS FOR A TAX HAVEN

The New Hebrides as a tax haven may be in jeopardy, PIM learns through a usually-reliable source over the coconut radio. Having disposed of the tax haven which was Norfolk Island, the Australian Government has turned its attention to the New Hebrides tax haven in a protest to the British Government, partner with the French in the New Hebrides Condominium. After Australia complained strongly about the New Hebrides being used by Australian companies as a tax haven, the British Government sent a senior Treasury official to the territory to investigate. He recommends in his report that the tax haven should be closed down. So far the British Government is silent on the report.

and the critical posture being assumed by Australia towards the New Hebrides' administration are not altogether surprising. A socialist government can be expected to show a greater interest in the welfare of emergent peoples.

However, one also suspects an element of enlightened self-interest. Countries like Fiji and Tonga have already demonstrated that they are no longer necessarily susceptible to avuncular pressures brought to bear by the great nations. Mr Whitlam's government could have more than an eye on a future where Britain's presence in the Pacific will be at the aid level, rather than governmental, and the goodwill of newly-independent Pacific Islanders could be vital to Australia's strategic considerations.

In the Western Pacific, at least, there is quite a lot of leeway to make up. Melanesian memories are long and their opinion of Australia at present is probably based largely on memories of sandalwooders and blackbirders, rough tough planters, and traders, some of whom have managed to double their profits in the New Hebrides in the 1971/72 period when cyclones and low copra prices have brought most people in the islands to their financial knees.

A little genuine philanthropy would not be unwelcome.

... Yes, over land, says Australia

Keeping pace with its declaration that it wants to rid itself of the burdens of "colonial bossdom", the Australian Labor Government has moved to cure a headache which has troubled successive governments for 70 years—Australian ownership of 25,000 acres of land in the New Hebrides.

Prime Minister Gough Whitlam announced in June that the government had agreed to hand over the land to the people of the condominium.

A communique issued jointly by the British and Australian governments said:

"The Australian and British governments have agreed in principle that Australian land in the New Hebrides known as the 'Commonwealth lands' should be transferred to a land trust board to be set up by the British Resident Commissioner in the New Hebrides under Queen's Regulations.

"As part of a contract made in 1902 between the Australian Government and Burns Philp and Co Ltd, Burns Philp transferred the right of disposal of approximately 25,000 acres of land in the New

Hebrides, to which it held claims, to the Australian Minister for External (now Foreign) Affairs, in return for an increase in shipping subsidy.

"Most of the land is registered in Burns Philp's name and the company has continued to act as agents for the Australian Government in dealing with the land.

"It will be the duty of the Land Trust Board to further the use of the land vested in it from time to time for the benefit of the people of the New Hebrides.

"The 'Commonwealth lands', with some possible exceptions to be agreed between the British Resident Commissioner and the Australian authorities, will be vested in the board.

"In reaching this agreement the Australian and British governments have had very much in mind the interests of the New Hebrideans.

"Detailed discussions and negotiations consequential upon the agreement will be held as soon as possible between the British Resident in Vila and the Australian authorities."

GEIC's shaky road to self-government

The Gilbert and Ellice Islands are about to take another step on the road to internal self-government with one important question still unresolved—the wish of Ellice Islanders to separate from the Gilberts. But there could be a new legislative setup in 1974, with a House of Assembly replacing the Legislative Council.

The Legislative Council, at its meeting in June, referred to the Ellice Islanders' aspirations during a debate on a motion asking for an early reply from the UK Government to the separation question.

Some speakers adopted the attitude that separation merely needed formal approval and that each group of islands should now go its own way. Aid grants from the United Kingdom could be made in two parts—one for the Ellice Islands and one for the Gilberts.

Mr Ibeata Tonganibeia (Makin), mover of the motion, said if there is separation, both sides might suffer in many ways. But delay in coming to a decision was causing much difficulty and hampering constitutional progress. Implementation of the development plan could be

seriously affected if there was no answer from London soon.

The Acting Chief Secretary, Mr Dick Turpin, said the government was aware that separation was of great importance, and had urged the Secretary of State to deal with the question as quickly as possible. The Secretary of State had said from the start he hoped that the investigations into separation and constitutional advance could go forward together. That remained the case.

The council passed the motion.

The council also debated recommendations from a select committee which reviewed the constitution. One of the major proposals was a House of Assembly to replace the present Legislative Council, and to have a life of four years, against the Legislative Council's present three years. The composition of the House of Assembly would be similar to that of the Legislative Council, except there would be no public service members, other than the Chief Secretary, the Attorney-General and the Financial Secretary. This more or less follows the system adopted in Fiji as it moved to what was, in

effect, internal self-government, and then independence.

A Council of Ministers, to replace the Executive Council, would have the same three officials, but no other public service members. They would have ministerial status and responsibilities as members, along with the Chief Minister and between four and six ministers.

Another big change recommended by the select committee was to reduce the voting age from 21 to 18.

In the debate on the motion of thanks to the Acting Governor, Mr John Hunter, for his address at the opening of the council, Mrs Tekarei Russell (Tabiteuea North), said the time had arrived to see what Ocean Island could be used for in a few years. Was it to be left a mass of rock? Who would want to live on a bare island? She referred to the decision of the Ocean Island landowners to lease more land, and hoped that in dealings with the Ocean Islanders, the GEIC would adopt the "Pacific Way". There had been too much talk about grabbing as much as could be grabbed.

TREATING CALEDONIAN MALADIE WITH MIRACLE DRUGS AND TRANSPLANTS

From a Noumea correspondent

New Caledonians these days find their favourite pastime involves discussion of a puzzling new disease which is prompting lively debate over its origins, treatment and likelihood of post-operative success.

Liver trouble

Of course, French illnesses, at least the socially-accepted ones, have always differed markedly from the Anglo-Saxon ones. While English-speaking people can expect sympathy by talking of a "headache", to the gastronomically-minded French the surest way of arousing compassion, even admiration, is to mention problems encountered with the digestive system, or more specifically *le foie* (liver). And so, the much-debated affliction currently raging in New Caledonia can be described as a severe dose of over-eating, which is now followed by a very lean period, to which the victim is finding it difficult to adapt.

While some local physicians have pronounced the patient now past the most painful suffering, others are less optimistic and warn that worse is yet to come. In the meantime, there is no lack of suggested cures and advice on how to best maintain the victim's confidence through this critical period. But the simple fact remains: a man who has been eating extremely well, rejoicing over more promised feasting ahead, suffers a severe blow when told to fasten his belt and keep his chin up during the current nickel recession.

In a recent chat with selected journalists, French Governor Louis Verger is quoted as saying "the patient is beginning to get up; he still has more to suffer, but he is back on his feet". Other commentators, including a leader of the Caledonian Liberal Movement (MLC) have insisted however "we must restore confidence, for the sick man sees his fever rising".

Just as the specialists are divided in their diagnosis of the expected recovery rate, so there are differing views over the origins of the Caledonian *maladie* and the treatment which should be prescribed.

For economic advisers in the French Administration, the Caledonian *maladie* is caused mainly by disappointment over the failure of the promised new nickel factories to materialise. The administration also holds US dollar devaluations and the nickel market slump as responsible for the Caledonian malaise. However, Caledonians themselves from all political spheres are blaming Paris bungling in the treatment of the Canadian nickel company INCO and Japanese ore buyers, who have been thwarted in their recent dealings with the Territory.

Medical chart

Meanwhile, the victim's medical chart gives an indication of the present situation. While the feverish past few years have brought the worry of spiralling prices and a cost of living index which rose up to nine per cent a year, prices are now stabilising, so that in the second quarter of this year the index remained stationary. About the same time, the level of employment has dropped, so that the five months to the end of March saw a two per cent drop in the number of registered employees.

This local drop in temperature and pulse rate has

been provoked by the reduction in nickel prices. May talks between Japanese buyers and Caledonian nickel ore exporters resulted in a further nine per cent drop in the ore price, while the level of sales contracts fell to 1.5 million tons in this Japanese financial year, together with 400,000 tons left over from last year. Caledonian nickel ore sales to Japan in the 1972 calendar year had already dropped to 2.2 million tons.

The island's sole nickel smelting factory is also hard hit, since the SLN company is facing increased difficulty in selling its output. In a bid to save this Rothschild controlled group, the Paris government has indicated that special assistance will be extended to the SLN to maintain its current level of production.

Miracle finance drug

As the Caledonian condition deteriorates, the guarantee of help from Paris is seen by the French Administration as the soundest remedy to speed up the patient's recovery. While the territorial budget face an increasing deficit and is over-strained to meet the heavy build-up of the French public service on the island, Governor Verger has promised \$A60 million this year for state-backed development projects. To Paris, the miracle drug is French finance, and if the Caledonians are content to accept this relief, no doubt they will be bound in future by increased gratitude and indebtedness to the mother country.

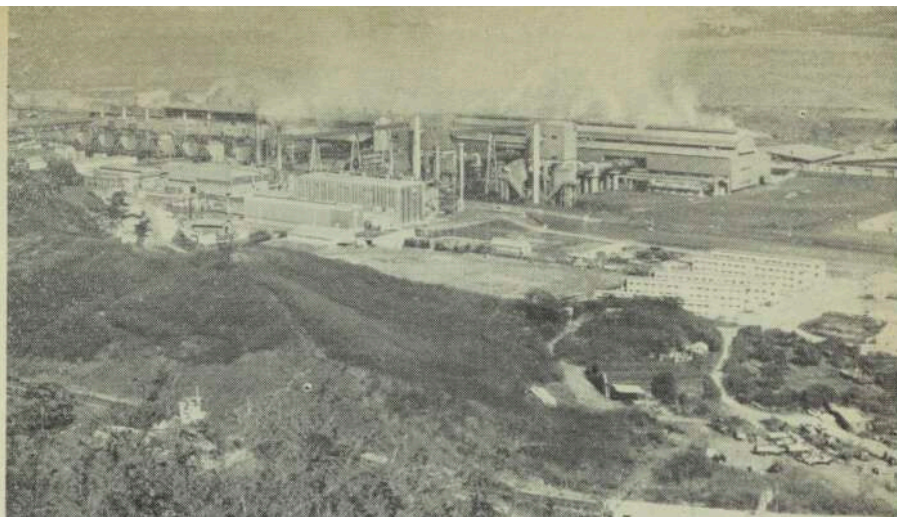
But the spirit of Caledonian individualism is not so easily anaesthetised. The local autonomist element seeking greater control of local affairs, refuses to swallow this heavy dose of Paris aid and insists that the territory should be allowed to develop its nickel resources without unnecessary restraint from Paris, so that the patient can rise quickly from his bed and walk freely without being propped up by Parisian crutches.

Governor Verger exhorts the Caledonians to have confidence in France and to work united and in harmony to secure future well-being. The Caledonians themselves, however, from all political groups, are shouting their impatience at Paris and demanding the installation on the island of a second nickel factory, such as Canadian INCO has been proposing to build for the past seven years. Knowing the immense potential of their island, the Caledonians are insisting that the economy should develop, without waiting upon external aid from metropolitan France.

Of course, this degree of economic independence does not fit Paris plans, which are geared to facilitate the installation of big French companies to develop the island. The massive influx of metropolitan French construction groups, public servants, not to forget extra troops of gendarmes, are all part of this plan to bring a larger slice of France to the Pacific to transform the island. But the heart transplant continues to show signs of rejection. The rugged Caledonian does not easily accept the polished organ from Paris.

In a final-hour bid to rally the confidence of the

● SLN'S smelting works
where the fever is high.



patient, Governor Verger has returned to the island after April consultations in France with a new coating on the Paris pill to give it more local flavour. There are now fewer appeals to identify with metropolitan France, but rather new talk of a great *projet Caledonien*, to improve the human and social needs of the islanders.

As the Caledonian begins to receive this lavish treatment in the intensive care unit, he continues to welcome visitors. The Crown Prince Akihito and Princess Michiko of Japan stopped down in the territory for a few hours twice in May—after all, Japan has not made any unfriendly noises about French nuclear tests. And then two chief executives flew out from the French state minerals bureau BRGM, which holds important nickel leases on the island. The much-loved French singer Sacha Distel visited the island in June, while boxers flew in from all around the Pacific to contest the Oceanic championships. The Australian Trade Commissioner for the Pacific Islands also flew in from Suva to see Mr Peter Appleton installed in the new post of marketing officer for Australian trade in Noumea.

But visitors must be carefully screened: Anglo-Saxons

of the Pacific are currently suspect for fear of spreading fresh infection, that dangerous infection most of them have acquired in the name of political independence.

Certainly, new champions of the Caledonian autonomist cause continue to surface, such as the newly-created Union of Caledonian Youth (UJC). But local personal feuds and rivalry have always assisted the administration to eliminate these elements. With so many divisions among his 30,000-member clan, the old Caledonian of European origin is surely now one of a dying race. So it is the Paris plan that dominates and when the Caledonian patient reaches the convalescent unit, he will be able to gaze upon the grand new Noumea Town Hall (currently under construction), the new memorial to General de Gaulle atop Mont Coffyn, the lavish new hotels presently under discussion and the massive new gendarmerie compound at the entry to Noumea.

Then, as the rough old pioneering Caldoch is slowly being put to rest, upon his burial mound Paris is intent upon building a new, refined, exciting society, that should be a glowing tribute to France in the Pacific.

CALEDONIA ON GUINEA PIGS' SIDE

The first official New Caledonian protest over French nuclear tests in the Pacific came out of Noumea in mid-June, when the local Territorial Assembly passed a motion opposing the tests and thanking the Australian and New Zealand trade unions for sparing New Caledonia during the boycott of French enterprises.

The Caledonian territorial councillors expressed their "deep sympathy and solidarity towards the peoples subjected to the effects of the nuclear tests". They also called for a meeting of "representatives of all Pacific countries, with a view to prohibiting all future atmospheric or underground testing in the Pacific".

The text of the motion says that the assembly "thanks the

Australian and New Zealand trade unions for their understanding of the position of our people and for having consequently spared New Caledonia from the boycott".

The motion was presented by the largest group in the Assembly, the autonomist Union Caledonienne, led by deputy Roch Pidjot, Maurice Lenormand and Paul Griscelli. Voting was carried by 18 to 15 with the Union Multiraciale and Alain Bernut's MPC group supporting the motion. Voting against were Roger Laroque's EDS, George Chatenay's UD and Jean Leques' MLC, with two members absent.

The assembly pointed out that the "Mururoa nuclear tests have affected friendly relations between

France and South Pacific countries, and have upset the good relations between New Caledonia and its neighbours in the Pacific, especially Australia and New Zealand". The Caledonians noted the harmful effects of radioactive fallout on the environment and claimed that French Polynesian islanders near to Mururoa were being treated like "human guinea pigs" and "enemies of France".

The assembly motion also claimed that thermo-nuclear bombs are only arms of dissuasion and would not be able to guarantee France's survival in an atomic war. Moreover, only 36 per cent of Frenchmen are in favour of nuclear tests, the Caledonians stated.



Tropicalities

CUCKOOS IN SAMOAN NESTS

Shades of colonialism! After 11 more or less pleasant years as an independent country, Western Samoa has come full circle. Its government has evicted some of its top local civil servants from their state-owned houses to make way for expatriate personnel.

Eight senior civil servants have been de-housed, the government telling them the accommodation was required for expatriates, mostly United Nations experts, and that they should seek their own accommodation because they are locals.

Why were locals permitted to occupy government houses in the first place, and why the sudden policy reversal? One reason seems to be that more and more UN experts and other expatriates are being employed in Western Samoa and the government is short of houses for them. So out go the locals who must have been chagrined to discover that, unlike the bureaucrats in other countries, climbing to the top of the civil service ladder doesn't make tin gods of them.

It's argued for the government that Western Samoa badly needs overseas experts and locals have plenty of aiga (relatives) who can help with accommodation if they haven't houses of their own.

There are those who suspect that the new Mataafa government had something against some of the "evicted" public servants; that some of them became too involved in politics in the past, but no evidence has been produced to support the "pay back" theory.

Among the homeless ones are the Secretary to Government, the Director of Education, Director of Broadcasting, Director of Agriculture, the Legal Officer, Chief Plumber, Chief Electrician and a dental officer.

They can swallow one crumb of comfort, maybe, with the thought that in Fiji Suva-based civil servants have to find their own accommodation while around a dozen very nice

houses have been standing empty, for months, awaiting occupation by some overseas experts. In some cases, the last tenant was an expatriate officer whose job was localised. His house wasn't.

Rowers row over row result

They take their rowing seriously in Western Samoa. A decision to re-run a disputed race of the famous fautasi (longboats) on Apia harbour was enough to spark off a riot by the Oti rowers from Fagaloa, who claimed they won and should be given the trophies.

Missiles included rocks, sticks and beer bottles, one of which burst on the trophy table beside a police superintendent who immediately set off for reinforcements.

By the time the police had matters under control they had arrested eight men. No one suffered serious injuries till later, when there was another flare-up, and a man had his arm broken. Those involved were members of the crews of the Oti and the Manulele Tautala, from Apolima, whose boat was placed second.

The race was part of the annual independence celebrations, and there was confusion from the start. The boats started rowing before the official start, and could not be stopped, in spite of a chase by police in a speed boat. Prime Minister Mataafa managed a temporary halt after three miles of the five-mile course were covered. But the boats quickly took off again, and no one really had a clear view of what was happening. Apparently Oti crossed the line first.

The women rowed without a row.

Minerva's got a two-colour coin

The King and Government of Tonga and the South Pacific Forum notwithstanding, the Republic of Minerva, the only government never to have occupied the land over which it holds sway, is still in there and fighting. Not for it abject acceptance of Tonga's coup with the raising of the Tongan flag over the few square yards of Minerva.

It's still the republic and not only

that, it has now, "in co-operation with the Minerva Development Bank Ltd", issued its own coinage. And they're not common or garden stuff either. They're the world's first two-colour coins, pure gold on one side and pure silver on the other.

According to the Numismatic News Weekly, of Iola, Wisconsin, USA, the Republic of Minerva—a new nation, a new coin, says the advertisement—has authorised the Letcher Mint, of Lancaster, California, to strike 10,500 \$Min35 coins, of which 6,000 will be available to collectors at \$35 each.

The obverse bears a sculptured bust of the ancient goddess Minerva in gold (24K) against a background and lettering of pure silver (.999). The reverse in pure silver shows the republic's Torch of Freedom in frosted relief against a mirror-like background.

It looks as if the Minervans, who, the advertisement says, have been forced to set up a government in exile "until the conflict is settled", have stolen a march on the Tongans. Their attractive coronation coin was only in palladium!

Fiji gets film fever

People in Fiji have become rather blasé about visiting celebrities, but American actor and producer Gregory Peck can still manage to create quite a stir.

Mr Peck and his Anglo-American Film Company crew are in Fiji shooting scenes for *Here there be Dragons*, a film about the lone-world voyage of a young yachtsman, Robin Lee Graham.

Graham set out from Los Angeles when he was 16 years old, and spent several years sailing the oceans. One of his first ports of call was Fiji, and it is here the film begins. The team has been busy for the past few weeks in the Yasawa Islands, getting "at sea" scenes and some local colour. Delighted islanders have taken part with great enthusiasm.

In sophisticated Suva, the crew still found any number of people with a secret urge to get in the movies. They had no trouble recruiting crowds to wave at the adventurous boy, played by young, almost-unknown, Joseph Bottoms arriving in his yacht, *Dove*.

A lively island night scene at the Royal Suva Yacht Club was delayed by a technical hitch when rain deluged dancers and cameras two nights in a row. The merry revellers lending life and colour to the scene cost Mr Peck about \$700 a night in fre-

drinks and supper, and they still had to try again.

Almost the whole film is being made "on actual location". After Fiji the team goes to Darwin and Perth, Mozambique, other African ports, South America and the Galapagos and finally Los Angeles. The final scene is a wild storm in a tank in a London studio, where the film company has its headquarters. Mr Peck decided to do that one under controlled conditions. He has had experience in previous films of trying to get the real thing amid 20 ft waves. "It's just too dangerous," he said.

Mr Peck said he was not appearing in the film himself. He is keeping busy organising the transport of hundreds of tons of equipment and more than 30 film crew members from one point to the next, and dealing with the unexpected difficulties like the transport of four cats from Los Angeles to a yacht in Fiji, without letting their tiny paws touch Fiji ground (agriculture import regulations prevent it). A helicopter solved that one, but another problem besetting him is the sale of the yacht used in the Fiji section of the film. No point in taking it on, he explained. There are seven more dotted around the globe waiting for the team to catch up.

Rocket for Ponape's MPS

A bit of a shock was in store for the lawmakers who sit on Ponape's District Legislature when District Administrator Leo A. Falcam rose to make the closing speech in the legislature's session.

There was none of the usual platitudinous waffle which so often marks such ceremonies. As far as Mr Falcam—the first Micronesian to serve as District Administrator in Ponape—was concerned, the legislative members spent far too much time talking about long hair and short skirts instead of more pressing issues.

Mr Falcam said: "I will be less than honest with myself, with my responsibilities as the District Administrator . . . and with the people of Ponape District if I do not indicate to this body my great concern and disappointment at the recent session of this legislature.

"We placed before this honourable body for your consideration several measures. We fully realised the numerous other areas of interest which the members of this body have . . . but in my judgment it is definitely more important to talk about a measure which will clearly



"Give up your habit" PNG's Chief Minister, Mr Michael Somare, told nuns at a meeting in May, expressing the view that their uniforms were no longer relevant in modern Papua New Guinea. Later, in reply to criticism Mr Somare pleaded that it was a joke and used to give his audience something to think about. He added that, in his view, the habit, while suitable for cooler climates, must be uncomfortable in tropical Papua New Guinea. In June, he again stuck his neck out when he said, while opening a display of artifacts at the territory museum, that their traditional values had been almost lost and partly destroyed by a Western cult known as Christianity. He stressed, however, that he was not attacking the churches but some of their earlier activities. In the picture above, Mr Somare appears, not in a habit, but in a cape presented to him by the Suki people at Morehead during a tour of Western and Gulf districts. The cape is used for ceremonial occasions.

define our responsibilities with legislative, judicial and executive branches . . . than to spend our precious time talking about whether or not a male resident of this district should or should not have long hair.

"I believe that it is more essential to consider legislation to establish an economic development planning commission for this district than to legislate the proper length of someone's hair."

Note: All the talk about hair and skirts didn't get the anti-longhairs and anti-mini types anywhere; both moves for curbing legislation were rejected.

Something funny in the condominium!

What's the New Hebrides got that no-one else has? Whatever it is it's causing some peculiar mutations in plant and animal life. There's hardly a week goes by without news of the longest snake, the biggest this and the smallest that.

The latest to appear are a dwarf coconut tree, a dwarf banana plant and a four-legged chicken. The coconut tree, at Aronbaratu village on Pentecost, is only a foot high but has two bunches of fruit, one already mature. The banana plant on north Pentecost is two feet high and its bunch of fruit is already touching the ground.

As for the four-legged chicken it lives at Ngala on Epi. It was hatched about the end of April, is fighting fit and doesn't seem to feel uncomfortable as it walks around on all fours.

Carefully nurtured, it might produce a new species although we suspect there are already many four-legged, breastless chickens in the world—judging by the chicken dinners we've had in most restaurants!

Oolala! Here's Miss Caledonie

New Caledonia is becoming increasingly aware of overseas interest in its French elegance and charm so added publicity is now being given to the Noumea troupe of marching girls and the young beauty queen soon to be chosen as Miss Caledonie.

The Noumea majorettes have just had special training under the skilled baton of Danielle, a young captain sent out from Paris as national instructress to improve the repertoire of the Noumea marching girls. Danielle was sent to the island for three weeks in April, after the enthusiastic local troupe had been performing for about three years at Noumea festivals and official ceremonies under the guidance of Mme Houde, a secretarial teacher at the Chamber of Commerce.

The Noumea majorettes are becoming something of a tourist attraction, as they have performed at the quayside for certain visiting overseas ships. Tourist publicity for the island is also expected from the election in August of Miss Caledonie 1973. The beauty queen is to be chosen from among young contestants sponsored by sporting and other associations throughout the mainland and offshore islands.

The successful candidate will fly on to Tokyo to take part in the election of Miss International in October.

A TAHITIAN TRIGGER SETS OFF A CHAIN REACTION TO THE BOMB

From JAMES BOYACK IN Papeete.

If France is still seeking a "trigger" for its hydrogen bomb after seven years and 30 nuclear tests in the Pacific, the Tahitians who oppose such tests in French Polynesia no longer have a similar problem. Their "trigger" won't help the French, however. In fact, it is an anti-missile device which gobbles multi-entry warheads like eggs for breakfast (allegedly).

Whether or not France is able to put its finger on the micro-technology of a miniaturised, deliverable H-bomb, the Tahitian trigger has already set off a chain reaction. The power of the explosion will only become evident in coming days. Its fallout may be around for years.

The Polynesian trigger is a French journalist-politician. His military code-name — Jean-Jacques Servan-Schreiber (JJSS). He is Tahiti's autonomist National Assembly Deputy Francis Sanford's secret weapon and he arrived in Tahiti in mid-June to orchestrate the island's first anti-bomb demonstration.

Servan-Schreiber is an unprecedented phenomenon in the French segment of local history. Although he represents only a splinter opposition group in the Paris parliament, his national role far exceeds his attributed power. He has conquered the ears and eyes of France in his dual role of dynamic political gadfly and piquant journalist. In fact, journalism and politics are entwined in the dynamo which propels him to no less of a position than Prime Minister of France, his stated goal.

"I agitate for ideas," he said in a locally-televised retrospective of his career. The idea which consumes him today is that the "French nuclear enterprise is insane". He comes here as one of eight activist representatives of "unofficial France" in what the group has termed "The Battalion of Peace". Three of the eight members accompanied him to Tahiti where, in a television interview, he promised "to debate the future of French Polynesia, of France and of all mankind". From here, "the theatre of the folly", he hopes to provoke a national decision against French nuclear tests in the Pacific.

The other four members of the

"Battalion of Peace" are somewhere in the Pacific trying to get to the nuclear test zone by boat to join other protest vessels there.

While Servan-Schreiber is the centre court player, those who have come here with him may have more effective impact on the local population. The three are medical Dr Anne-Marie Fritsch, an assembly deputy, and two clergymen—Pastor George-Richard-Molard, of the French Reformed Church and the Dominican Rev Father Charles Avril. Missionary Christian Tahiti will not be able to ignore the churchmen, nor will it escape the emotional plea of the woman, already televised, for France "to stop mortgaging the lives of unborn children".

The two clergymen, while declaring themselves political representatives of only strong personal opinion, both reminded television viewers that all church groups in France, and most in the world, have voiced opposition to nuclear testing. Each is a high-ranking member of his own ecclesiastic community and both will wedge into the Polynesian communion an unprecedented moral sensitivity to French nuclear tests. It is a fact that no church organisation here has taken a public stand on those tests. (The Protestants did in '63, but soon dropped the idea through lack of support, anywhere.)

Servan-Schreiber and his battalion, if they accomplish nothing else (which can not be the case, at least locally), will have given the world its most well-organised, precise demonstration of the French nation's feelings about its own bomb. Recent weeks have witnessed the protest occupation of Notre Dame Cathedral and massive anti-bomb parades and meetings throughout France. JJSS has set himself up in Tahiti as the spearhead of this movement.

His influence on the Tahitians, or on French Polynesia's political ties with the *Mere Patrie*, has yet to be evidenced. His first days here have had an abstract, dumbfounding effect. He blazed in with his Bobby Kennedy-Superfly auriole and to-date remains a distant, intimidating although politically welcome ally for Francis Sanford's autonomie movement. He arrived at 5 am and had

been film-interviewed by Tele-Tahiti at 10. At noon that interview of the four protesters had been transmitted by Radio Tahiti to all 120 islands. During the evening Tahitian language radio programme, most of that TV interview was translated into the one universal language of the islanders. Francis Sanford was impressed, gratified. He has been the leading political figure in French Polynesia for more than five years and he has had access to radio and TV not once (he gave a press conference two weeks ago, it was filmed and a brief summary was played over his gesticulating lips—it was the first time he has seen himself on TV).

If Deputy Sanford had hoped to make the upcoming Papeete City Hall demonstration a political showcase for his claimed autonomist majority, JJSS, and those accompanying him made it immediately clear they did not share his ambition. "We belong to no political parties," the clergymen ecumenically agreed. "We are evangelists of peace, witnesses of Christian morality." JJSS: "Although we carry with us the moral, religious and political mandates of a nation, ours is not a partisan enterprise, but a French enterprise." He said, "No politics, please," to the TV journalist asking for some.

Mr Sanford expects upwards of 8,000 for Tahiti's first anti-bomb demonstration. He admits this is his greatest expectation. "It's a poker game," he told me. "We'll have a few thousand, anyway. I hope it doesn't rain." He explained that party leaders all around Tahiti were beating the bush for bodies. Those in Moorea were doing the same. "But they'll have to pay for their own transportation. We're not organising anything on that end. They'll have to walk, bicycle, take 'Le truck'." And he confirmed that banners will aim only at the bomb. "I wouldn't want to embarrass the clergy."

"The crowd will show the force of our movement," he explained. He had resigned himself to the very high moral ground rules established by the JJSS party in its first hours here. No politics.

FIJI FIGHTS INFLATION

From a Suva correspondent

Fiji's commercial community is currently running a wary eye over the government's newest proposals to fight inflation.

The Suva Chamber of Commerce has appointed a special subcommittee to make a study of the proposals which have passed the House of Representatives and now go before the Senate.

Among the points which will come under particular scrutiny is a new formula for controlling prices. Some items deemed "essential" will have the actual price fixed at a particular level, instead of fixing the percentage of profit. During the price freeze (due to end June 29), the government's first phase in the anti-inflation battle, mark-up margins on imported goods were controlled. But this did not prevent prices rising.

If the overseas costs went up, or shipping costs rose, the actual price in Fiji increased correspondingly, although not the shopkeepers' profit.

For people whose incomes were frozen solid, the fact that shopkeepers did not actually make more money meant little. What they saw were rising prices, while their capacity to buy remained static.

There was plenty of bewilderment and heart-burning among wage-earners and shoppers, as the volume of puzzled complaints and queries to the Fiji Consumer Council can testify.

In the June parliamentary session, the Minister for Commerce and Industries, Mr Mohammed Khan, admitted the freeze had not been

DEATH OF RATU SIR EDWARD CAKOBAU

Ratu Sir Edward Cakobau, Deputy Prime Minister of Fiji, died on June 25, just as this issue went to press. He underwent an operation in Auckland and returned to Fiji late in June to go into the CWM Hospital, Suva. Ratu Sir Edward, who was 64, had a distinguished career as a politician, civil servant, soldier and sportsman. Full details in next month's PIM.

100 per cent successful. However, he claimed it had some effect, as shown by a drop of 1.3 in the consumer prices index. Much of this drop can be attributed to lower prices for Fiji produce because of seasonal influxes and price controls. Imported groceries, clothing and household effects all rose considerably.

The freeze was designed as a breathing space to give government a chance to work out phase two of the anti-inflation campaign.

The Minister described restrictions planned for this next phase as "fairly severe". Apart from price controls, all pay rises in the country will be limited to a maximum of eight per cent or \$500 a year. Workers will not be able to apply for rises until a year after their previous increase. And unions will be allowed to decide the distribution of a percentage increase among the workers.

Phase two also sees the introduction of a National Economic Council to advise a controlling economic body, the Prices and Incomes Board. These two bodies will have wide-ranging powers over Fiji's economy.

The Games as Guam's political football

From a Suva correspondent

Leading South Pacific sporting bodies are seriously perturbed about arrangements for the Fifth South Pacific Games in 1975. Guam has been given an ultimatum to decide by June 30 whether the Games will go ahead in that territory, as it promised to do after the last Games in Papeete in 1971.

Guam currently has an allocation of US funds sufficient to stage the Games, and has better facilities than any other Pacific Island territory. The Guam Senate wants the Games to go ahead there, but in recent months there has been political infighting which resulted in Governor Carlos Comacho in February calling the Games off because, he said, the money could be better spent elsewhere. He has turned his back on Mr Ted Nelson, Chairman of the Organising Committee of the Fifth Games, who insists that the money already earmarked for the Games, \$US1.5 million, should be used.

Leading Fiji sporting official Mr Les Martin, who was Chairman of the First South Pacific Games in Suva in 1963, flew to Guam in June at the request of Pacific sporting officials anxious to resolve the impasse. Mr Martin told PIM in Suva that he could see no reason why Guam couldn't meet the commitment it gave at Papeete, but obviously the other Pacific territories, including Fiji, had to know just where the Fifth Games were to be staged if they were not to be staged in Guam.

He said that France had made it clear that the Fifth Games would not go either to Papeete or Noumea, as they had had their turn, and he personally couldn't see how Fiji could become involved at such short notice. It might be possible, he said, for a mini-Games to be held perhaps in Vila—something not on the large scale required for a full South Pacific Games, and attended by fewer sportsmen than the regular Games. He added: "If Guam decides it is definitely off, then all the territories will simply have to get together again and decide what to do for the best."

Mr Martin said that the recent death of Mr Don Barrett of Papua New Guinea was unfortunate as he had done a lot of work on planning for a mini-Games if the Guam arrangements fell through.

THE RIDDLE IN TONGA FERRY DISASTER

There is a dispute, which is likely to be resolved only by a marine inquiry, into the number of people who were aboard the Tonga registered inter-island ferry, *Just David*, when she foundered in the tiny harbour of 'Eua Island, a few miles from Tongatapu, on June 19. Eight Tongans lost their lives—seven passengers, mostly children, and one police constable who valiantly swam from shore to help.

The *Just David* is a solid, 45 ft, 19 ton net motor vessel owned by Maafu Enterprises, of Nukualofa, operated by two partners—Layton Zimmer and Peter Warner. Its master was Mano Totau, 25, who

coincidentally was one of six teenage Tongans who in 1966 were marooned for 15 months on the uninhabited Tongan island of Ata, and who were rescued by Captain Warner in the *Just David*.

Just David was licensed to carry 24 passengers and a crew of five and Captain Warner said he believes she was carrying no more than 29 when she left Nukualofa on her three-hour voyage to 'Eua. But after the ship struck the reef and quickly sank, government sources on 'Eua reported to Nukualofa that 48 passengers plus the captain and crew of three had been rescued. The passenger book sank with the ship.

The Editor's Mailbag

WARDERS, NOT SOLDIERS

We feel that Percy Chatterton (PIM, May, p 39), did not make the boo-boo in his monthly "Footnotes" article.

The photograph published opposite the "Men of the PIR" caption is actually a photograph of graduating prison warders—now called exultingly and somewhat ambiguously "Correctional Officers"—taken early in 1966.

Fourth and fifth warders from the left of the front rank are George and Michael who left the service in 1968/69. The uniform was of khaki drill—very pukka and cheap—now, we believe, subsequently replaced, and sandals were worn instead of the present "chic" shoes and sox. You will notice .303 rifles, too, still in use. Our PIR does boast of FN SLR models.

While we have never really worked out why prison warders are got up to be a para-military force, as ex-prison staff we do have a soft spot for the service and trust that you will point out that the men in the photo do not fall under the title of

PIR. (We must admit that to people not in the know the photograph certainly gives the impression of being a strong band of army men!)

R. BOIVAN

E. J. WHITAKER.

Wanigela Plantation,

PNG.

I would like to refer to your May issue and the "Footnotes" feature by Mr Percy Chatterton (p 38).

I would particularly draw your attention to the photograph captioned "Men of the PIR. . . ." etc. The men photographed are not of the Pacific Islands Regiment. They are, in fact, members of the Corrective Institutions Branch.

I enclose a recent picture of PIR men on parade, please feel free to use it in any further articles you may publish concerning the Pacific Islands Regiment.

Mr Chatterton has used the term PIR to generally describe what is now the land element of the Papua New Guinea Defence Force. The PIR is in fact only the infantry arm of the land element, which also includes engineers, clerks, drivers, signallers,

ordnance, provost, electrical and mechanical engineers and cooks.

The Papua New Guinea Defence Force, which came into being on January 26 this year is a fully integrated force which encompasses what was the Army, Navy and Air Force in Papua New Guinea.

D. J. ROYLANCE (MAJOR)
Public Relations Officer,
Papua New Guinea Defence Force.

THE BOMB

Recently I spent some three weeks in French Polynesia as a lecturer/biologist on a cruise ship. Naturally, as a New Zealander, I made a number of inquiries concerning the feelings of the French Polynesians to these tests, mainly because of all the voices raised against the tests one that has been conspicuous by its absence is that of the French Polynesians themselves.

While in French Polynesia I was not able to achieve much in terms of worthwhile information. However, when I returned to New Zealand I did receive quite a considerable number of documents concerning opinions and feelings of these peoples.

It did become obvious that information is suppressed from these people and that they really had very little voice in their own affairs.

I would like to add that I am in no way a member of any political party or affiliated to any pressure group. I am a zoologist, the Assistant Director of the Otago Museum in New Zealand and one who is very much concerned for the welfare of these people.

J. T. DARBY.

Dunedin, NZ.

NEW HEBRIDES LAND

Your recent articles (PIM, March, p 101) about land promotion problems in the New Hebrides prompts me to write.

I head a growing group of individuals who are seeking legal redress over our purchase. We intend to go to court over the lack of registered titles and for what we feel, too often, was gross misrepresentation of the islands and property.

Everyone has had their say in this mess so far except the some 4,000 individuals who purchased. We are organising a New Hebrides Land Owner Association. As long as we are not organised we will continue to be buffeted by all concerned.

Our attorneys are confident over prospects for recovery. Any individual wishing to reach us may write PO Box 72 PhanRang, Vietnam.

ARTHUR C. HAYHOE,
Association Organiser.

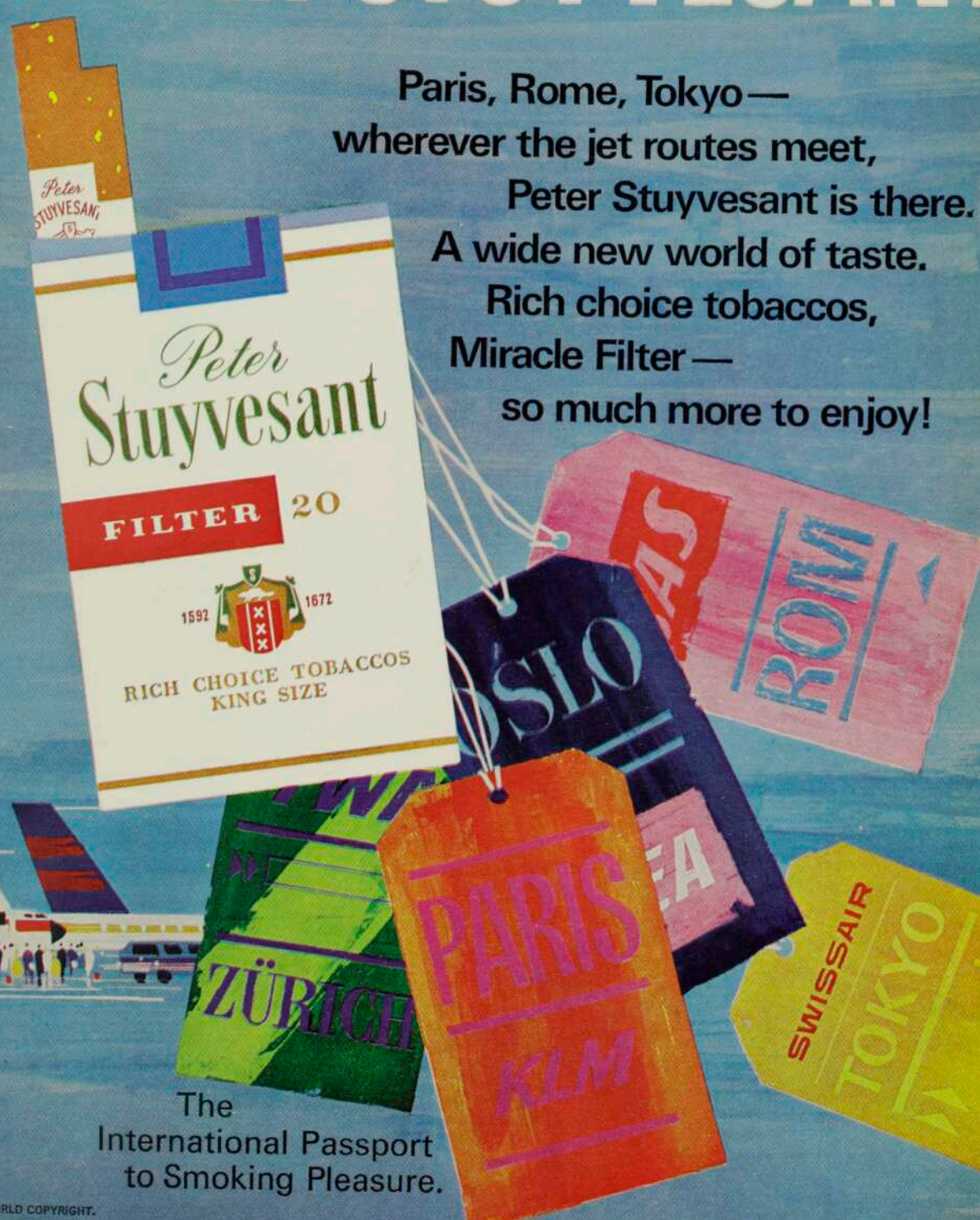
Vietnam.



Below, the real PIR, reviewed by Port Moresby Lord Mayor Oala Oala-Rarua.

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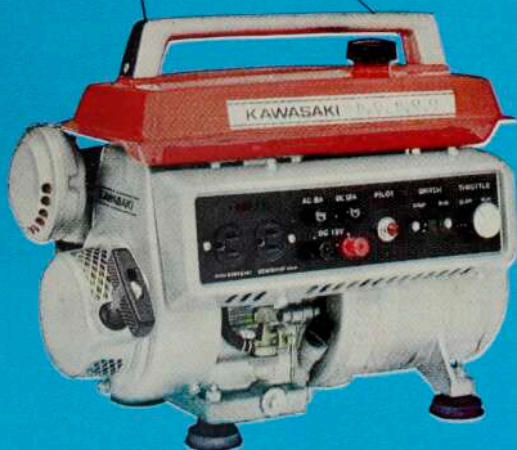
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THE FLYING SHUTTLE BRINGS MONEY TO THE CHIMBU

Although spinning and weaving are skills which are traditional to the people of the Islands the use of looms and cotton and woollen yarns are not. Papuans and New Guineans have for a long time spun various fibres and made them into string bags called bilums. Or they have woven kunai grass, sago fronds and bamboos and used them for walls and screens in buildings.

In 1965 something of a change took place with the introduction of Danish type 60 in. hand looms. Since that time, the weaving industry in Papua New Guinea has not looked back. Now, more sophisticated flying shuttle looms, and looms which can weave material up to 72 in. wide have been introduced and at last the world will see the product of the skilled Papua New Guinean hand-weavers.

Weaving has taken its place alongside the growing of cocoa, copra and coffee as another source of income, another way in which Papua New Guineans can benefit from a monetary economy. As production expands it is hoped that exports of woven goods will make a regular and useful contribution to foreign earnings.

One of the major problems that must be surmounted in the near future is that of raw material supplies. At present all yarns and fleeces are purchased from Australia. As soon as a type of sheep that will produce suitable wool, and will live and breed in Papua New Guinea can be found, the industry will be totally self-supporting.

A worthwhile cottage industry has now been established. Although Administration support is by no means over, the people have shown that they are adept at learning new skills and that it will be only a few years before this will become a totally "localised" industry. Chimbu weavers in the township of Kundiawa where training was first carried out have produced some really excellent goods which show distinctive colour combinations and designs.

Articles incorporating the intricate use of reverse twill threading show the characteristic Chimbu "pas pas" diamond pattern which is most attractive. Weavers in other towns and villages also show a surprising degree of colour sense and attention to detail which makes these textiles so interesting.

Mr Paulias Matane, Secretary of PNG's Department of Business Development, who supplied this account of the progress made in the hand-weaving industry, can supply information on the availability of Papua New Guinean hand-woven textiles to anyone interested. (PO Box 3383, Port Moresby, PNG).

Since the introduction of weaving, units have been established in a large number of villages. In the Eastern Highlands there are looms being used in Lufa, Wonenara, Makia and in the Chimbu District at Karimui, Pari and Kundiawa. Around Port Moresby in the Central District, names that have a certain ring to them such as Rigo and Tuberseria are now well known because of their beautiful textiles.

Sales of handwoven goods have been and to a certain extent still are conducted through shops known locally as "haus blanket". Trade stores and handcraft shops will soon

become the major outlets in PNG, where customers have most commonly been expatriate residents and tourists, although local inhabitants buy some blankets especially in the Highlands where it can be quite cold at nights.

Several exhibitions have been held in the past and sales at the Hagen, Goroka and Port Moresby shows have been very heartening. Now, however, with the growth in number of weavers and consequent increase in volume produced, new markets can be supplied. The USA, the European Economic Community, Japan and Australia are countries in which most effort will be made.

Since early this year it has been felt that the weavers had reached a stage of development where their goods could compete in overseas markets with textiles made by weavers of many generations standing.

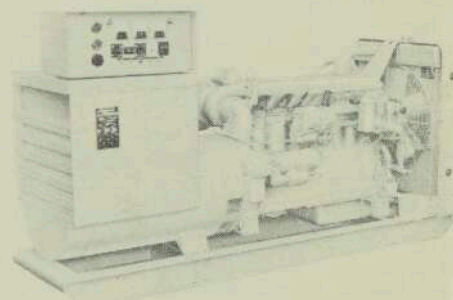
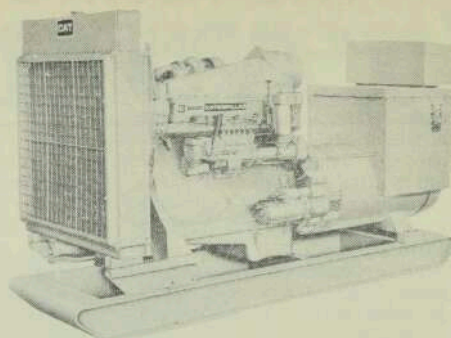
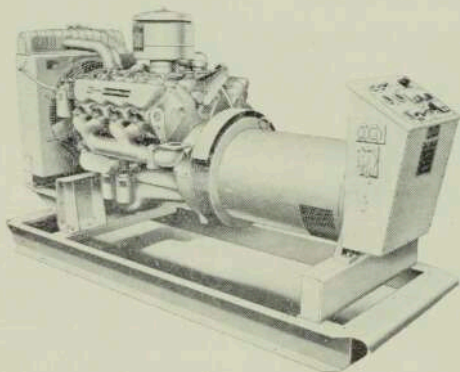
However, to do this even on a small scale a lot of organising is needed. To supply a market which is sophisticated and already full of a wide choice of goods the major



● A worker at a hand loom.

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3160	V-8	75 @ 1800	60 @ 1500	125/216, 230-460	115/200, 230/400
D330C	4	55 @ 1800	45 @ 1500	125/216, 230-460	200-400, 230-460
D330C T	4	90 @ 1800	75 @ 1500	125/216, 230-460	200-400, 230-460
D333C T	6	135 @ 1800	110 @ 1500	125/216, 230-460	200-400, 230-460
D334 TA	6	175 @ 1800	150 @ 1500	125/216, 230-460	200-400, 230-460
D336 TA	V-6	190 @ 1800	130 @ 1500	125/216, 230-460	200-400, 230-460
D342C	6	115 @ 1200	100 @ 1000	125/216, 230-460, 2400	200-400, 230-460
D342C T	6	160 @ 1200	130 @ 1000	125/216, 230-460, 2400	200-400, 230-460
D343A T	6	185 @ 1800	155 @ 1500	125/216, 230-460	200-400, 230-460
D343A TA	6	275 @ 1800	225 @ 1500	125/216, 230-460	200-400, 230-460
D346 TA	V-8	360 @ 1800	280 @ 1500	125/216, 230-460, 2400	200-400, 230-460
D348 TA	V-12	550 @ 1800	445 @ 1500	125/216, 230-460, 2400	200-400, 230-460
D349 TA	V-16	720 @ 1800	605 @ 1500	125/216, 230-460, 2400	200-400, 230-460
D353E TA	6	330 @ 1200	265 @ 1000	125/216, 230-460, 2400	200-400, 230-460
D379B TA	V-8	440 @ 1200	330 @ 1000	125/216, 230-460, 2400	200-400, 230-460
D398B TA	V-12	665 @ 1200	535 @ 1000	125/216, 230-460, 2400	200-400, 230-460
D399 TA	V-16	875 @ 1200	705 @ 1000	125/216, 230-460, 2400	200-400, 230-460

*Ratings are with 85°F water to aftercooler on TA models except D334, D336 and 50 Hz D346.

A624

concerns need to be fully understood.

Continuity of supply, maintenance of high standards of quality and the establishment of fair and competitive prices were seen as the main points to be considered. As far as quality was concerned there were few problems. However, ensuring the continuity of sufficient quantity at a competitive price posed the bigger problem.

Throughout all centres of production it was found that costs were different, prices were different and returns to the weaver were different. To collect a quantity of woven goods sufficient to interest overseas buyers, it was obvious that changes had to be made.

Most of the weavers work at their homes in their villages, returning to certain centres to sell their finished goods and to buy new yarns. Now two centres act as material suppliers and finished goods purchasers. These are at Goroka and Boroko and although other places can handle overseas orders it is intended that these two should be the main wholesalers for all markets.

The Hagen show on August 4 and 5 this year will see the introduction of a new range of handwoven textiles. Intended to be comprehensive in appeal and without restrictions on designs or colour combination, it allows the weaver's individual characteristics and traits to show themselves. Indeed the main attraction of these textiles is the individuality imparted to each piece. This is real hand-weaving where the weaver is the artist using cottons, wools and fleeces as his medium.

Altogether there are 16 items in the range which are described more fully in the brochure "Hand Woven Textiles of Papua New Guinea". They include blankets, rugs, ponchos and floor mats.

Ponchos are made in two different styles—"square" and "diamond". In Pidgin the "square" poncho is known as a Kolsirt and the "diamond" one is Kito Kolsirt. The term Kolsirt means a garment to keep you from getting cold. Ponchos or Kolsirts are certainly effective at that! The floor mats are especially attractive and rather unusual in that they use a raw fleece on a thick cotton warp. Combinations of natural white and coloured fleece are used on varying coloured warps but the most popular still remain natural white on white. The welt is quite thick and the total effect is most pleasing. Lengths of material suitable for making into cushion covers and curtains are also available. Another material is ideal for dresses.

SOCIALISM AT THE GRASS ROOTS

"A true grassroots democratic party" is the claim made by the founders of a new political party in Papua New Guinea, the Social-workers Party of Papua New Guinea.

According to the secretary, Mr Peter Kavo, it is a coalition of urban and rural workers, students and villagers. Mr Kavo, a research officer with the Australian Union of Students said the party advocated, stood and fought for "a strong and viable socialist Papua New Guinea".

Its policy calls for the immediate replacement with local people of expatriates holding such positions as shop assistants, clerks, foremen and departmental managers. Another plank calls for a social services scheme, financed proportionately by government taxes on employers and increased taxation on expatriate wages, to be introduced immediately.

Worker-control of industry and the establishment of cottage industries at village level are also provided for in the policy.

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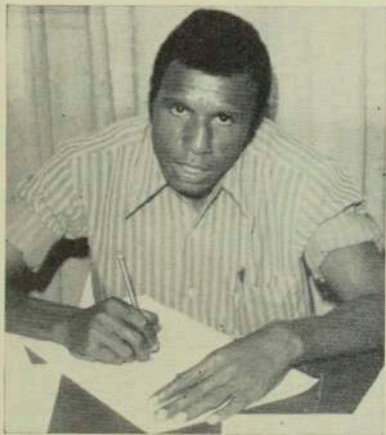
* affiliate of Banque de Tahiti

People

• Our prolific Percy Chatterton, missionary extraordinaire and a man who has himself written many a telling work, has come up with another scoop—the Bible in Motu—a language common to many in Central Papua.

Percy Chatterton, with the help of Mr Ron Lean, hopes to have the first Motu Bible in printed form in time for the centenary of the landing of the first South Pacific Missionaries at Hanuabada later this year. Working at his usual zippy rate, he only started work on the translation for the Bible Society in May last year. Hong Kong, hardly a bastion of the Christian faith but a source of high quality, has got the print job.

• Mr T. E. Fitzgerald, who is now living in Levin, New Zealand, has been awarded the Queen's Commendation for Brave Conduct. He was in an Air Melanesiae aircraft which crashed in Tanna in October 19, 1972. Although partly dazed, and bleeding he ran several miles



Papua New Guinea has got its first full-time trade union official and he's only 20. He is Mr Harry Manuambi (pictured), an apprentice motor mechanic with the Army before he became interested in trade unions. He has been appointed general secretary of the East Sepik District Workers' Association which has 1,600 members.

for help and had a rescue party at the aircraft wreckage an hour and a half after it crashed.

• Mr Arthur Jawodimbari, 23, a young Papua New Guinea playwright, has been awarded a three month scholarship to study theatre work overseas. He will visit the Philippines, India and a number of African countries, and possibly England, Japan and the US. He is the author of five plays, and has won a play competition. He graduated BA from the University of Papua New Guinea in 1972 and is now studying for his MA degree.

• Miss Gloria Gibbons, 23, was made acting High Chief Ibedul in Palau. She will sit in the Palau District Legislature and take part in proceedings with the rest of the traditional leaders of Palau. Miss Gibbons will relinquish the title when her brother, Ibedul Yutaka Gibbons, returns to Palau from the US Army.

• Mr David Agir, new manager of Nauru Radio is the first Nauruan to hold the post on a substantive basis. He has been with the service since it opened in 1968, and was trained by two former managers, Graham Leggott and Des Telfer.

• Mr John Smeeton has retired as manager of the government broadcasting station at Daru, Papua New Guinea, and has been succeeded by Mr Kahi Vila. Mr Smeeton was in PNG for 30 years.

• Mr A. D. Fry, director of Pacific Diesel and Technical Agencies, Marrickville, NSW, left Australia late in May for a tour of Papua New Guinea and the BSIP. His company distributes and services the V. M. air-cooled diesel engine range, Kawasaki lighting sets and Archimedes Penta outboard engines. On his tour he introduced a new range of Kawasaki lightweight petrol driven generator sets.

• Lieutenant-Colonel G. D. W. Irvine is now the commanding officer of the 1st Battalion, the Pacific Islands Regiment. He recently succeeded Lieutenant-Colonel R. G. Lange, who has been posted to the Australian Army Staff College, Queenscliff, Victoria, and who lived in Rabaul before joining the Australian Army. Lieutenant-Colonel Irvine, who went to PNG from a staff appointment at Army Headquarters, Canberra, has previous experience in PNG. He was posted to the PIR at Wewak in 1968, and five months later left it to raise the PNG Military Cadet School, which he commanded till February, 1970.



Mr Michael Pfeiffer.

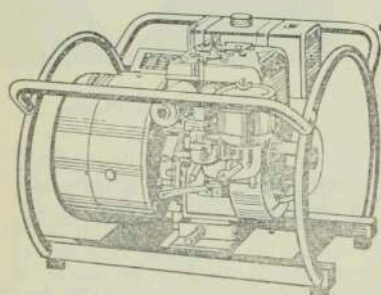
• Mr Michael Pfeiffer has been appointed resident director and manager of W. D. & H. O. Wills (PNG) Ltd, in succession to Mr Bill Goss. Mr Goss has returned to Australia to become manager of the southern division in NSW for Wills, based in Canberra. Mr Pfeiffer is experienced in the tobacco industry in the Islands. For about three years he was manager of the Solomon Islands Tobacco Co Ltd, Honiara. In the sporting field he was assistant manager of the BSIP at the 1971 South Pacific Games in Tahiti.

• Sister Mary Clementine, a missionary sister of the order of Our Lady of the Sacred Heart, recently celebrated the 75th anniversary of her arrival in the GEIC. She is now 96 and in her 75 years in the GEIC has been away twice on short visits to Europe. Things were grim when she arrived in 1898. "When we landed at Nonouti we found the local kitchen was stocked with two small saucepans, a few plates and a couple of spoons—among 12 missionaries," she recalled recently. There were special celebrations to mark the anniversary including a high mass at which her nephew, Bishop Guichet, presided.

• Meleane Bese, a 23-year-old Funafuti girl, has been awarded the Royal Humane Society's Silver Medal and Certificate of Honour, for saving the lives of a six-year-old child and its mother during Hurricane Bebe in October, 1972. Meleane, a Meteorological Office employee, clung to a tree for five hours, arms and legs wrapped round it because

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the water was too deep to stand on the bottom, with the child and mother on her back. She had rescued them both as she was swept along by the tidal wave which took five lives. She was able to swim with them to the tree.

● Mr Matias Yaliwan, leader of the Mount Turu cargo cult in 1971 and founder of the Peli Association, has resigned his seat as representative of Yangoru-Saussia constituency in the PNG House of Assembly. His resignation came by letter which left Speaker Barry Holloway in a quandary. The signature on the letter was different from that which he wrote when he was sworn in as MHA 13 months ago. Mr Yaliwan cleared up the mystery a few days later, explaining that he asked his clerk to sign it as he thought that was the correct thing to do. He promised to send a second letter of resignation signed by himself.

● Mr B. Hill, executive director of the Papua New Guinea Tourist Board, has resigned. He joined the board in 1969, and as executive director had full operation control of the board's activities.

● A military tradition is continuing in a Fiji family. Officer Cadet Epeli Ganilau, 22, son of Ratu Penaia Ganilau, who commanded the Fiji Battalion in Malaya in 1955-56, has gone to England for a one-year training course at the Royal Military Academy, Sandhurst. With him was Officer Cadet George Kodavulevu, 25, son of Ratu Tevita Naulivou and a nephew of the Governor-General of Fiji, Ratu Sir George Cakobau. The cadets are expected to graduate as commissioned officers in November.

● Mr Oala Oala Rarua, Lord Mayor of Port Moresby, and a former politician, has joined the board of PNG Motors Ltd.

● Mr Philip Snow, a former commissioner in Fiji and a keen cricketer, has been elected an honorary life member of the MCC for his services for international cricket. He was in Fiji from 1938 to 1952 and as his work took him to the various districts he founded district cricket associations. With the late Ratu Sir Lala Sukuna he founded the Fiji Cricket Association. He captained the Fiji cricket team which toured New Zealand in 1948. He also wrote a book, Cricket in the Fiji Islands. Since leaving Fiji in 1952 he arranged for that country to be the first non-test playing country to be admitted



Fiji-born Mr Thomas Bernard, 26 (pictured), has been appointed Fiji representative of Fletcher International, the export division of Fletcher Industries Ltd, NZ. Previously the company serviced Fiji (and other Pacific Islands) from its Auckland office.

to the International Cricket Conference of the test countries. He has represented Fiji at each annual conference since then. Mr Snow is now a magistrate for Warwickshire and bursar of Rugby School. Apart from his book on Fiji cricket, he is the author of several historical and ethnographic works on the South Pacific, as well as the Bibliography of Fiji, Tonga and Rotuma. In 1974, Fiji will issue a set of postage stamps to mark the centenary of cricket there. Mr Snow has been asked to help design the stamps.

● Fifita Fekitoa, a young Tongan is serving his indentures as a sheet metal worker with a Sydney stainless steel manufacturer, Dickson and Johnson Pty Ltd. When he finishes his apprenticeship he will return to Tonga where, with three brothers, he will offer a variety of metal trade services to Tonga and other Pacific Islands.

● Ratu Apenisa Tuisavura, of Bau, Fiji, is now GI Tuisavura, the first of his race to join the US Army. After completing basic training at Fort Ord, California, he was posted to Fort Gordon, Georgia, as a switchboard operator and radio teletypist.

● Mr Roger Burrow-Wilkes, Comptroller of Customs in the BSIP, has retired and gone home to England taking with him a letter of thanks from the Civil Servants' Association.

The association thanked him for localising his department and putting himself out of a job. Mr Greene, the acting Comptroller is the only expatriate left in the department.

● Chief Nikolao Pula, first Samoan to be appointed Director of Education in American Samoa, has been awarded a "special certificate of achievement" by Stanford (California) University. Chief Pula, who has been attached to the American Samoa educational system for 40 years, had studied at the university.

● Ratu Sir Kamisese Mara, Fiji's Prime Minister, returned to his old

university, the University of Otago in New Zealand in May and came away with a new cap and gown. He was given the honorary degree of Doctor of Laws.

● Professor R. G. Crocombe, Professor of Pacific Studies at the University of the South Pacific, Suva, is one of two overseas consultants who will assist the PNG Commission of Inquiry into Land Matters. The other is Professor R. James, of the Faculty of Law at the University of Dar Es Salaam, Tanzania. He is a leading authority on African systems of land tenure.

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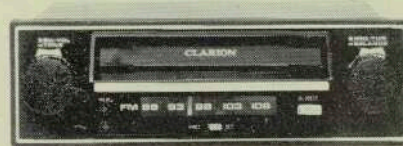
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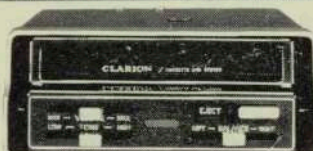
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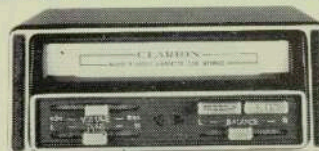
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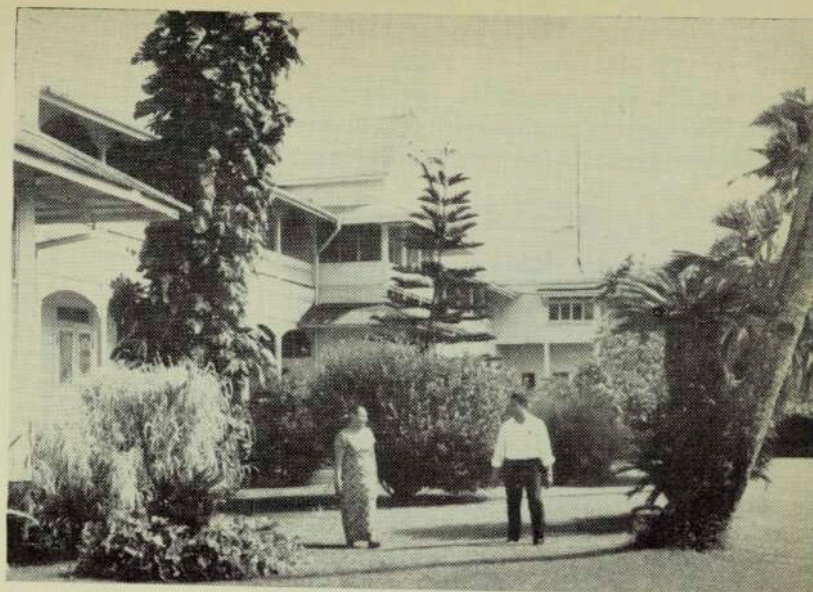
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● The Casino Hotel in its hey-day. The bush in the centre of the lawn hides the cairn, a memorial to J. Cesar Godeffroy, founder of the trading empire.

Last days of a Samoa empire



After 63 years of operations, one of Apia's landmarks, the Casino Hotel, has all but disappeared. About 75 per cent of the building has been demolished to make room for a new hotel on the same site.

The remainder has been retained for the time being as a temporary regional office of the United Nations Development Fund which has had its HQ in the building for a number of years.

There has been some controversy in parliament as to whether the old Casino should be retained or done away with but few eyebrows were raised when the contractors, Fletcher (NZ) Ltd, started to pull it down. It had deteriorated so badly that even extensive repairs would not have made it worth keeping.

The Casino was built in 1910 as a boarding house for employees of the Deutsche Handels und Plantagen Gesellschaft der Sudsee Inseln zu Hamburg—the D.H. & P.G.—that part of the Godeffroy empire that survived the post Franco-Prussian War crash of 1879.

The D.H. & P.G. continued to trade successfully from its Apia headquarters along the street from the Casino until the outbreak of World War I when a New Zealand contingent landed in Apia and took over from the German Government.

This headquarters building, successively the home of NZ Reparation Estates that took over from the D.H. & P.G. and now serving the same purpose for Trust Estates Corporation, is of much more historic account

than the old Casino. It is still in a good state of preservation after 116 years of life and it is to be hoped that the Samoans' new enthusiasm for rebuilding won't sweep this building away.

In 1913, on the 100th anniversary of J. Cesar Godeffroy's birth, a cairn was erected on the lawns outside the Casino boarding house to commemorate the fact that "here he founded the Samoan branch of his firm".

No one knows why the cairn and the plaques were erected there instead of at the headquarters building but this mistake was rectified a few years back by the last New Zealand general manager of the Corporation, Mr P. W. H. Kelly. During an earlier period when the Casino was threatened with demolition, he rescued the plaques and had them erected on the stairway of the HQ building. The old cairn, hidden by a huge bush, remained on the Casino lawn.

The new hotel to replace the Casino will be called the Tusitala Hotel. It is being built in a joint effort by the Samoan Government and Naviti Investments of Fiji. It is expected that the majority of shares will eventually be sold to the Samoan public but that Naviti will go on managing it.

The Tusitala will have 100 rooms, will cost several million dollars and is expected to be completed this year. Construction is already well ahead.

Two other tourist hotels, Return to Paradise and the Lake Lanutoo, are also on the way and when all are completed it is expected that there will be a boom in the visitor industry.

The sleeper's tax to go

Amid reports of tourist dissatisfaction and opposition from hotel owners, Western Samoa's Mataafa Government has finally come out with a surprise announcement—the hotel bed tax of \$1 a person per night will be abolished on July 1, after only a few months.

Instead of this unpopular bed tax, the government will substitute an airport departure tax of 50c for each citizen and \$1 for every other person.

It is a question of removing what the government probably feels is a thorny problem and substituting something less offensive. The government has been made aware, largely due to the press, of visitors' complaints against the tax but did this necessarily mean all visitors opposed it?

The government has also been pressured by hotel owners who, along with tour operators generally agree that the tax has discouraged visitors from staying longer, or forced them to cut their stay and caused the cancellation of many tour groups. But to what extent were these allegations justified?

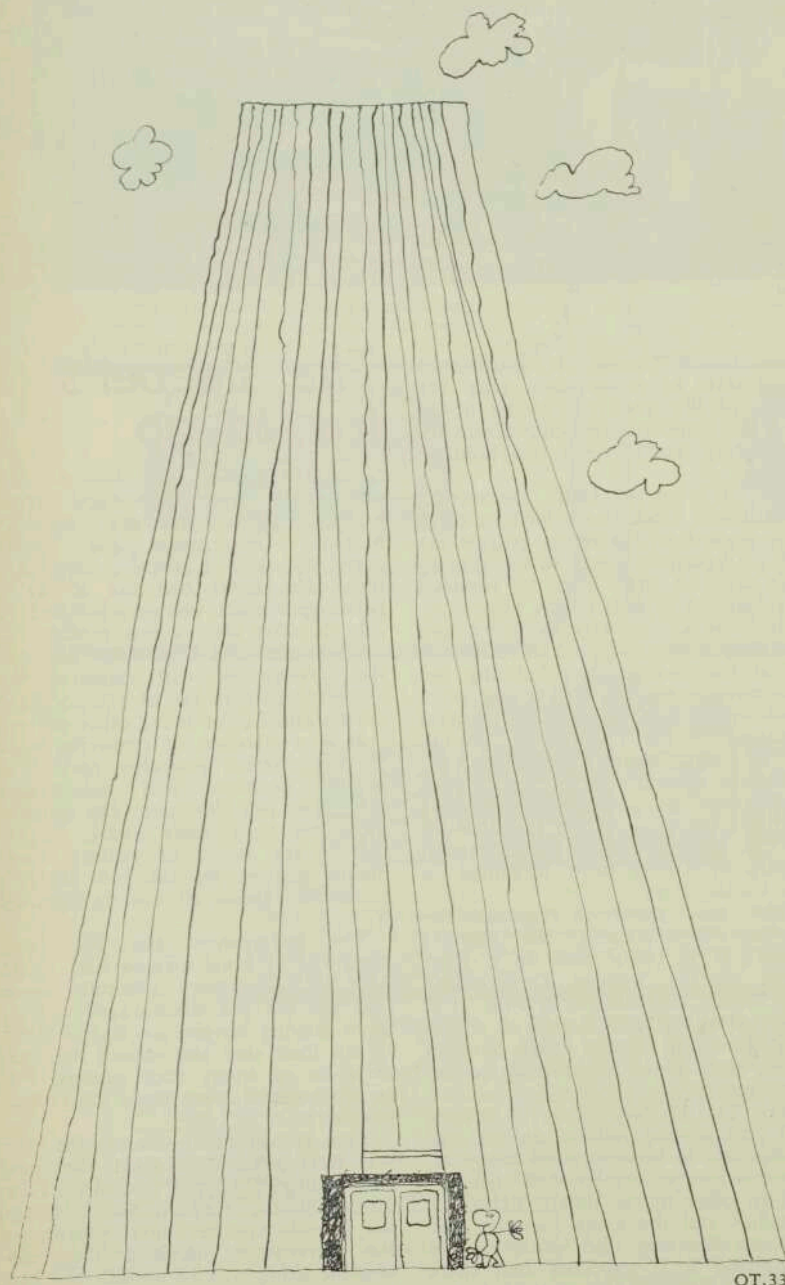
The Government learnt the tax was having an unpleasant effect on the country's tourist industry. Like other nations, Western Samoa needs the tourists for her development, so the government decided the only sensible thing was to abolish the bed tax.

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PLANNERS WITHOUT A PLAN

Australian and New Zealand delegates to the third meeting of the South Pacific Commission's Planning Committee in Noumea early in May arrived for the meeting expecting to be overwhelmed with suggestions about the spending of the half million dollars their countries had given to the commission. Nobody had any ideas.

The only string which the donors attached to the gift was that it must be spent on regional projects and not on the commission's overhead expenses. That left a wide field for Island territories, all, presumably, eager to spend the windfall, but not one delegate had been briefed by his government although at past Conferences the main burden of criticism has been a shortage of money and a plethora of projects. The Papua New Guinea delegate, Mr Tom Tubombom MHA, hadn't been briefed on anything. He'd been given his plane ticket and told to attend. With no previous experience of the SPC he was completely at sea.

And the same applied to most of the delegates. With the possible exception of Mr Akuila Savu, of Fiji, and Mr Eusebio Rechucher, of Micronesia, they were all new boys. The lack of continuity among the planners indicates waning interest in the SPC by some of the Island governments who, maybe, see in the Noumea meeting an excuse for an outing for some well-behaved parliamentarian.

It could also indicate that, notwithstanding the vehemence with which the delegates to the Conference stress that they are the arbiters when it comes to spending the money, they are willing to leave the job of planning to the permanent officials.

● The Western Samoa Health Department recently introduced a tax of 10c a visit to the outpatients' department by residents, and a slightly higher tax for non-residents. The fees, the new minister explained, were to offset the \$40,000 that had been owing to the Health Department by patients since 1970. The tax will also discourage visits by "loafers" who may be suffering from mere scratches.

Boat building is tough on Pitcairn

Pitcairn Islanders have brought their fleet back up to three with the completion of a longboat to replace the Reid Cowell which was wrecked last June as it put out from Little Bounty Bay.

Building a longboat does not sound much of a challenge—nor is it to the marine craftsmen of Pitcairn. But the accompanying frustrations must have been hard to take.

After advice on sources of supply for the various materials and components for the longboat, the Pitcairners ended up ordering hardwood from New Zealand for the keel and Oregon pine for the planking; a diesel motor from Australia; a drive shaft and propellor from New Zealand; and the tail shaft, fuel tank and other parts from England.

The keel arrived from Australia in August, was laid and work began on the framing. The motor arrived in November on the ship which brought home Tom Christian from New Zealand where he had been recuperating from the injuries he received in the wreck of the Reid Cowell.

The drive shaft arrived from New Zealand but not the tail shaft and other parts from England. Another wait—and then it did arrive, but it was not the same size as the drive shaft from NZ. Plenty of files and scores of grinding man hours later the shaft parts were a match.

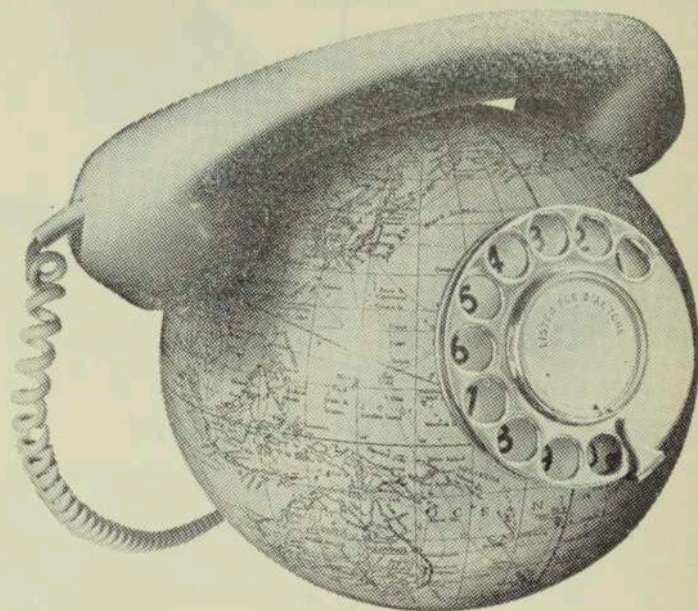
The propeller never did arrive but a spare was available.

Now comes another worry. The island's population, reports Tom Christian, is down to 82, 10 less than a year ago. Of this number, 75—35 female, 40 male—are descendants of the Bounty mutineers.

Christian's main concern seems to be that if the male population dwindles much further there will not be enough hands to go round to man the three longboats.

And without them there is no way of making physical contact with the few boats which anchor off this ruggedly inhospitable island.

Nearly 40 years ago there were over 200 people on Pitcairn, by 1960 the number was down to 144 and within three years it had dipped below the 100 mark. If the trend continues the Pitcairn problem in the eyes of the UN Special Committee of 24 on Colonialism will solve itself.



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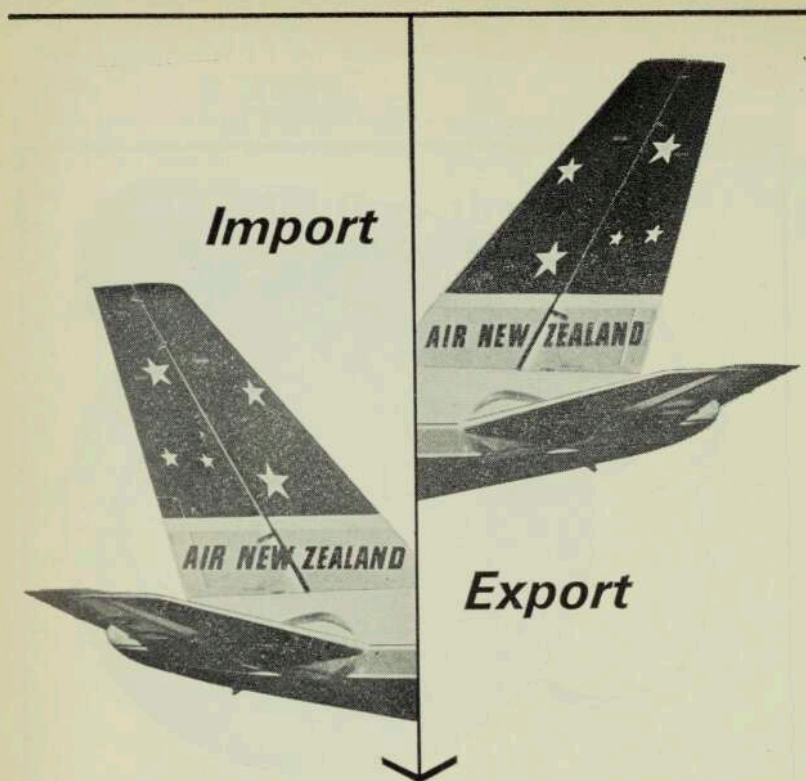
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The porker menace at Panguna

From LYNETTE McKENZIE
in Panguna

No-one complained at first when one trotted down from Moroni village, dashed across the port-mine access road, then scrambled up the hill towards camp 10. Drivers were well aware of local customs on Bougainville. They knew better than to hit a pig. Then it became a constant flow of four-footed traffic and drivers were finding it hard to miss one as they made the swing around the mountain road entering the mine at Panguna.

The pigs of Moroni are on the move. It is quite simple, their owner tells Bougainville Copper staff. He is so busy these days with his carry-out food business at the market, that he can't spare any time for his pigs. It was his custom previously, on his way home in the evening, to collect vegetable peels and leftovers from the kitchen at camp 10. The pigs gave up the day-long rooting and snuffling about and grew fat. Now, he explains, being smart animals they are simply attempting self-service, no doubt in the tradition of the owner's business.

If the marauders had quietly munched out of the garbage bins at the camp, there would not have been much fuss. But instead they have gone whole hog! The hungry humans are rudely shoved aside in the dining hall; ignored are the security checks at the door as tons of black flesh push to the front of the line. If not served pronto, in they go and find their own tucker.

Most of the camp residents and staff are Highlands men whose respect and reverence for the pig is unequalled elsewhere in Papua New Guinea. Therefore, they were shocked when one BCP manager suggested that a few kicks and whacks with a stick might persuade the visitors that they were not welcome. Anyway, the cooks are cynical of such mild deterrents. "See, it's not like having flies, rats or even cockroaches in the kitchen. These b---s are like elephants, they'd

stomp on you, beat anything to feed their faces", moaned one.

At the last food foray the numbers had risen to 30. For lack of defence, naked aggression and pandemonium, it resembled a rugby scrum.

The ominous feature of what would be just a funny story, is, that the pigs have spread into the rest of Panguna. A report came in from a fellow at Karoona Creek who likened them to dogs with their nosy habit of robbing rubbish bins and shedding fleas. A woman in the same residential area, fed up with her husband's Sunday afternoon snoring, woke him up. The snoring grew louder and after a search they found the culprit, a huge porker asleep under the house.

A shift worker was eating his dinner in Karoona Haus, the single men's quarters, the other night. He asked his companion to pass the sauce. This was done, which prompted our diner to ask politely if working on the ball mills in the concentrator made one's hands go that odd shape. The reply was a grunt!

After mutual discussions with BCP, the Moroni owners (now revealed as several) have agreed to mend the fences, round up the strays and employ a herder. But having tasted the miner's life, these wily chaps won't stay at home. Remember George Orwell's *Animal Farm*? His pigs led the way with superior brain power!

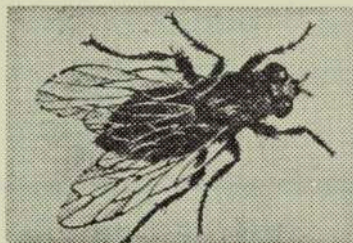
But, the pig challenge can be met by the mining skills, technology and managerial expertise of Bougainville Copper. The answer lies in the laws of supply and demand. Keeping in mind world food shortages and modern trends—why not a merger? In Panguna's vigorous productivity, there's scope for both pork and porphyry.

● Mr Nason Paulias, of Ratung village on the Gazelle Peninsula's north coast, left school at the age of 12 to be a teaboy on a plantation, but returned to school three years later and completed his education. Now he has been made acting Principal District Superintendent of Education. He has taught at Mendi and Madang and in 1969 spent 11 months at the Claremont Teachers' College in Perth. For the past three years he has been district superintendent in Manus, East Sepik and the East New Britain districts.

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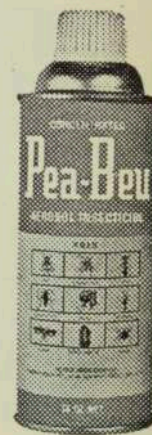
Four centuries ago flies were suspected of spreading tropical ulcers. Modern pathologists have proved they spread a whole list of infections, ranging from mild but unpleasant stomach upsets to infective hepatitis, bacillary, dysentery, typhoid and persistent amoebiasis. Worse still, flies transmit crippling scourges such as cholera, smallpox, poliomyelitis, ophthalmia and trachoma. A highly efficient method of fly extermination is to use powerful Pea-Beu aerosol insecticide. A few short bursts of Pea-Beu in a room will kill all flies on the wing. The permeating action of Pea-Beu also spreads into hidden corners of the room, thus eliminating any hidden insects.

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

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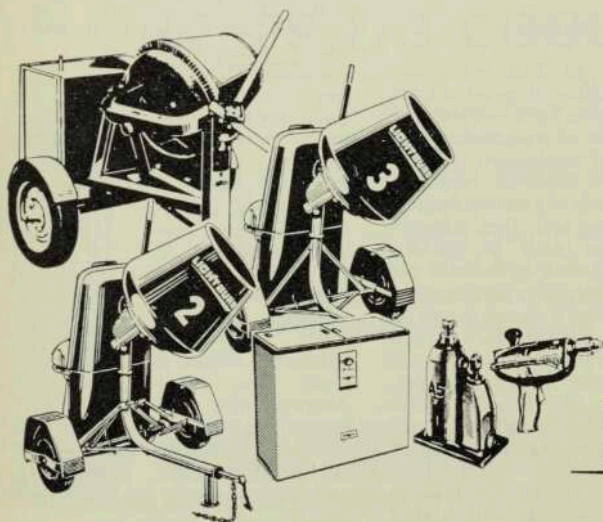
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In their own interest as well as for the good of the Islands, Burns Philp (South Seas), Pacific Island traders for 90 years, are pressing ahead with localisation measures.

Last year in Suva they selected eight school leavers to undergo an executive training programme.

Mr C. T. A. Black, manager of the Burns Philp South Seas division and a director of the company, says that the eight trainees were housed in bachelor quarters at the top of Waimanu Road, Suva, to provide a suitable environment for them. The quarters were supervised and each trainee was given his own room.

Some dropped out at the end of the first year but they have been replaced, the number of trainees for the moment being kept between eight and 10.

The trainees all attend the Derrick Technical Institute in Suva and, when not studying, they are paid to gain practical experience working in the merchandising, accountancy and other departments of Burns Philp stores.

"This is more a long-term type of training programme because the company won't feel any material benefits from it for a number of years," says Mr Black. "The scheme is quite expensive; it is costing the company about \$50,000 a year. But we feel we have an obligation to do this type of thing, not only for our own good, but also for the good of the country". The company is also training men for positions in the company's technical departments like the motor division.

Mr Black says that in Fiji today the staff of 2,100 includes less than 2 per cent expatriates. They were in positions for which no locally qualified people were available. These would be replaced in time.

Local men in top executive positions now include Mr Phil Best, general manager of Burns Philp (SS) Ltd, Mr Lili Damu, manager of the timber division in Suva, and Mr Ranjit Singh, company secretary.

Burns Philp also has a training programme in Fiji entitled, "Caring for People", a course developed by Australian management consultants, Talbot Smith and Associates. This



Students sponsored by Burns Philp are among those shown at the language laboratory of Derrick Technical Institute, Suva.

is geared to help employees become more effective in their work and for the company to get a better return from them.

Mr Talbot Smith went to Fiji to start the course and a Burns Philp man was sent to Sydney to learn how to conduct it. He is now back in Fiji lecturing company employees on business procedures.

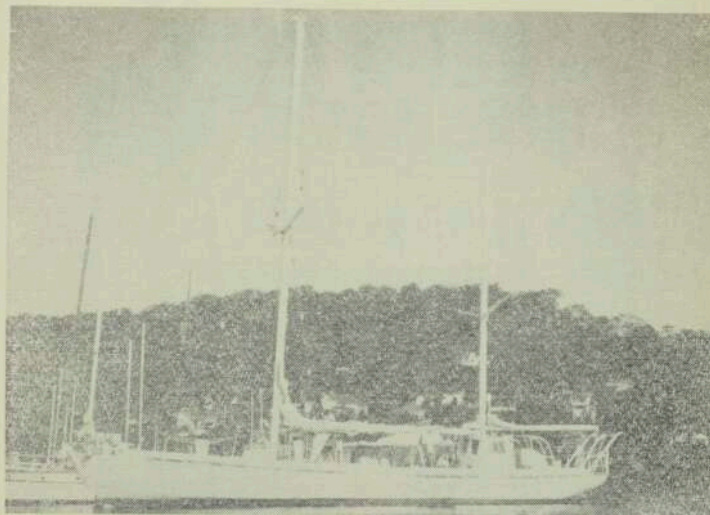
The course, Mr Black says, is primarily for people who, previously, had no chance to better themselves,

but who are of above average ability. Burns Philp has the Fiji franchise for this course.

In Tonga, Burns Philp has an entirely local staff, except for the manager at Nukualofa who is also general manager for Tonga. The accountant at Nukualofa, Mr Kalepi Tupou, gained his degree in Sydney. During the last year of his course Burns Philp employed him in their accountancy department in Sydney.

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indigenes we have," says Mr Black.

He said it had not been necessary for a training programme in Tonga similar to that in Fiji because Burns Philp did not have such a sophisticated operation there.

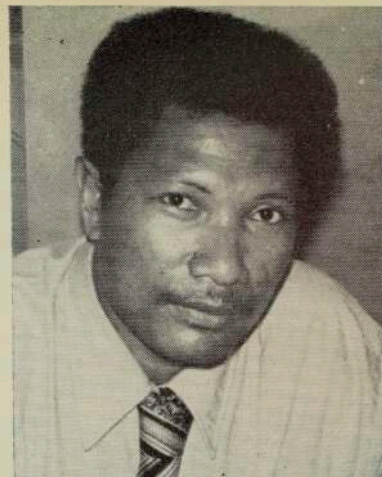
In Western Samoa the entire staff, except for the accountant, is made up of locally-born Samoan people. The staff training programme in Suva will eventually be extended to take in people from Western Samoa.

All positions of responsibility in American Samoa are held by expatriate staff except for a local man in charge of shipping.

In the New Hebrides where the French and British hold conflicting views on the future of the country,

Burns Philp has not started a staff training programme. But they are making a special point of giving more responsibility to local people who show they have ability and are willing to carry responsibility. There are no local people in senior positions in the New Hebrides.

Burns Philp also uses the Talbot Smith programme in Papua New Guinea where the government has laid down time-tables for replacement of expatriates in many types of work. These are all "lower down the line" jobs to supervisor level. Burns Philp have a crash programme for training local people for positions filled at present by expatriates. But it will be much longer before local people get into executive positions.



Mr Veari Ani.

Democrats in a business world

What impressed 26-year-old Veari Ani the most when he came to Sydney from Papua New Guinea for a seven-weeks course in business management was not the Harbour Bridge, or the tall buildings. It was the "happy relationship" between departmental heads in Burns Philp's branches, where he worked for four weeks, and the staff.

"What impressed me," he said, "was the way the bosses worked with the staff. There was no conflict between them. Sometimes, the bosses even served customers when none of the staff was around, which is something I wouldn't have seen back home."

Ani, who was educated at his village primary school in Hula and the high school, works in the business development section of the PNG Trade Industries Department. His department's main job is to show the local people how to run a business.

Ani, who also spent three weeks at the Australian School of Pacific Administration at Mosman, NSW, said: "I really appreciated the way people treated me. They were so nice and no one ever hesitated to answer any question I asked. This way of communication makes me feel happy all the time and helps me a lot in my management course."

A well-known soccer player at home, Ani was a member of the PNG team which toured Australia in 1968, and has also played in several international games.



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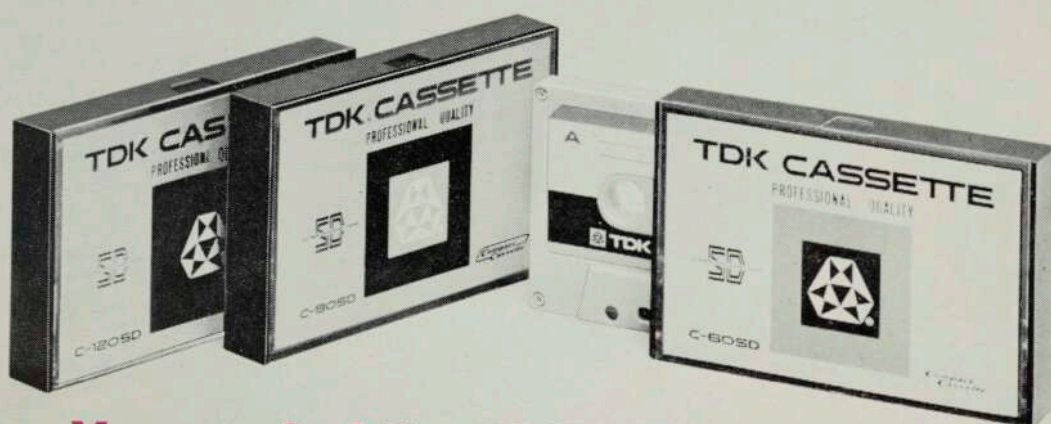
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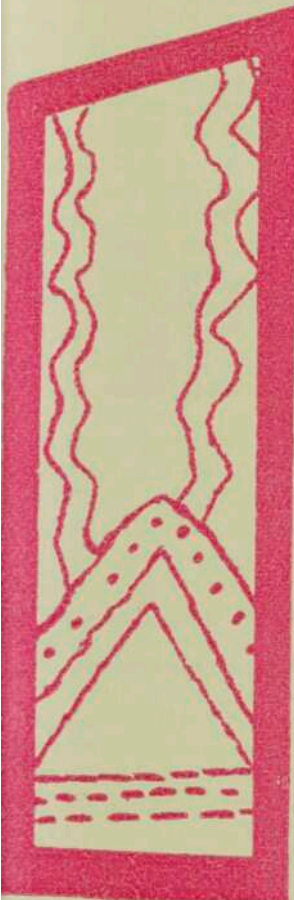
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JULY, 1973—PACIFIC ISLANDS MONTHLY

IT TOOK AN ELECTION TO BRING ANUTA INTO THE OUTSIDE WORLD

By RICHARD FEINBERG

Its participation for the first time in the Solomon Islands' general elections, in May and June, brought much more than usual attention to tiny Anuta in the Solomons' Eastern Outer Islands.

Anuta is a Polynesian outlier, approximately 75 miles north-east of Tikopia, and the easternmost of the Solomons' inhabited islands. It has been one of the most isolated Polynesian environments left in the world.

The island is low and volcanic in origin, hardly more than half a mile in diameter and rising to a height of only slightly more than 200 feet. The population comprises about 150 people actually resident and another 30 or 40 distributed between Honiara, the Solomons' capital, and the Russell Islands where they are working for Levers' copra plantations.

According to the island's traditions, the present inhabitants arrived around 14 generations ago in two canoes, one from Tonga and the other from a place called Uwea, which is probably Uvea or Wallis Island.

The Tongans, Pu Kaurave, and his son, Ruokimata, were the first two chiefs. Ruokimata, however, had no male offspring, so the chieftainship was transferred to Taroaki, the son of the Uwean immigrant. The present chiefs are contemporary representatives of this line.

Two generations after the first canoes came two more, one from Samoa and one from Tonga. The Tongans are still represented, but the male side of the Samoans was wiped out when chief Tearakura and his brothers, in the sixth generation, slew the whole population but for some immediate family, referred to later. A final immigration from Rotuma, about six or seven generations back, completes the genetic picture if local traditions are to be believed.

Throughout the ages there has been contact between Anuta and its nearest neighbour, Tikopia. The original inhabitants of Anuta are said to have died out as the result of a cyclone followed by drought and famine.

Oral tradition on Tikopia and later on Anuta says that the disaster resulted from a dispute with an ancestor of Tikopia's Number Three chief, the Ariki Ta'imako, who called on the spirits to bring the disaster upon the Anutans.

In later times, there were Tikopian

raids on Anuta but they were successfully fended off, and most of the contact seem to have been pleasant. The two islands today are culturally similar, their languages are mutually intelligible, and there has been a good deal of visiting as well as inter-marriage and trade throughout the generations.

With the advent of more frequent calls by government ships, visiting has increased. Yet there have been several voyages in native canoes since World War II, the latest taking place as recently as the mid-1960s.

Over the generations there have been visits from other islands such as Nanumea in the Ellice group and Taumako in the Duffs, but they appear to have all been hostile (or at least regarded as such), quickly repulsed, and to have left no lasting mark.

There have been contacts with European ships for about six or seven generations. These generally stopped to obtain fresh fruit or recruit labour, and as there was no threat of their staying on the island to compete with the natives for control of its resources, relations were usually friendly. Nevertheless, there are reports of two ships

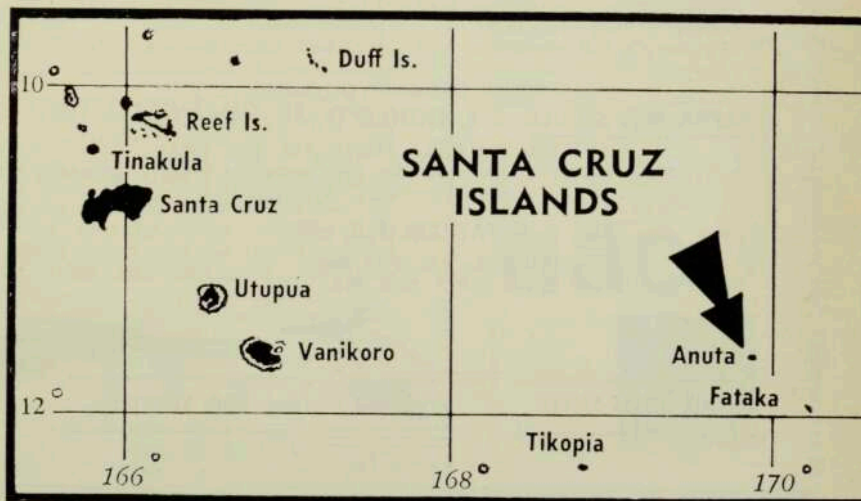
having been attacked by the Anutans and their crews slain.

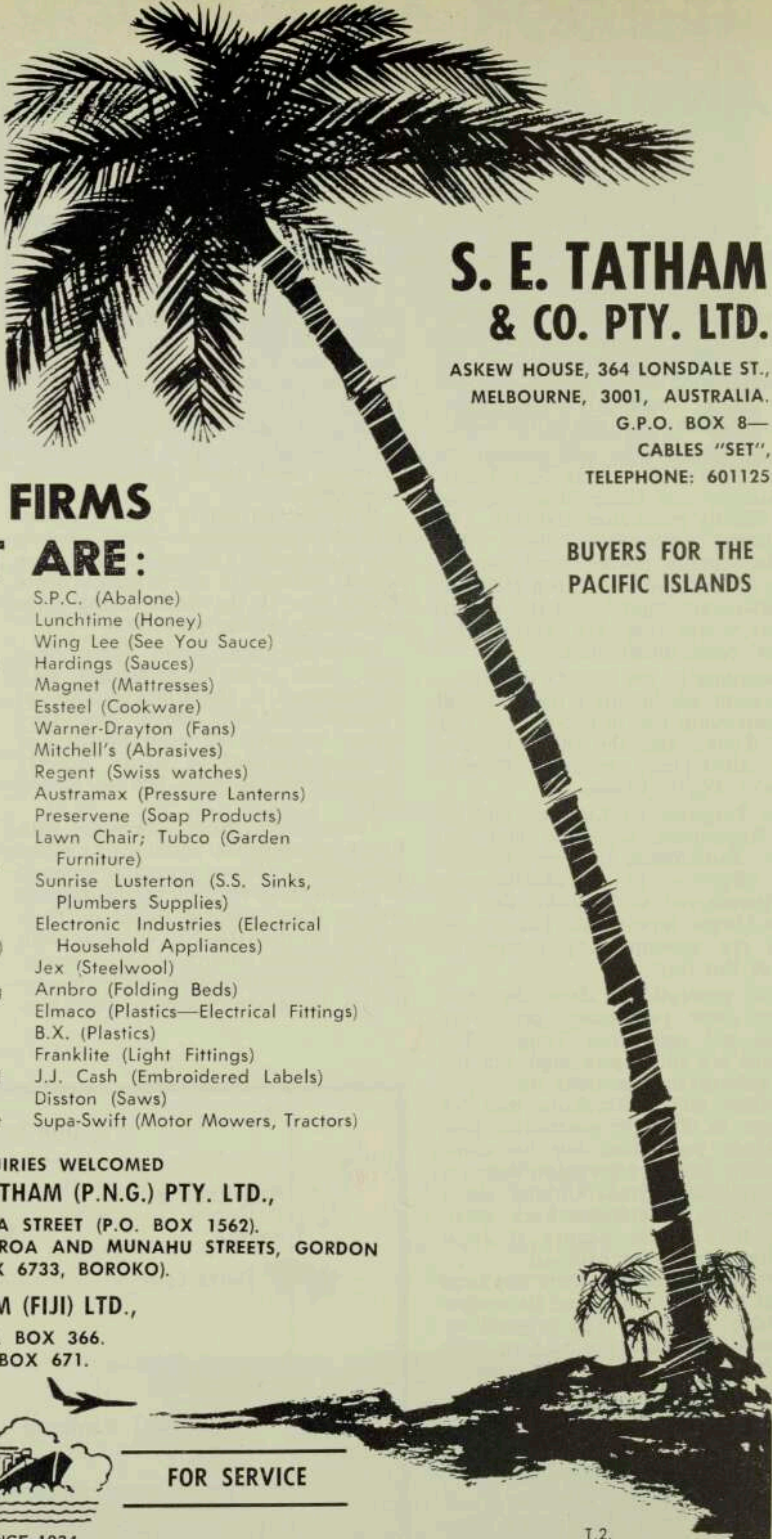
The Anglican Church in the form of the Melanesian Mission is said to have come to the island in 1916 and been followed by immediate and complete conversion. Anuta is now as devout a Christian community as one is likely to find and the church plays a major role in the economic and political life as well as the life cycles of individual islanders. The greatest changes have taken place through the church's Western influence.

During World War II they had contact with American warships, one of which remained at the island for several weeks. Many of its crew spent a good deal of time on shore.

Recently, contacts with the outside world have become more frequent. Government ships call every few months, there are sporadic visits from Japanese, Formosan, Korean and Chinese fishing trawlers, and in the past two years there have been short visits from one Russian and two American research ships, yet two or three months often go by without any visit from the outside.

There is one radio receiver on the island, used for picking up local ship-





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Anuta joins the world

ping reports from BSIP's broadcasting service, and a two-way radio capable of making contact with the district sub-station at Santa Cruz, 250 miles away, was operating during about half of my stay.

Despite conversion, no one, including the catechist, has the slightest doubt that the traditional deities exist and respond to the performance of kava rites. There is still universal agreement that the bush is inhabited by spirits which wander about frightening people at night. And outside the sphere of religion traditional customs remain extremely strong.

Along with Tikopia, Anuta is unique among the Solomons in that it is still ruled exclusively by traditional hereditary chiefs. There are four *kainanga*, or major corporate groups, whose members are determined primarily by descent through the male line from a group of three brothers and one brother-in-law who slew the rest of the island eight or nine generations ago.

Aside from being stripped of its religious functions, the *kainanga* system appears to be little changed from former times. The system of rank and honour remains strong although there is a sense of modesty in interpersonal relations which may not have been there before the church.

A type of extended family rather than the common nuclear family of European society is the elementary social and economic unit. And a classificatory system of kinship according to which everyone living on the island is both termed and treated as a relative remains perfectly intact.

Along with their physical isolation and cultural conservatism, the Anutans are a fiercely proud, self-reliant, and independent-minded people. Despite a devastating cyclone in February, 1972, which destroyed much of the island's food supply, they rejected a shipment of government relief supplies out of fear that it would be used to undermine their own sovereignty.

One of their greatest worries is that the central government will attempt to impose a tax on the island. They recognise the existence of a central government and appreciate its shipping service, medical assistance, and the opportunity it provides them to go to Honiara or the Russell Islands to engage in wage labour.

Most adult males have at some time in their lives taken advantage of this opportunity for at least short periods, and when I left there were perhaps three dozen people living off Anuta.

Yet they hardly even consider

themselves to be part of the Solomons, a fact which is reflected in their very language. When an Anutan travels to the Eastern District headquarters at Kira Kira (on San Cristobal, or Makira, in the main Solomons chain), or any point further west such as Honiara or the Russells, he is said to have gone to Solomon as opposed to someone who has spent his time on Anuta and Tikopia.

Only two people on the island speak any proper English and no more than a small handful speak reasonably good Pidgin (the Solomons' *lingua franca*).

In December, 1972, the four Tikopian and one Anutan chief (the second Anutan chief at the time was visiting relatives in Honiara and was unable to attend), at the personal invitation of the district officer, attended a local government council meeting in Santa Cruz, and agreed for the first time to allow the people of the two islands to register and vote in the general elections. This is clearly a step towards integrating Anuta into the Solomons, and as such is an important development.

Nevertheless, the Anutan people when I left had little idea of how the government is organised and functions, much less the issues which were facing the electorate and the personalities likely to be vying for Government Council seats.

Hence, the Anutan's voting in the election, while perhaps a significant symbolic act, is from the practical point of view of directing the running of the government, of little value.

It is a first step, but a great deal of time, patience and effort, especially in the realm of education, will be necessary before this tiny Polynesian island can be brought into meaningful participation in the political processes of the Solomon Islands.

UNITED CHURCH'S APPEAL

The United Church in the Solomon Islands may have to curtail some of its work, and perhaps even close some of its smaller clinics because of the rising cost of living, demands for higher wages and the increasing cost of drugs and equipment. This possibility can only be averted if more interested groups of people will help to bear the financial burden, says the medical superintendent of the Helena Goldie Hospital, Munda, Dr F. Guard. He said the work of the United Church would not be possible without "tremendous financial assistance" from the Lepers' Trust Board of NZ.

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They want to waive the rules in order to rule the waves

Fiji has a common cause with Indonesia, the Philippines, Mauritius and Papua New Guinea—how to exercise greater control of the waters of an archipelagic state. A case is now being prepared to go to the United Nations conference on the law of the sea in November.

Fiji's Attorney-General, Mr John Falvey, raised the matter for informal discussion at a recent Commonwealth law ministers' conference in London, and was promised British Commonwealth support for the principle of archipelagic control. At present, the generally accepted international law confines control of the sea within a three-mile limit round each island.

Australia, on behalf of Papua New Guinea, is expected to join Indonesia, the Philippines, Mauritius and Fiji, in urging the United Nations to adopt the archipelagic principle.

Three basic principles in the archipelagic theory are:

- A state may draw straight base-lines connecting the outermost constituent islands and dry reefs and may use the lines for extending the territorial area;

- Waters inside the baseline belong to the state;

- Innocent passage of foreign vessels will be allowed according to national law, and current rules of international law and in fixed sea-lanes.

For Papua New Guinea, adoption of the archipelagic principle would cover waters between the mainland and the outer islands, from Manus to Bougainville. In Fiji, the rule would give the government control of the 50 mile stretch between Viti Levu and Kadavu. There would also be control of the waters of the Koro Sea, through which international sealanes pass.

The countries concerned would have exclusive rights to exploit marine resources, fish and seabed mineral and petroleum resources. They would be able to control security and pollution. Foreign vessels using these waters would be subject to police and customs requirements in the public interest.

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* Footnotes

DUE to the exigencies of editorial and printers' deadlines, my June Footnotes were despatched before the House of Assembly's Speaker, Barry Holloway, returned from an African tour with something to say on the same subject, namely, local government.

If press and radio reports of his views are to be relied on, he and I seem to be in agreement on one point—that the present local government system should be scrapped.

We also seem to agree that there should be local government at what he calls "community" and I call "village" level. In rural Papua New Guinea these two terms may be regarded as synonymous in most cases. Exceptions would be in re-settlement areas and perhaps in situations where the people of a cluster of hamlets comprise a single community.

Where we differ, if I have understood him correctly, is that Mr Holloway would not have intermediate level decision-making bodies between the community or village on the one hand and central government on the other.

He appears to envisage that community councils would make their plans and then go to sub-district or district administrative headquarters to plead their cause and obtain the green light and the wherewithal to carry out those plans.

Experiences in the past lead me to suspect that they would be told to come back next week, or perhaps to go home and wait to be called. And they would wait a long, long time. I am irreverent enough to suspect also that the brown kiaps of tomorrow will procrastinate just as much as the white kiaps of yesterday did. And inevitably so if they are merely the agents of a remote, centralised decision-making process.

I continue to maintain, as I have always done, that the establishment of intermediate level decision-making bodies is the only way in which there can be any hope of establishing national unity in Papua New Guinea without bloodshed.

The question then arises, at what level? Some years ago I advocated a level between that of our

WHO'S TO MEDIATE BETWEEN MORESBY AND THE VILLAGE

present districts, of which there are 18, and that of our present regions, of which there are four.

Borrowing a term from Dr John Guise I suggested that these units might be called "provinces".

Nothing came of the idea, largely, I think, because at that time the tide of opinion was running strongly in the direction of centralisation. Now time has run out on us. It is too late to devise and establish new units, and we have to choose between district government and regional government.

My own thinking has moved in the direction of a rather reluctant acceptance of the concept of district government. But I have noted within the last few days that a well-known and highly regarded New Guinean, Waterhouse Woiwoi, has made a submission to the Constitutional Planning Committee favouring a regional rather than a district level of intermediate government.

I can only hope that the committee has accepted in principle the concept of intermediate government, and is prepared to keep an open mind about the level at which it should be established until it has completed its grand tour.

When Osmar White's *Parliament of a Thousand Tribes* was first published in 1965, I shied away from it, repelled by what I felt to be the journalese tang of the title. However, when it reappeared recently in an updated paperback edition, I decided to risk the modest sum of \$1.75 on it.

I was subsequently very glad I had done so, for I found it to be a book well able to hold its own alongside others of the same genre, such as Souter's *Last Unknown* and Ryan's *Hot Land*,



WITH PERCY CHATTERTON
in Port Moresby

and definitely an easier book to read than either of them.

In a sympathetic chapter on Indonesia, White points out that the Indonesians have made their slogan of "Unity in Diversity" work by accepting "the premise that diverse communities were entitled to order their own business of daily living according to their own cultural traditions. A central 'national' government required merely that they should acknowledge the confederation of all Indonesian communities, pay tribute where necessary to protect the confederation from foreign interference and exploitation, and refrain from forcible intervention in the affairs of neighbouring communities which might have different standards".

White adds, "Any form less totalitarian at the federal level, or less permissive at the village level, would have blown the Republic apart".

I find myself wondering how the practice of putting mountain pagans into pants and building mosques for coastal Christians, which is what is reported to have been happening in Irian Jaya, can be fitted into this rose-tinted picture. However, the concept, even if it is not always perfectly practised by its progenitors, is attractive; and Osmar White is probably right in suggesting that Papua New Guinea may have more to learn from the Indonesian than from the Westminster model.

FOR a couple of years, from 1968 to 1970,

I used "Niugini" in this column as convenient shorthand for the clumsy "Papua and New Guinea", which was then the country's official name. Then "Pagini" enjoyed a brief blossoming. Finally, or as it now seems semi-finally, the House of Assembly rejected both "Niugini" and "Pagini" in favour of "Papua New Guinea". Now "Niugini" appears to be staging a comeback.

It has been chosen as the name for PNG's National Air Line, which is to be called "Air Niugini"; and there are strong rumours that the National Coalition Government intends to try to persuade the House of Assembly to adopt it as the name of the country.

The spelling "NIU GINI" has a long history. It first appeared in print in a series of school books in Motu, prepared by Rev W. G. Lawes and published by the London Missionary Society in the 1870s and 1880s, and was in common use all along the southern coast of what was then British New Guinea till Australia changed the name of its newly-acquired colony to "Papua" early in the present century.

It is not, as has been wrongly asserted by some, the Pidgin spelling of New Guinea. This

is "Nu Gini", a spelling which no doubt derives from the fact that most of the pisinophiles in post-war New Guinea have been Americans. They wrote NU because they pronounced it NU—as in Noo Yark.

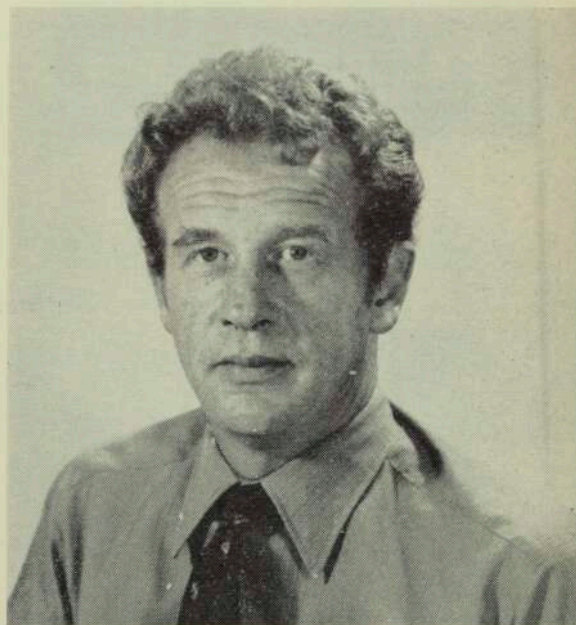
It is true that Father Mihalic, in the latest edition of his famous dictionary, admits "Niugini" as an alternative spelling—but grudgingly, in small print, and with obvious disapproval.

So Papuans, faced with the prospect of having their identity submerged in a wider one, can at least take some comfort in the fact that the new name for their country, if "Niugini" is indeed adopted, is of Papuan, not of New Guinean, origin.

I WISH that a happier simile could be found for the process of nation building than that used by one participant in the recent Waigani Seminar, namely, the word "weld".

The process of welding calls for the application of very great heat, and if steel could talk I think that it would tell us that being welded is a most unpleasant experience for the material subjected to this process.

I would not like to see my Papuan and New Guinean friends being welded into a nation or into anything else, particularly if the job is to be done by PIR welders.



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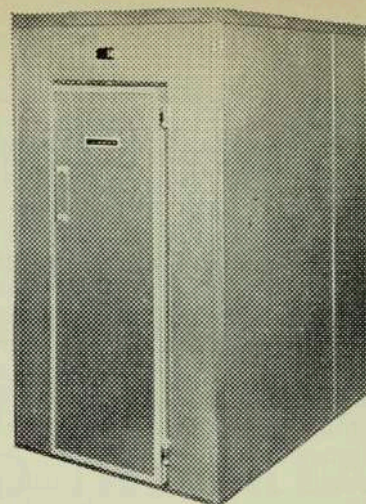
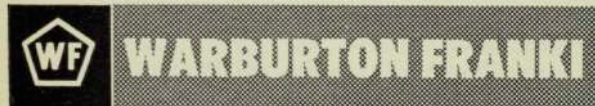
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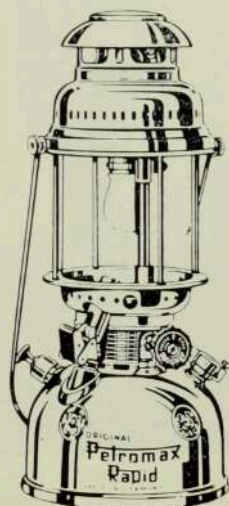
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Atiu—it's the problem island of the Cooks

From W. H. PERCIVAL in Rarotonga

Atiu Island, an 11 square-mile hunk of rock, soil and sand, supporting a population of 1,460, is one of the small Cook Islands that is giving the Cooks' Premier, Albert Henry, and the New Zealand Government a headache.

The problem is: Do we, or do we not, build a harbour for Atiu Island?

Atiu became important last year when a corporate farming scheme for pineapples was established there, replacing the citrus fruits that had been the island's major exports for the last 20 years. Atiu's pineapple crops are of major economic importance to the Cook Islands—The Cooks' economy needs all the support it can get, and the fruit juice canning factory on Rarotonga, Island Foods Ltd, needs far more pineapples and citrus than it is getting now. New Zealand could also use more Cook Islands' fruit.

But to export Atiu's pineapples a good harbour is needed. Atiu is of volcanic origin and has only a few small boat passages in its surrounding coral reef. Past experience has proved that it is impossible to load visiting ships from these passages during rough weather.

Early in 1972, a group of local businessmen visited Atiu to look at its pineapple industry. They were enthusiastic about the way the land utilisation scheme was working there, but were concerned about the delay in starting harbour improvements.

"The existing cut in the reef with its protective concrete walls is completely inadequate," Mr Bob Boyd, one of the businessmen, said. Nothing more was heard of the matter until Premier Albert Henry answered questions on the subject, posed by the Member for Atiu, in the Legislative Assembly Chamber in late March. Mr Henry said that New Zealand had given the Cook Islands \$30,000 for the development of Atiu Harbour, but that this had proved to be insufficient. The money has not been used.

A plan for the harbour had been prepared by the Cook Islands civil engineer after he had made an inspection of Atiu, and it would cost \$76,000 to carry his plan out.

The Cook Islands Government had then asked New Zealand to send a civil engineer to make another estimate. At that time NZ had no

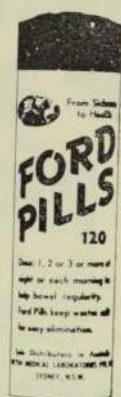
engineers to send, so the Cooks Government enlisted the help of two UN engineers who were in the Pacific area at that time. The two engineers went to Atiu and then on to Bangkok where they completed their plan, which will cost more than \$400,000.

Both the NZ and Cooks governments thought this amount "a bit ridiculous," so NZ sent its top

Ministry of Works man, Mr Haliburton, to Atiu to do another estimate. Mr Haliburton's harbour plan would cost \$380,000.

All this was a bit staggering, and the matter came to a full stop until the visit of NZ's Prime Minister Norman Kirk and Minister of Island Territories, Mr Phil Amos, to the Cooks in late April. Mr Amos visited Atiu and said he was impressed with the pineapple growing there. But he didn't say much else.

Late in May the New Zealand Government asked for certain additional information and for tests to be done locally. A team of NZ engineers is expected to make a final survey in July.



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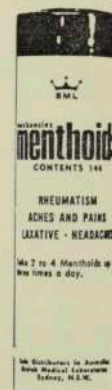
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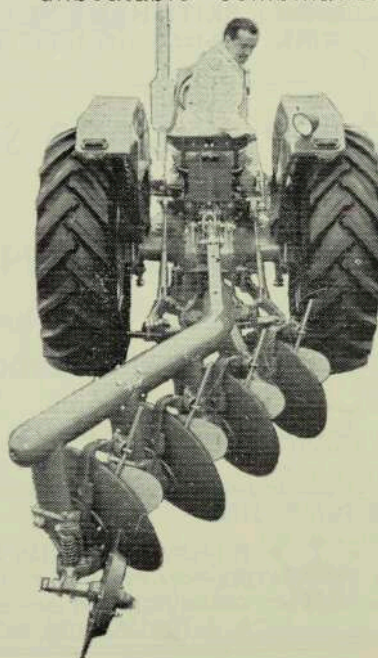
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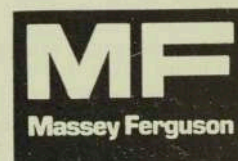
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From the Islands Press

From the Samoa Times:

After two songs were broken by a stuck needle on Wednesday night, the 2AP announcer apologised for the interruption. However, listeners have been arguing about precisely what she said. Some maintain that the announcer said, "We apologise for that scrappy programme". Others argue that the announcer, in her usual grating voice, had said "scratchy not scrappy". If anyone was listening to the same programme please write in and give us what she actually said as our listeners have taken a bet on it and would appreciate help to settle the argument.

From a letter by Sam Tranter in the Atoll Pioneer, GEIC:

This letter is written to suggest to motorists and motorcyclists in particular, that they observe courtesy and slow down to 20 mph in the built-up areas where villages are located. Saying "I'm sorry" to the relatives of a dead person is of very little value. To the authorities I suggest that fresh signs be put up to remind all persons that Speed 20 is a good slogan to go by when passing through populated areas.

Extract from an editorial in the Tohi Tala Niue:

We want electricity, better roads, better housing, a car, a motorcycle, a radio and all the paraphernalia associated with progress. If you do, then get off your fat posterior and do something about it!

Extract from a letter in the Tohi Tala Niue:

Your last week's editorial leaves a lot to be desired. Have a go at your own people by all means, but leave that obscene language out of it.

From the New Hebrides Group radio news:

A very big feast was celebrated recently at Marae village on Emae for their new water tank. Report from Mr Kalo Tisomare says the people of the village were very pleased to get clean water for drink from the tank.

Extract from report in Micronitor about United Nations Visiting Mission:

Students poured in with ideas, comments and criticism. A few days later, a letter was sent to the local newspaper by a political science professor from the university, who doesn't know much about the Micronesian issues and always brags in his classes came out openly and publicly criticising heavily on the Micronesian students saying that Micro students are anti-American, but like the American money. He said that as long as the Micros, students and otherwise, accept US dollars, then we must assume they really want us (the Americans with their dollars) to stay around and knocking the US is only a pastime because teachers are not keeping students busy in studies—it is a pastime used by all buffoons.

From a letter by Peter Kundulu of Goroka in the Highland News:

I personally think Goroka is an expensive town. I think businessmen who own big shops prevail themselves to be proud of what they sell in their shops. They sell them at higher prices and expect to make a fat profit in a minute. Another minute later they invest their money in Australia and when they get back they can buy very expensive cars made by Rolls Royce. They never think of people who are earning a living at local officers' rates. . . .

From the Samoa Times:

A cost conscious taxpayer has estimated how much one hour's holiday by the public servants yesterday to watch the Maori All Blacks would cost the taxpayer. At an average of 50 sene an hour for each of the 3,000-odd workers, taxpayers will fork out \$1,500 for the holiday. I wonder if that's enough for one toilet and shower for the boys at Apia Park.

From the Samoa Times report of Maoris v Western Samoa Rugby test:

Police had to restrain the mother of one of the (Western Samoa) players who tore on to the field with a stick because Barber roughed up her son.

From a letter by J. Taberannang Timeon, in the GEIC Atoll Pioneer:

Mr Kirimaua . . . suggests that members of the public should try and make the labourers happy by being cheerful when they encounter them at their various points of duty or work. And how do we do that? Simply by waving to or smiling at them, and I suppose the reason being that our waving or smile will convey to these hard working people our deep and human appreciation for the work they are doing for the good of society—the kind of work that people in glasshouses wouldn't like.

Advertisement in the Tonga Chronicle:

REWARD. A small two-foot aluminium step ladder (Tu'unga) was taken from Tangaloa's fale, Ha'ateiho on Saturday. It belongs to Queen Mata'aho. \$5.00 reward, for return of tu'unga. No questions asked. TANGALOA.

A letter by Disgusted in the Norfolk Islander:

I sincerely hope that the five or so people who distorted and twisted the facts and put forward the "no" case in the referendum on the Quarantine Station issue are now fully prepared to accept the responsibility for their action—firstly, in what they have done to the lives and prospects of the farming community of Norfolk Island, and what they have done to the future of primary production itself. Secondly, as the island produce declines and the cost of living rises, I hope they will also be prepared to make up the quarter of a million dollars in revenue that has now been lost to the Norfolk Island Administration. Mr Gee has recommended that the Quarantine Station now be placed on Christmas Island. I suppose our loss is their gain. What a gain—and what a loss.



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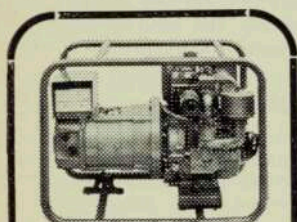
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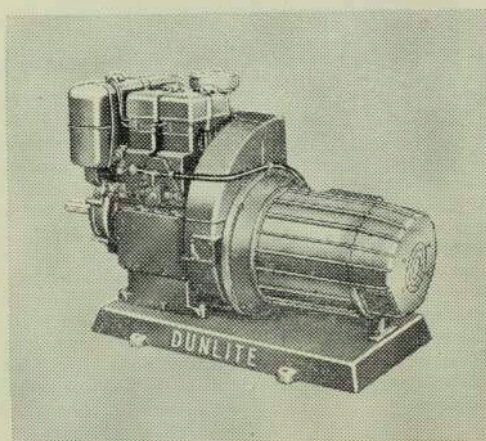
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Magazine Section

Kwaisulia, Malaita big man

By JIM BOUTILIER

Solomon Island society of old was essentially egalitarian. Almost any man who worked hard, distributed his wealth, fulfilled his obligations, and enjoyed *mana*—that good fortune bestowed by the spirits—could rise to become the acknowledged leader or big man of his clan or village. Few figures in Solomon Islands' history exemplify this fact more vividly than Kwaisulia, the big man of Ada Gege in the Lau Lagoon of north-eastern Malaita.

North Malaitan social structure was based on patrilineal descent and the institution of the chief; an exception to the matrilineal organisation prevailing in most of the archipelago. Thus, though he was related to the chiefly family of Sulu Fou, Kwaisulia was ineligible for the position of chief because the connection was on his mother's side. He was forced to acquire power by other means.

He began by recruiting for service in Queensland as an indentured labourer in 1875. The schooner that carried him away was the *Bobtail Nag* from Brisbane. Her captain had just taken off the castaway, John Renton, a Scotsman, who deserted with four others in 1868 from an American ship taking on guano at McKean's Island in the mid-Pacific. They drifted ashore on Malaita and while his companions were killed by the Manaoba people, Renton was spared on account of his youth.

He came to be adopted by Kabau, the chief of the artificial island of Sulu Fou, and, by conducting himself in a helpful and unobtrusive way, he survived until his rescue. It seems likely that Renton was probably the figure upon whom Joseph Conrad based his character, Renouard, in the short story, *Planter of Malata*.

Kwaisulia worked for six years in

Queensland, probably in the Rockhampton district. During that time he became fluent in pidgin English, a facility which assisted him in becoming a powerful "Passage Master" on his return to Ada Gege.

Because of the multiplicity of languages and dialects in the Solomon Islands, labour recruiters, engaging men to work in Queensland or Fiji, came to rely heavily on the services of islanders who could act as interpreters and procurers of labour.

When a labour vessel came to anchor in a "passage", or spot on the coast where recruiting normally took place, the passage masters, like Foulanger of Walande Island, off south-eastern Malaita, or Mahooalla, alias "Billy Langa Langa", of Mgwai Fou, would come aboard with eager recruits.

Kwaisulia acted with great confidence and authority; persuading, cajoling, and enticing saltwater people and bushmen to engage. In some

cases, he convinced the skeptical or wary that his association with the Europeans would guarantee them favourable treatment, while, in others, such as the voyage of the schooner *William Manson* in 1894, he appears to have forced bushmen to recruit.

W. T. Wawn, an experienced labour recruiter, alleged that Kwaisulia and Foulanger were "simple crimps" who sold islanders to the highest bidder, but there seems little evidence to that effect.

Kwaisulia was handsomely rewarded for his services as an interpreter, procurer, guide and liaison. He took his share of trade goods from the recruits, received a commission from the recruiters, and levied a tax on the returns. As a consequence, his stronghold at Urassie Cove came to be well stocked with guns and ammunition, in addition to the usual supplies of tobacco, calico, mirrors and axes.

With these firearms Kwaisulia established himself as a *ramo* or great

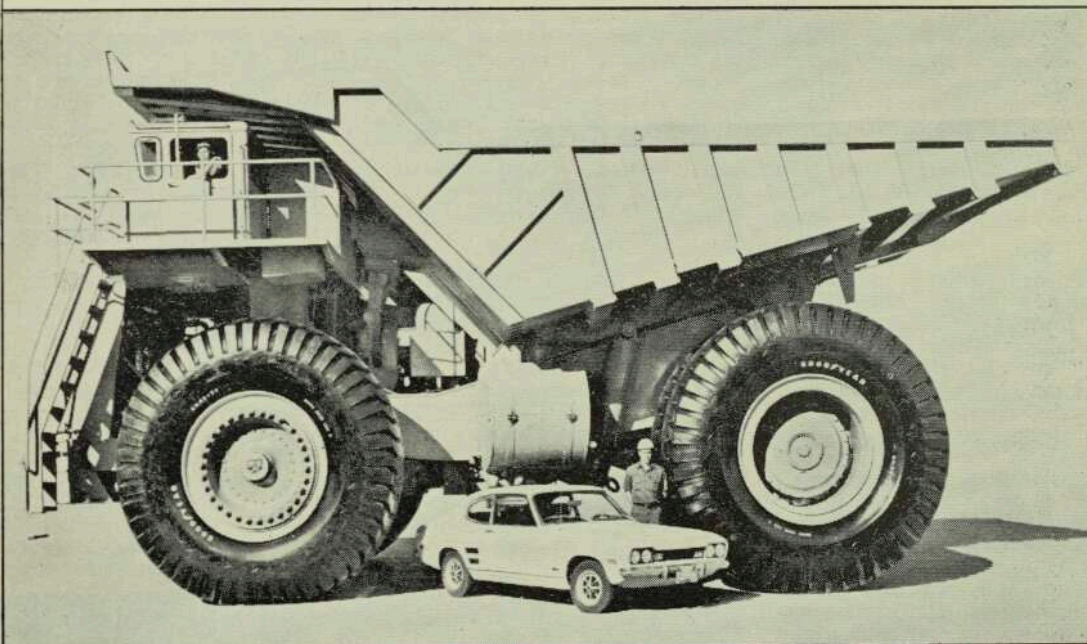


This is Stephen Galimama, of Sidu village on north Malaita, who was recruited for work in Queensland in 1905, possibly by Kwaisulia himself. Stephen was in Queensland until 1909 and then worked in a hotel in Suva, Fiji, until 1915.

Photo: Denis Fisk.

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warrior, responsible for defending the interests of his people. His name, which means to "cut bits off", denoted the fate of his victims who were bound and cut to pieces while still alive.

Slowly and steadily his prestige grew as he extended his power and authority over northern Malaita.

His greatest enemies were the neighbouring Manaobans. He fought them several times and at one stage succeeded in over-running the island of Fuana Fou and installing his nephew "Jackson" Kaa as chief.

When the Manaobans, in turn, secured a number of modern rifles from a Samoan labour ship and seemed likely to achieve military ascendancy, Kwaisulia requested that Ada Gege be annexed by Fiji.

Jock Cromar—that "derelict of the labour trade", as Charles Woodford, the Resident Commissioner for the Solomon Islands, described him—related the story of how Kwaisulia had offered to supply 50 fighting men to attack the Manaobans after they had treacherously murdered Armstrong, the government agent on the schooner *Ariel*.

The Sinerango people had put up a large quantity of shell money in return for a white man's head, and, when the Manaobans delivered Armstrong's skull, Kwaisulia allowed them to cross the Lau Lagoon, where his power was absolute, without complaint because they were tambu and thus inviolate.

Cromar declined his offer of assistance and when he went ashore to recover the government agent's personal effects he found that the little finger on the dead man's left hand had been cut off in order to remove his signet ring. Twenty-two years later the ring found its way into the possession of the trader, Norman Wheatley, the uncrowned "King of New Georgia".

At the height of his power Kwaisulia's authority extended throughout the northern half of Malaita and possibly even as far as the Maramasike Passage. It is said that he could put 1,000 spearmen in the field and his command of events over a wide area was impressive.

In 1902 he ordered his son, who was known from his service in Fiji, as *Kaiviti*, to seek out two murderers who were hiding in the bush south of Ataa. The fugitives had hitherto eluded Woodford's assistant, Arthur Mahaffy, and when they were captured the latter expressed his surprise and admiration.

"It is quite plain", he wrote, "that Quisulia is able to keep order in this district and I impressed upon him



When Kwaisulia was at the height of his power, it was said, he could put 1,000 spearmen into the field. They would look like the Solomons spearmen in this picture taken long ago after a foray to a neighbouring island.

that he would in future be held responsible for the peace of this part of Mala (Malaita).

There is probably no other chief in the island who could send nine or 10 miles down the coast and effect, without any disturbance, the arrest of two malefactors who do not belong to his tribe. . .

The end came dramatically. One day in 1911 Kwaisulia was fishing with dynamite. The fuse failed to sputter and when he held the charge up to his ear it exploded, blowing him to pieces. "A clearer case of effect following cause", Woodford ob-

served, "it would be difficult to imagine".

However, five elders of Ada Gege convened in secret session and determined that an old man of the island had brought about Kwaisulia's death by giving him a charm which made him deaf.

Kwaisulia was a product of his age. The labour trade permitted him to achieve great prominence by exploiting his skills as in interpreter, manager and warrior. In so doing, he overshadowed the legitimate chiefs of the Lau Lagoon and became the foremost big man of Malaita.



The GEIC is losing no time in issuing four new stamps for Christmas. The four stamps, pictured here, are due for release on September 24. But collectors of first-day covers who want a closer link with Christmas will have to wait until after Christmas Day. It is planned to issue first-day covers bearing the four stamps from Christmas Island on Christmas Day, that's if shipping schedules permit. The design on the four stamps is the result of a competition held in the colony and the artwork was completed by the well-known "stamp artist" Miss Jennifer Toombs who has designed many stamps for the Pacific Islands territories. Scenes set in the outline of a chambered Nautilus shell are from the left, an Ellice girl dancer, a canoe in a lagoon, evening over an atoll and Christmas Island

Was there ever a more volatile crop (marketwise and sometimes politically) than sugar. Twenty years ago there was a glut world-wide, and but for the British Commonwealth Sugar Agreement, Fiji growers would have had to take bedrock prices. Now, prices are at the other end of the scale, but with Britain in the Common Market, there is apprehension about stabilised prices, in spite of assurances.

Sugarless Western Samoa 20 years ago was enjoying record trade and there were abundant signs of great prosperity. But there was a fly in the ointment—there was an acute shortage of beer. Not a bottle could be obtained from the Government Stores at any price. The NZ administrative authority had complete monopoly over the supply, and only persons approved by officials could receive alcoholic beverages—when they were available.

Yesterday

Qantas has been out of Papua New Guinea for many years, except for touching down at Port Moresby on Australia-SE Asia flights. But 20 years ago Qantas was the main carrier in the territory and made news when it withdrew the reliable old DC3s from the Sydney-Port Moresby run and replaced them with Sandringham flying-boats to operate twice a week, with one service going on to Rabaul. Also in the flying-boat game, TEAL (now Air-NZ) was forced to delay for a month a service it proposed to launch in July, 1953, between Laucala Bay, Suva, and Tonga. Now, the last flying-boat will soon be withdrawn from South Pacific services—that operated by Airlines of NSW between Sydney and Lord Howe Island.

The Mayor of Lautoka, Cr S. Hollander, was described by a fellow councillor, C. A. (Gerry) Adams as a "would-be basketball dictator" for denying a women's basketball team the right to use Churchill Park unless the team affiliated with the Fiji Basketball Association. There was a stormy debate and the council, by six votes to four, carried a motion of no-confidence in the mayor. The Mayor refused to resign and the six councillors who opposed him threatened to boycott future meetings till he did.

The defeat 20 years ago of a member of the Cook Islands Legislative Council, Mr W. H. Watson, was attributed to a rather extraordinary system of voting. He had lived in the Cooks for many years and was an unsparing critic of the administration. PIM suggested that the bureaucrats had "ganged up" on him, and openly advocated the candidature of two of his rivals. As 72 of the 134 voters on the European roll were officials or their wives, Mr Watson was evidently at a disadvantage. It was suggested that no European should have the right to vote until he (or she) had lived there for three years (12 months was then the qualifying period). They also suggested that Euronesian (part-European) wives of European residents should have the right to vote for European candidates for the council. They believed that NZ public servants, and their wives, in the Cooks for three-year terms, had an overwhelming voice in local affairs under the voting arrangements.

The Fiji-Indians were the butt of much criticism for their lack of military effort during World War II. So it was with some pleasure that their critics noted five of them joining the Fiji Battalion fighting the communists in Malaya, with another five soon to follow. There were a number of Indians willing to serve, but among the non-Christians the question of food was a problem. It was a problem which could not be overcome till there were enough Indians to form at least a company so that they could have their own food and their own cooks.

Australia is hell-bent on forcing self-government, soon to be followed by independence on Papua New Guinea, as were what PIM called "the extraordinary crop of sociological nuisances and banner-waving cranks produced by World War II" 20 years ago. Talking about native advancement in the South Pacific PIM said Melanesians would not reach the Polynesian stage of development for a long time; and the responsible Europeans in charge (the British in Eastern New Guinea and the Solomons, the French in New Caledonia and the Dutch in Western New Guinea) should be left alone to carry out their duties during this period of transition, without interference . . .

Suva's old Melbourne Hotel, a wooden building in danger of falling down, was advertised for sale 20 years ago. It was believed that part of the property was to be taken over under Suva's town planning scheme to widen MacArthur Street. Well, the hotel was pulled down in 1972, and is being replaced by a multi-storey commercial



Queen Elizabeth the Queen Mother and Queen Salote were chatting at a garden party in this 1953 PIM photo.

building, but MacArthur Street is still awaiting widening.

Queen Elizabeth II was crowned 20 years ago in June, and in the following July PIM carried a pictorial cover of celebrations in Papua New Guinea and Fiji. Suva took advantage of the occasion to hold a debutantes' ball. In London, Queen Salote, of Tonga, attracted press attention. With her simple dignity and ready smile, even in heavy rain, she made friends wherever she went. A movie film of the celebrations in Fiji was flown immediately to London to form part of a film on coronation celebrations throughout the Commonwealth.

Look in at Suva's swimming baths any day and you'll see swimmers of all races, but it wasn't always so, not even 20 years ago. PIM reported a debate in the Town Council over a resolution to renovate the small pool for the Indian community's use. They, it seemed, weren't able to use the large pool which had become known as the European baths. The motion was defeated. Said Cr W. G. Johnson during the debate, "I strongly deplore racial quarrels but the young folk who use the baths now just want to be left alone. If the baths are opened for all races the pleasure they now have will be lost."

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PACIFIC ISLANDS MONTHLY—JULY, 1973

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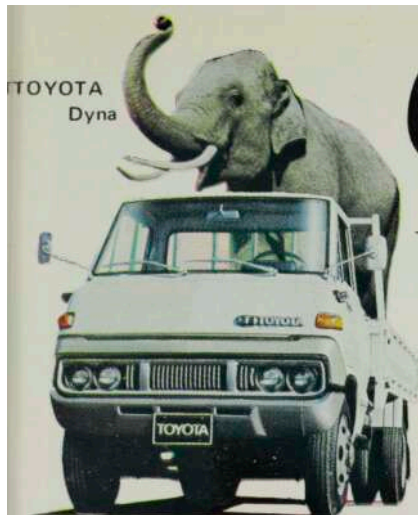
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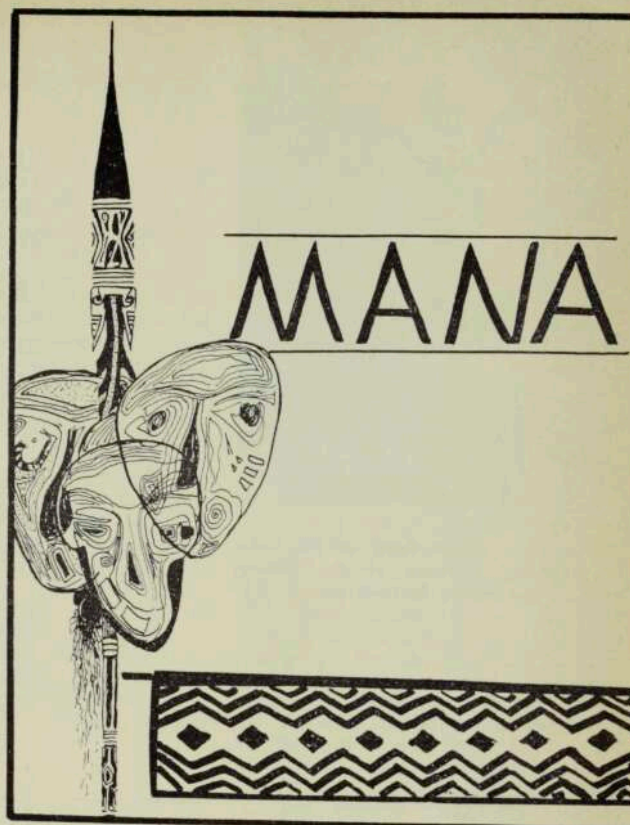
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The taste that makes you want another

MANA has been alive for four months now and some very encouraging and useful comments and suggestions have been received through letters and via the "coconut wireless" for which the editor is grateful. One critic has suggested that Islands' writers should focus their attention more upon "protest" topics of relevance to the Pacific world. The editor believes that such kinds of writing have a place and will come, but it is better that they arise naturally rather than through direction. The proportion of these and other kinds of writing will find their own balance.

This month, MANA welcomes a new group of Pacific writers. New Guinea is represented for the first time by poets Ronald Angu and Walter Darius, and the New Hebrides by Jerry Iakavi and Anne Stamford. Other contributors are Konai Helu Thaman, of Tonga, Ata Ma'ia'i, of Western Samoa, and Alison Fong, Sam Simpson and Makereta Sotuta, wife of a former missionary in New Guinea, all of Fiji. Marjorie Crocombe's interview of Albert Wendt is continued.



YHAK FARN

By ALISON FONG

TWILIGHT is falling, bird sounds are diminishing, and only the rustling of the leaves is heard. Children's voices carry over the cool evening air; a bicycle passes with a jangle of notes.

Outside, Mother gives her routine call to the youngest child and generally to the neighbourhood: "Yhak farn, yhak farn," (Eat rice. Eat rice) while the eldest daughter, standing over a pot at the stove ploughs loose the rice with a wooden spoon.

"Farn loy yhak farn," (Come and eat rice) Mother calls again from the backyard gate, once, twice, thrice. The children play on. Mother begins to grow exasperated and leaves the gate to walk around the gravel playground, which is really a parking place for trucks. Unsuccessful in her search, she turns round, walks back and bolts the gate. She has become used to the

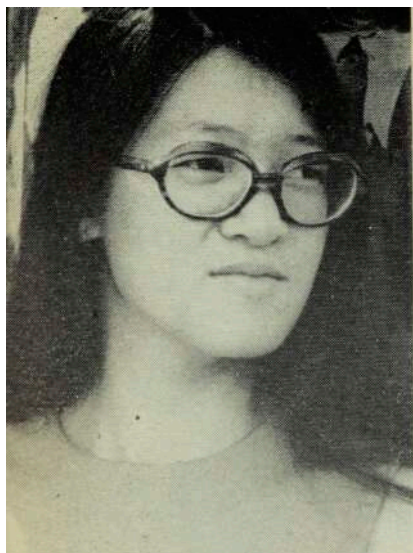
"toe sarng", the ways of these Chinese children born in Fiji.

Meanwhile Father has finished puttering around, washing the cleaning cloths and flaying the sacks free of dust. The shop is shut and the round table is laid for the six members of the family. The bowls are filled, the chopsticks ready. Father makes his way to his seat and sits down. Mother does the same, and the two girls take their places. The places of the two boys are empty. Father picks up his chopsticks, lubricates them in his soup, takes his rice-bowl in one hand, and starts to manipulate the grains into his mouth. This is the signal for the others to start after the head of the house.

The young sister relates topics of interest from school. She is answered by the busy clicking sounds of numerous pairs of chopsticks manipulating rice grains and pick-

ing up pieces of "soong", those dishes of meat and vegetables which accompany white boiled rice. The first few minutes are for eating. Only after the initial hunger pangs are alleviated does anyone speak. Father tells of some event in his day in the shop. Father might say, "Those Fijian people, they are very rough". Or he might generalise with, "Those Indian people. You can never trust them". Sweeping statements such as these do not really carry much malice. It is just that it recalls perhaps one unpleasant incident. At other times Father might do a complete volte-face and says generously: "That Indian boy has a lot of commonsense. He always pays you. Even if you are busy, he will wait".

The talk is about the shop or the family, and during it the others add side comments while Mother eats silently. She does not speak often. Half-way through the meal there are



USP student, Alison Fong of Fiji, who is preparing a study of the Chinese community in Nausori.

three firm knocks on the backyard door. That is the pre-arranged "code" knock of the children. One of the girls slides back the bolt, and the younger brother enters the yard, talking all the while like a garrulous cricket. The older brother has just returned from his afternoon jogging exercise so he goes to the tap and washes vigorously. Once inside, they fill their bowls and are soon assimilated with those who are still eating. The chirpy cricket of a younger brother is still talking. He gesticulates and acts how he carried out some prank. Father heroically tries to keep a straight face but he fails for our younger brother is a comedian. Father eventually bursts into laughter and Mother laughs spontaneously for the first time during the meal.

"Dor jeh, ma", (Thank you, ma) one of the children remembers to say as they leave the table and pick up their bowls, chopsticks, spoon and plates. But they remain in the vicinity of the table until their parents finish their meal. With a satisfied last click, Father manoeuvres the few remaining grains of rice from the bowl to his mouth. He rests a while, then starts on his daily share of fruit, usually bananas, which he loves. Satisfied at last, he gets a few toothpicks and goes over to Mother.

"A toothpick, Mother?" he says. He then chooses one for himself, sits down and starts cleaning his teeth with it. Washing up is left aside for a while. Now, with a full stomach, everyone contributes to the conversation.

WARA LONG-LONG

BY WALTER DARIUS

*By calculation you are eight years old.²
You entered by minority vote.³
My people did not understand your ways.
Now they wish they had not accepted you.*

*"Wara long-long" is your name.
Bitter is your taste,
But sharp are your persuasions.
You know my country in so short a time.
Young and old, white and black,
We are all your victims.*

*Your home is a freeze-box,
Your shirt is a glass and tin container.
Your name is popular,
"Wara long-long".*

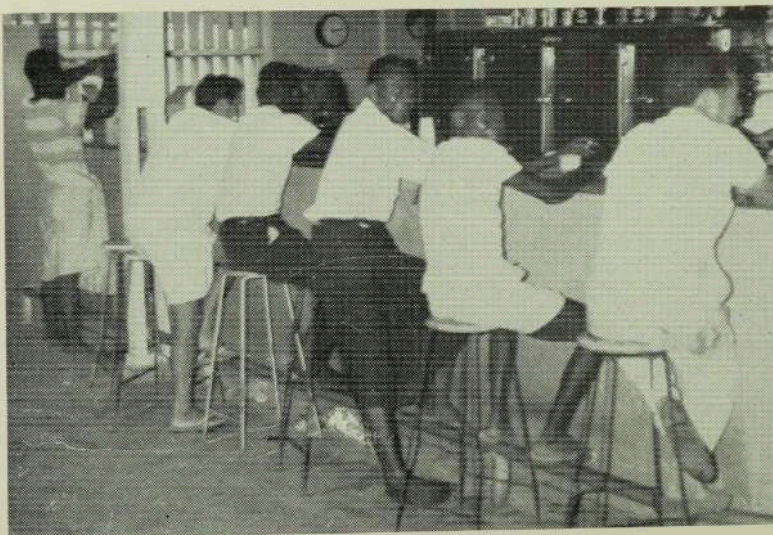
*Business must have you,
For their lives are in your hand.
The church pastor is your enemy,
For his people you dominate.*

*To the country, you are a problem,
You have claimed the lives of many,
You ruin the home of a family.
You, "Wara long-long"!*

¹ "Wara long-long" is Melanesian Pidgin for alcohol.

² It is only eight years since the consumption of alcohol was permitted by law in Papua New Guinea.

³ The recommendation to introduce alcohol was made by a Commission comprised almost entirely of expatriate Australians. New Guineans then had little part in the decision-making process.



Typical hotel scene in Papua New Guinea.

ON THE RUN THROUGH MELANESIA

By MAKERETA SOTUTU

DURING the war, we left Bougainville in New Guinea to escape the Japanese. We went to Guadalcanal in the Solomons in 1944. We were missionaries in Buka, which is an island near Bougainville. I had been teaching since I arrived there with my husband in 1928. That was the beginning of Christianity over there. The people did not know about Christ. They were just beginning to learn to read and write.

We lived on a hill on its own with the boys of the school. It was a Methodist Mission station called Scotland. Then in 1941 we heard that Pearl Harbour had been bombed by the Japanese and that there was a war on but we didn't think that it would come to Buka. There was nothing to come to Buka for so we thought we would be all right. But, one Monday, when we were just getting ready for school and I was ringing the bell, one of the boys ran over and told me that there were three warships coming through the harbour. While the boy was talking to me there were planes flying over the house. They had different signs painted on them, not like the Australian or New Zealand planes. Each was a round thing like the sun, and it was then we realised that they might be Japanese planes.

We ran into the bush to hide but soldiers came ashore and destroyed everything in the school. They tore up papers and mosquito nets and even stoves were broken up. When we went back there was nothing left to wear or to eat. Everything had been taken or ruined. The next day we received a letter from Mr Jack Reid, the District Commissioner, telling us to get away from Buka but we didn't go. We thought we would be able to look after ourselves so we stayed on till they bombed Sohano, the government station, and they machine-gunned our station. Every European-style building was machine-gunned. Then we went to hide in the bush until we had to go to Bougainville on the orders of the District Commissioner.

WE went to Bougainville by canoe at night. At this time the Japanese had come to settle near Sohano on the other side of Chinatown. They also came to Bougainville but they didn't catch up on us. We had four policemen to guide us

and we went from one place to another with them for 54 weeks. My husband had joined the Coastwatchers then so he didn't come with us; however, he knew where we were. The District Commissioner used to send messages to tell us where to go to avoid the Japanese. That was the job of the Coastwatchers.

I had my five children with me. The youngest was a girl of two and the eldest a boy of twelve. Then there were five Buka boys from the school. They wouldn't go home. You see, we were a sort of mother and father to them so they just wouldn't leave us. A Fijian family, Pacemaca and her two children, and two couples from Rabaul were also with us. Pacemaca's husband had also joined the Coastwatchers. In our walk from place to place we were helped by the Coastwatchers so we were reasonably safe. We were given tobacco and money to pay for labour to carry the little bit of luggage left after the Japan-

ese had destroyed our things. American planes used to drop food and clothing to us too and they helped us along at night with signals and all that. These were all arranged by the District Commissioner.

Our party made up a big family and there we were running away for our lives but the children thought it was a game. Even when the planes came to bomb Japanese camps they used to scream and clap their hands and think it was great fun. They were not afraid at all. While on the run for 54 weeks we got our food from the plantations owned by Burns Philp and others. We had beef and pork from these places.

WE had to walk from one side of Bougainville to the other but even when we got to the other side where we thought it would be safe, the District Commissioner was there waiting to send us on. The submarine to take us away was under the

Money!

BY RONALD ANGU

Now money is different.
If your pocket is full you are lucky,
Lucky to get hold of things you want.
If you are old and thinking about exchange,¹
Just let it decay in your brain,
Because money is what they want.

Money made me poor and wanting.
Money made me naked to the tips of my toes.
Money made me steal.
Money made me murder.
Money made me put people in classes.
Money, you are disastrous.

¹ The old people gained their power and prestige by exchanging valuable shells, feathers, ornaments or even women, but the young just want money.



"... beyond FALEALUPO lie the dead"

LAMENT

By ATA MA'IA'I

*Emptiness surrounds me at the dawn of day, capturing me,
reminiding me of my father's journey. He's gone,
gone forever.*

*In his place I feel the thorns of loneliness; the erosion
of a son's vision. In a new bare setting lies
the Original Sin: bitter and sweet.*

*The morning dew is frightened away by the morning sun's rays;
robbing the Power and the Glory that once
nurtured this son's hope.*

*I have listened to your footsteps, 'Masta' Pastor; and taken
your bread and wine, your incarnation, no more.*

*I have been to the four corners of God's house, singing,
praying until my tongue was dry. No more.*

*How many hymns do I have to sing? Still the image of you, father,
is buried underneath the earth of mortality.
Earth to earth, dirt to dirt, dust to dust.*

*I feel the warmth of the earth touching my feet, and hear
the wind whispering, a mother grieving.*

*And in the end I see hope mirrored in my sister's tears,
soothing, an echoing call. Listen: beyond FALEALUPO
lie the dead. There, footsteps beat a tempo
no man has heard.*

On the run . . .

(Continued from p 67)

surface waiting for us, but an unexpected Japanese ship happened to be near the shore so we had to wait for two days for it to leave. When it finally went off we were told to go down in the night and board the submarine. We didn't know where it was taking us. We just trusted in God. There were four German Sisters, five Chinese ladies and a part-European lady, their children and ourselves.

It was rather nice travelling by submarine. The only thing you seemed to be conscious of was that the thing was not quite right for us — you know, the air in it was rather thick. There was no movement because it was under the surface. When it came up at night you could feel the movement just like an ordinary ship but under the surface it was all right. It was just like sitting in a house.

On the second day the doctor thought we needed fresh air but, as soon as we came up to the surface an enemy plane spotted us so we had to go back under. We heard bombs being dropped some distance away and we could feel the vibrations. We had to stay there the whole day, not moving at all until it was dark. Even then we didn't go up again until we reached Guadalcanal on the third day.

WHEN we arrived in Guadalcanal at night we were told to get into a barge. Again, we didn't know where we were going. We just trusted them. We were really surprised when the next morning we saw some Fijian boys, Europeans and others. We stayed in a hospital near Henderson Airfield. At last I thought we were safe but we soon found out how wrong we were. There was bombing on Guadalcanal every night. We were rather sorry to have come there; it was safer in Bougainville because nobody seemed to know where we were hiding. We never really came face to face with the enemy in Bougainville but there at Guadalcanal we were closer to the enemy than ever before. We had to go into dugouts at night because of the bombings. I was really sorry we were brought to Guadalcanal because I realised how dangerous it was there. From Guadalcanal we were taken to New Caledonia by ship.

AT New Caledonia we had another kind of worry. We were put into prison! We were shut in one room and some Japanese prisoners were in the other room. There were

no beds, but we had grass to lie on and some sheets to cover us. The mosquitoes were awful in the place. I think they were the largest mosquitoes I'd ever seen in my life. The French put us in prison because we just didn't understand each other. The German Sisters couldn't speak English and neither could the Chinese ladies so I was the only one trying to explain things to them. They didn't understand me and I didn't understand them so I must have said something wrong that put us all in prison! On our first morning in prison we were shown by sign language that we could go outside for a walk for an hour.

When we got outside we saw some Americans having a swim in the sea near the prison, so my friend, Pacemaca, and I tied some sheets together and got my son to slide down it with a note. Just as he was doing so an American landrover came by and when the driver saw us putting down the sheet with my son on it he jumped off and came to hold him. He took the note, waved to us to pull him up and drove off. In the afternoon a man dressed in Chinese clothes came in with some other Chinese people to visit us. They gave us food and clothing and told us to expect them that night. They came and took us away to the American camp and the next morning we were taken to one of the French ships that was coming to Fiji. Even when we were getting on that ship they seemed to hate us. They wouldn't let us go onto it. They chased us away but the American who helped us (probably a high ranking officer in the Navy) went to the captain who came down and took us into one of the rooms next to his cabin. Then the officers changed their attitude and they were kind to us.

ALL that time my husband was still working with the Coastwatchers in Bougainville. We had only seen him on the night they came to put us on the submarine which took us to Guadalcanal. We didn't see him again until a year later when he returned to Fiji.

I went back to teaching at Annesley, the Wesley school at Toorak, and later on I went to the Methodist School at Delainavesi and Davuilevu. In 1946 my husband and I went back to Bougainville. We were shocked to see the place. It looked so bare. There was hardly anything growing. We had to start our work all over again. However, by 1949, everything was all right again, but my husband became very ill and we had to return to Fiji. This time though, we weren't on the run.



SUVA MARKET

By Sam Simpson

*At the centre of the city,
Suva boasts a Market
Its belly bursting obese.
A jostling throng,
A merry motley of people.*

*Pacific peasants, noble and humble,
Colourful as cocktail.
Bare feet, seared with clay
Fresh from the teitei.
I hear someone say,
Ya vica, sa vinaka.
Another, turbaned and toga
Boasts an eastern flavour to savour
Squatting like a yogi eating air.
Saris with a hue of blue and gold
Bodies blessed with bangles and with beads,
Odour of mystery and spices.*

*Fruit, root crops, vegetables
Fresh from tree, soil, garden
Mellow, blush and burden
With sap, syrup and starch
Ready for the housewife and kitchen.
Melody in tranquillity
Witness to Fiji's rich diversity.
It is here that east and west
Meet and fete with understanding.*



Sam Simpson

CUSTOM STORIES OF THE NEW HEBRIDES

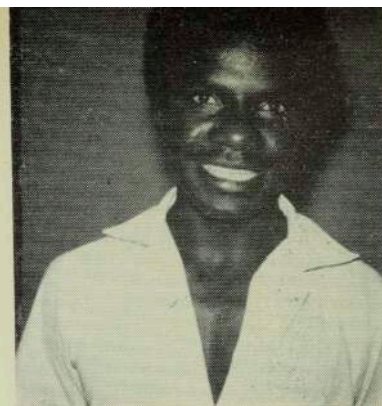
Introduced by ANNE STAMFORD

THE telling of custom stories is very much a live art in the New Hebrides. Fathers and mothers, uncles and aunts, grandfathers and grandmothers still tell the children stories in the evenings when they come home after a day's work in the gardens and eat their last meal of the day before going to bed. The women too tell stories among themselves as they weave their mats and baskets out of pandanus leaves, and the men as they sit in the meeting house drinking kava until late at night.

Because of the tremendous diversity of language and culture in the New Hebrides there is great variety in the stories. Few are common to the whole group, though local variations of the same story may be found on several neighbouring islands, for example the Tagaro stories of Aoba, Maewo and northern Pentecost or the Qat stories of the Banks.

THE story that Jerry Iakavi tells is with minor variations common to many parts of the group from the Banks Islands in the north, the Shepherd Group in the centre, to Jerry's own island of Tanna in the south. It also has its counterparts in the rest of the world, in Europe and other areas outside the Pacific region. It has therefore what may be called a theme of universal interest, that of marriage with someone not of one's own people and of the heartbreak that follows the break-up of such a marriage.

Jerry Iakavi comes from the island of Tanna in the southern New Hebrides, an island where herds of wild horses roam the white grass area in the north, where Yasour volcano throws up lava and volcanic ash, and where members of the John Frum cargo cult set up red painted crosses on the ash plain,



Jerry Iakavi

drill and train, and wait for the coming of John Frum, who will bring all the trappings and luxuries of the white man's civilisation which have been kept from them. The John Frum people do not like to co-operate with or accept anything from the present White administration but prefer to be left alone to lead their lives in their own way. They do not like their children to go to government schools and still less to Vila, the capital of the New Hebrides.

THE MYSTERIOUS MAIDENS FROM THE EAST

By JERRY IAKAVI

ONCE upon a time there were six beautiful girls. Their hair was as white as the waves and each had a pair of wings with which she could fly through the air. Although the people of Tanna tried to find out where these girls came from, they could not do so. They only appeared during the daylight when the tide was low. They came from the east. When the tide rose, they flew off again, back towards the east.

The girls took no notice of men, but the men were strongly attracted by their beauty. One day a man decided to catch one of these girls to be his wife. Just before the tide was low, the man went down to the beach and crouched down behind the big rock where the girls usually hid their wings when they came to look for shells on the reef. Eventually they arrived and left their wings on the big rock and went off to the reef. Then the man crept out, determined to take the wings of the youngest girl, who was perhaps the prettiest of all. He took the youngest's wings and hid them in a cave.

When the tide was coming up, the pretty girls came ashore. When they reached the rock, the youngest found that her wings were missing. She told her sisters and they searched everywhere without success. By this time it was getting dark. Then the other five sisters said to the youngest, "We cannot wait any longer. We are going back to our island." Then they put on their wings and began to sing their magic song. Just before they flew away, the eldest sister said to the youngest,

"You cannot come with us." Then they flew away leaving her standing motionless on the rock with the tears running down her cheeks. As they disappeared into the distance, they turned and waved to their exiled sister.

When the man saw that the others had gone, he appeared to the girl and said she must go with him to his village.

Days and months passed and eventually they had a child. One day when the child was about six years old, the man told his wife to stay behind and look after the child as he was going to war. While he was away his wife decided to sweep the house. As she was sweeping she found her wings under her husband's pillow. She took them and put them on and found that she could fly. Hastily she explained to her son that when his father returned he must tell him that she had gone back to her sisters. Then she kissed him and began to sing her magic song. Soon she flew away but when she was half-way between Tanna and her unknown island she felt sorry for her little son so she flew back once again to say goodbye to him for the last time.

This time when she flew away she did not return. The child felt lonely and began to cry and when his father returned he found his son in tears. "Why are you crying, son?" he asked. When the son told him what his mother had said, the father too began to cry. The two of them sat there motionless in their grief until they turned to stone.



Pacific Personality

Samoa's Albert Wendt: Poet and Author

Interviewed by MARJORIE CROCOMBE

(Continued from June MANA)

M.C. How far has your Polynesian background influenced your writing?

A.W. It has influenced it in every way. Not that I deliberately or consciously write from a "Polynesian" viewpoint (whatever that may mean!). Nearly all the things I have written have been about Polynesians (Samoans) and Polynesia. I include in this category pakeha (New Zealanders).

I am very "palagified" so, at times, I doubt whether I am Polynesian, or, to be more accurate, Samoan. But I am constantly surprised when I re-read my own work—I do belong to the South Pacific.

Speaking figuratively, I am "mongrel"—I am of two worlds in almost every way. Like many other Polynesians who grew up in two cultures, I am a "Polynesian mongrel". In many ways, it is a very lonely position to be in because you can never again, no matter how hard you try, belong totally to either of the cultures you grew up in. You will always remain an outsider suffering from a frightening sense of unreality. It is a great position to be in though, as a writer who is trying to look objectively but compassionately at both these cultures. All my work evolves out of and around this, and all of it is an attempt to find my way back into the culture I was born into in order to convince myself that I do belong. Being in this position also affords you the solitude, no matter how painful it is, which is so necessary to every artist (and to any mortal who wants to remain sane!).

M.C. You have instituted an expressive arts programme at Samoa College. What is your philosophy behind it all?

A.W. The idea behind our expressive arts programme is very simple:—our students participate in the whole creative process from beginning to end; they individually must teach themselves whatever craft or art form they are interested in. (All our teachers do is help organise their activities and provide whatever materials they may need.) For example, last year in our song competition in Samoa, each of the four Houses composed their own songs, taught themselves the songs, and performed them publicly. This year we hope to do the same thing in drama—the students will write their own plays and produce them. Too much teacher participation (and domination) kills any creative programme.

We have numerous programmes—Samoan art and craft, dance music, visual arts, drama, poetry and oratory. There is no rigid separation between these. We encourage our students to participate in as many of these as possible. Apart from visual arts and writing, all these activities are organised with the Houses.

Our whole programme is carried out in our spare

time—after school, evenings, and week-ends. In many of our activities we want our students to discover Samoa. We hope that as artists they will use the richness of our own culture as a basis of their development. This may lead to the beginnings of a Samoan literature, contemporary art, music etc, which in turn will enrich our culture further.

Music, dance, oratory, poetry and crafts are all an integral part of our students' lives at home. The highly academic school curriculum denies all this. Through our expressive arts programme we are trying to give our students a fuller, more balanced school life based on their cultural background, what they know and can relate to. If gifted artists emerge out of the programme, all to our good as a country. But the most important thing is the enrichment of the lives of our young people while they are at school, an enrichment rooted firmly in our own culture which, in the past, has been ignored, neglected and denied in the formal education process.

M.C. Being Principal of Samoa College is an exacting job on its own. You are also active in many other community organisations, yet you have had time to write the first novel by a Samoan. How did it all begin and what is your setting for it?

A.W. My novel, "Sons for the Return Home", took about two years to write. I wrote it during weekends and after school, whenever I had some free time, and finished it at Christmas 1971. Apart from the novel, I was also punching into shape a modest collection of stories and a slim volume of poems.

Every writer dreams of writing full time. I don't think I'll ever be able to do that. I want to participate in community affairs, not only out of a sense of duty, but I treasure the feeling of community which permeates all Samoan life. To cut myself off from this would be suicidal for me as a writer and as a person. Writing, important though it is for me, is only a part of my life. Even my job, which earns me the bread to keep my *aiga* alive, is more meaningful because of this feeling of community, especially with the young people who make up our school family. One of the curses of modern life is that there are too many specialists and too few all-rounders. In the context of our mini-island nations, general practitioners are more needed than "experts". In my own country, my ideal is an elderly man, who had little formal education, but who is one of the last of the great orators; he is also a master *fale* builder and song-maker. "Sons for the Return Home" is set in New Zealand and Samoa. It is an attempt to write out of my system much of my New Zealand experience. A Samoan family migrates to New Zealand, spends about twenty years there and then returns home. A simple

love story holds the book together. I hope it's an honest book. It at least tries to see New Zealand and Samoan societies from the viewpoint of a Pacific Islander. I think it's going to upset and hurt (and even anger) many people in Samoa and New Zealand, even people I'm very close to and love. But it had to be written. I'm not much for compromising. To compromise with one's integrity and honesty as a writer is a betrayal of one's gift.

M.C. What is your message to others in the Islands who would like to write stories, poetry or music, create dance and drama, or paint?

A.W. No message as such. Just start now and keep working at it. It's a lonely and difficult but enjoyable game. Just keep working, working, working, at it. Don't worry about getting published or acknowledged. Any art form, if you work at it, is the most demanding form of self-discipline. Nobody can teach you, you've got to teach yourself—this is the only way you can discover the limitations of your talent, the only way you can preserve, refine, and develop your own individual style and voice. And you've got to keep doing this until you go six feet down. Never become satisfied with your work. And don't sell out. True most of our mini-Islander kingdoms are awaiting tourists (according to the gospels of our merchant prophets and experts and mini-leaders), but don't sell out. The price is too high.

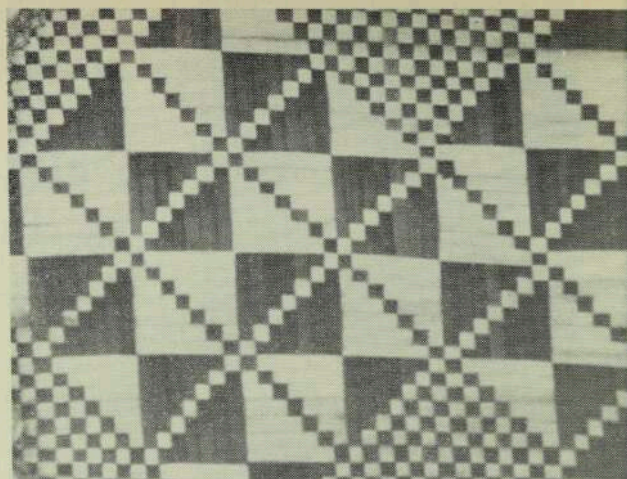
And don't forget, brothers, art is for man's sake. It's going to be rough going: the whiskey rot and flab, the grope of steel and hygienic plastic, the colonial technicolour Hollywood dream, all of the bourgeois death (and our so-called traditional societies are mightily bourgeois), are upon us. Perhaps we should go to our Christian churches and pray and sing and dance to our ancient gods. And sing up loud and clear no matter what incantation or chant or litany you may choose. And watch where you kneel—you may kneel on splintered, stained glass or on government subsidised, mass-produced barbed-wire!

WRITERS' SUMMER SCHOOL

THERE is a good possibility of a summer school for Pacific Islands' writers being held at the University of the South Pacific during the 1973 Christmas vacation. The university has applied to UNESCO for financial assistance under their creative arts programme to meet the costs of a summer school which would enable a promising or established Pacific Islands writer from each of the main countries and territories of the Pacific to come to Suva for about four weeks in December and January.

A number of Pacific Islanders are now writing serious prose, poetry, short stories, novels, plays and other forms of written expression which both UNESCO and the university are interested in encouraging. There is also particular interest in enabling such creative material to be prepared for use on radio.

UNESCO has advised that it is very interested in the possibility and is seeking funds to finance it. It may be some months before a final answer is known. UNESCO has also suggested that they may be prepared to finance similar creative arts workshops, perhaps at two-year intervals, with each one concentrating on a different theme—for example, painting, dance, music and so on.



A Tongan weaving pattern.

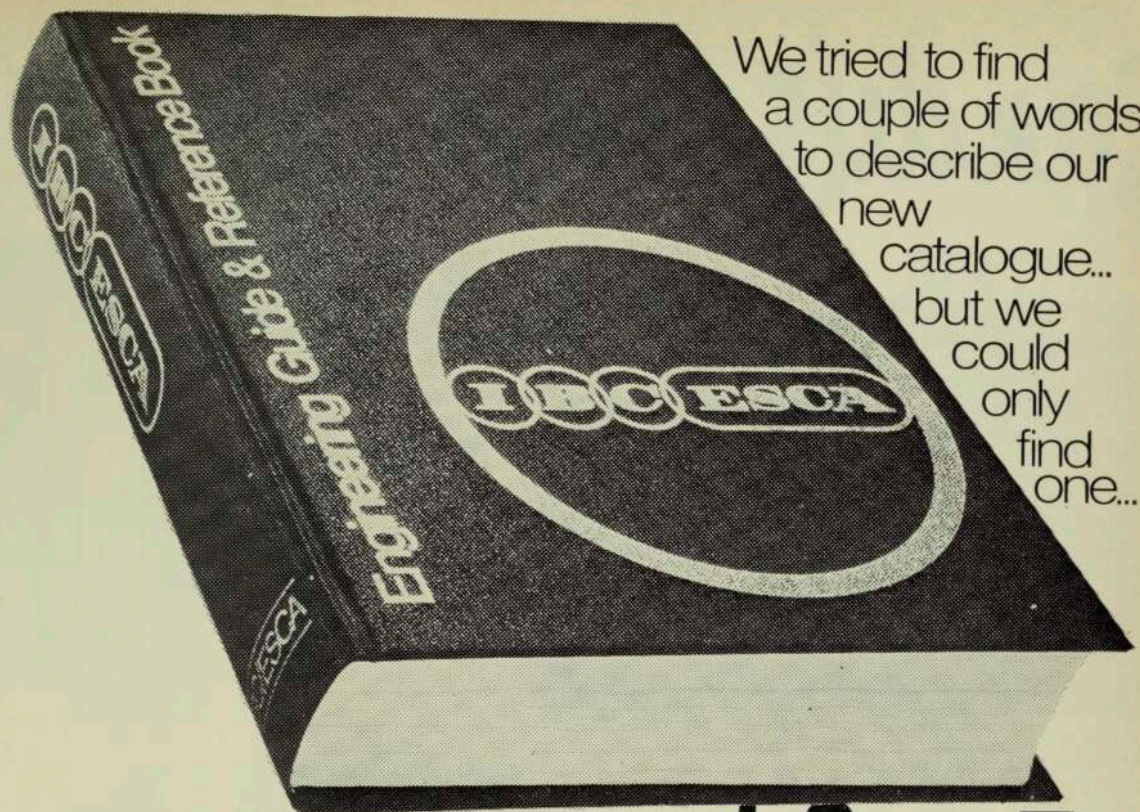
You, the choice of my parents

By KONAI HELU THAMAN

*You come clad in your fine mats and tapa cloths
Your brown skin bursting with fresh perfumed oil
And your eyes shining like stars in a clear night.
You, the choice of my parents;
You will bring them wealth and fame
With your Western-type education
And second-hand car.
You do not know me, my prince
Save that I am first-born and know no other man;
I fit your plans and schemes for the future.
You cannot see the real me
My face is masked with pretence and obedience
And my smiles tell you that I care;
I have no other choice.*

*The priest has left the altar
The dancing has begun;
I see myself dying, slowly
To family and traditions;
Stripped of its will and carefree spirit,
Naked on the cold and lonely waters
Of a strange family shoreline
Alienated from belonging truly.*

*I love as a mere act of duty
My soul is far away
Clinging to that familiar ironwood tree
That heralds strangers
To the land of my ancestors.
I will bear you a child
To prolong your family tree
And fill the gaps in your genealogy.
And when my duties are fulfilled,
My spirit will return to the land of my birth
Where you will find me no more
Except for the weeping willows along the shore.*



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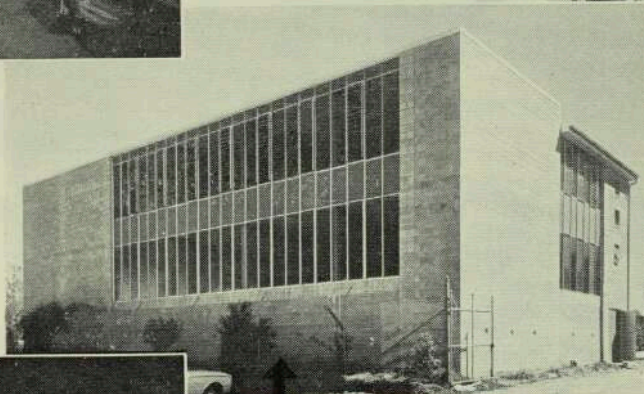
SPECIALISTS IN EXPORT QUALITY ...



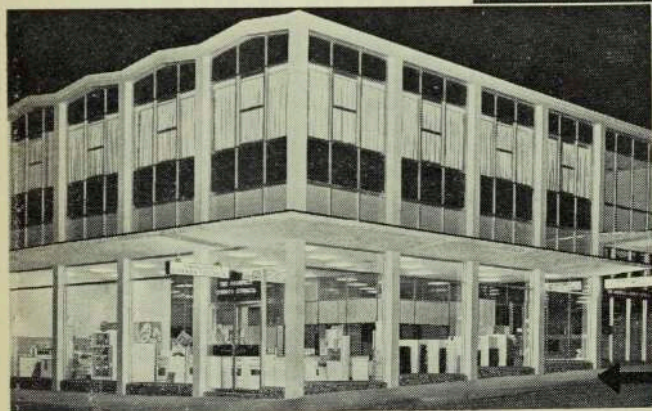
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Book Reviews

CAN THERE BE NATIONAL BIRTH WITHOUT PAIN IN MELANESIA?

Melanesia is as yet innocent of turmoil, but the seeds are present. And with three-quarters of the population likely to be under independent governments by the mid-70s, Melanesia's likely response is being determined now—although it's too early to predict the probable results.

That's one of the messages in H. C. Brookfield's new study of the Melanesian Islands, *Colonialism, Development and Independence*, in which professor Brookfield does for Melanesia as a whole what Professor C. D. Rowley did for New Guinea in his deceptively-titled, *The New Guinea Villager*.

He escapes his discipline (he's these days Professor of Geography at Montreal's McGill University), to become a social scientist who is also an observer of contemporary trends. The result is a penetrating wide-ranging look at Melanesia's past, present and possible future.

Professor Brookfield's breadth of interests include the impact of transistor radios on the population ("The true value of radio remains totally unexploited"), the problems of language and the paucity of trained Islanders, and the perils of political fragmentation ("it leads very readily to competition between small political units for foreign enterprise and aid, and hence to acceptance of conditions which a stronger nation would be more likely to resist").

"Melanesian political apathy seems now to be a dying phenomenon," he says. "But Melanesia's suspicions at the continued admission of foreign enterprise are finally growing. Questions will be asked about wider and wider fields of enterprise now dominated by foreign concerns, and it is not surprising that activists are emerging who demand more radical solutions than gradualist solutions."

The difference between radicalism and gradualism in this context he thinks, is nothing more than different concepts of nationalism. In a section headed, "Towards the Night of the Generals?", Professor Brookfield submits that in Australian New Guinea

at least, the hopes of some Melanesians who wish to be rid of colonial domination and at the same time hold their country together, are frankly centred on the model of military takeover.

The reasoning is that the Army is an elite group nationally recruited and "whoever wishes to hold power in the coming years of organising a nation must have its loyalty". He concludes that in at least some of the Melanesian Islands it is "unlikely that national forces—however small—will involve direct involvement in the government."

Although the examples chosen out of context may give a different impression, this is a well-balanced, well-reasoned book that shows clearly how well the eggs are scrambled in Melanesia by two revolutions—the revolutionary force of colonialism as it sets out to transform another society through invasion, and the revolution of independence, as it strives to retain, or take, local control and thus halt the trend. Neither force is unscathed.

S. Inder.

(COLONIALISM, DEVELOPMENT AND INDEPENDENCE. By H. C. Brookfield. Cambridge University Press. £4.80p).

... and how much is geography the key to the economy?

Twenty-one dollars is a lot to spend on a book but anyone who wishes to take a closer look at the background to Professor Brookfield's *Colonialism, Development and Independence*, recently published and likely to become a classic, will get full value in Melanesia, a *Geographical Interpretation of an Island World* (H. C. Brookfield with D. C. Hart), a detailed study of the traditional and contemporary economies of Papua New Guinea, Fiji, New Caledonia, New Hebrides, Solomon Islands and Irian Barat.

Taking a geographer's approach, the author first gives us a synthesis of relevant studies by himself and others in his discipline and by workers in other sciences. The corpus of knowledge has grown so rapidly during the last two decades that the general reader is greatly helped by this kind of expert summary.

The author then makes a geographical evaluation of the development process, using locational patterns to illustrate the problems of distance and lack of size (except for Papua New Guinea) and the difficulties which the present dual economies

present to the newly-independent governments.

Taking a dual economy to consist of a commercial system and a peasant system, with the former being or, at least, having the potential to be, the engine of development, the author details how and why the Islanders have only a very small share in the commercial system.

This is nothing new to most informed readers, but the author goes further by explaining the reasons for the tenacity of *laissez-faire* capitalism after colonial rule has ended.

He gives an excellent account of metropolitan control by Big Business, eg the Rothschilds over New Caledonian nickel, and suggests that this pattern may, if continued, drive the Island nations to seek solutions that will not be in the best interests of both parties.

In quoting some Melanesian writers' view that the Islanders are searching for a "viable dignity without holubolus assimilation of alien culture and its values", Prof Brookfield has pinpointed the central issue in Islands' economics, and his assertion

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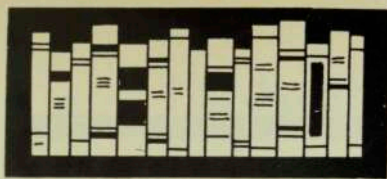
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that strident economic nationalism will arise unless urgent measures are taken to integrate Melanesians more closely with decision-making and ownership in the centralised enter-

prises, especially in the towns, has already been proved by events since this book was published.

The new economic policy recently announced by the Somare Government in Papua New Guinea, and one not very different already under way in Fiji ought to cause some serious and rapid re-thinking in Sydney, Paris, London and New York.

If it does not, then the Western nations' changing role in the Pacific

may end up as no role at all. For the Islanders, it would mean loss of an opportunity to spread their economic eggs over several baskets—they would all end up in the Japanese one. For the Western nations, there would be politico-strategic as well as economic implications. — *Harry Jackman*.

(MELANESIA. A GEOGRAPHICAL INTERPRETATION OF AN ISLAND WORLD. By H. C. Brookfield with D. Hart. Methuen & Co Ltd, London. \$21.60).

Paintings tell a story of Islands life that words only hide

What's wrong with Goaribari? Why, Kurt Pfund, in *Islands of Love*, pick on the Trobriands? You know that the people who inhabit Goaribari have the same physical attachments as the people who live on the Trobriand Islands and use them for the same purpose. But Malinowski is easier to read than F. E. Williams, the Trobriand Islanders more used to giving glib answers to many questions, and the accommodation in the Trobriands is preferable to that on Goaribari.

Other than this, *sex*, (or as Rigbys call it, *love*) is no different there from anywhere else. The rise of Kurt Pfund and the rise of Rigbys as publishers has been concurrent, but Kurt knows more about New Guinea than Rigbys, and it is they, I am told, who chose the title. A pity. A bad title for a nicely-produced book. The originality of Kurt's paintings are worthy of a more original title.

The excellent reproductions of Kurt's paintings should sell the book to those who want it for this purpose, and if the publishers think the title will sell the book to the prurient, it is doubtful that it will.

I am sure that Kurt Pfund is well aware, even if his publisher is not, that women who "do not use any known contraceptive methods, have intercourse with many lovers, but do not conceive until they marry" are found, not only in the Trobriands, but in many parts of Melanesia, and investigators from Malinowski onwards have given some very simple explanations for this fact.

The quoted statement is contained in Rigby's blurb on the dust-jacket, so it seems to be a book in which we should separate the author's intentions from the publisher's interference.

To carp a little more, I'm sorry the book has a text at all: Kurt's paintings and their most excellent reproduction are themselves enough to make the book worth having in your collection. If a text had to be added, it might have been done by someone recognised as knowing something of the Trobriand people: Elliott Elijah could have done it, Charles Julius's government reports might have been quoted (Charles wrote most readably), or even Randolph Stow might have been induced to write something from his stay in the Trobriands.



Lasimai, one of Pfund's attractive black and white illustrations.

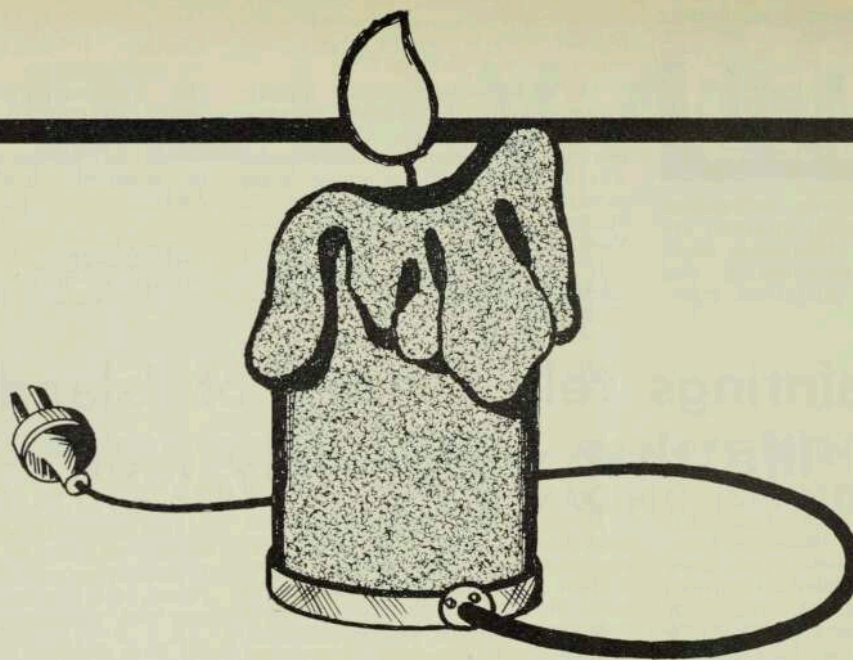
This brings us to the crux of the matter. Is this a book about the Trobriand people illustrated by Kurt Pfund, or is it a book of Kurt's paintings with an accompanying text?

I have watched Kurt's development as a painter from the day I first met him when he was poised on the top of a ladder doing some lettering on the front of a shop (to buy bread to enable him to keep up more serious painting), through the helpful period of Inga Burton-Bradley's influence, up to the time of his secluding himself in his lovely retreat on the banks of the Laloki River off the Rouna Road.

His development has been rapid, and his later paintings show the result of his hard work. Kurt's use of *impasto* sometimes gives the impression that he has used it heavily so as to cover structural defects underneath, and at one stage his use of *contraposto* gave a sense of uneasiness. The photographing of his paintings has eliminated these nervous features.

Well now, having occupied most of this space writing what seems to be an adverse criticism of the book, let me say it is a beautiful book. How can anyone produce a book like this, nowadays, for the low price of \$6.50? I have bought the book for myself and recommend that you do too. I think it is the best collection of reproductions of paintings to come out of New Guinea. If you want to find out about the way the Trobriand islanders live, there are other books which might satisfy you more, but buy it to enjoy Kurt's paintings. From the heavy *impasto* of the past, he has achieved a lightness and perception which has recorded in paint the life of real people. *Peter Livingston*.

(ISLANDS OF LOVE. By Kurt Pfund. Rigby Ltd. \$6.50).



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Camera permits a nostalgic stroll through colourful kiap country

In the late 1950s PIM published a magazine feature of James Sinclair's photographs of his first contact with the wigmen of Papua taken during patrols in the Southern Highlands of Papua some years earlier.

Those photographs were in black and white. Now some of the same photographs, but in colour, appear in his newest book, *Wigmen of Papua*. Like all Sinclair's photographic work they are superb and the narrative that goes with them interesting, particularly in the light of affairs in present-day Papua New Guinea.

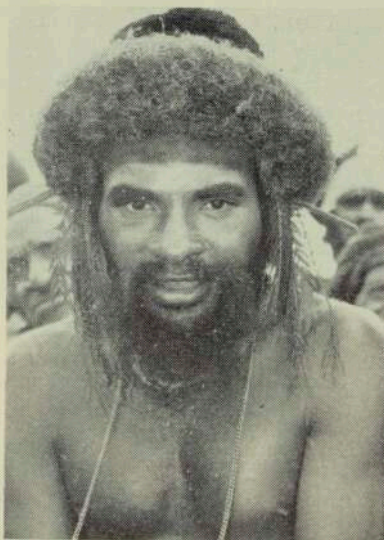
The photographs were taken in the years 1955-58 and the story too relates to those years. But a great deal has happened since then. Political Papua New Guinea approaches independence and the focus of attention is upon that and the bright young men in Port Moresby who are soon to run the country.

Many of the young of the Huri and Duna have also moved into the 1970s although the conservative elders and middle-aged still live very much as they did when first seen by Sinclair. But they are not "copy" any more as they were in 1954 when Lavani Valley—or Hidden Valley or Shangri-La—was in all the headlines, a furore described by Mr Sinclair in his new book.

In 1954 the Australasian Petroleum Co in the course of its explorations for oil in Papua sent a patrol of which geologist John Zehnder was a member across the then unmapped Southern Highlands District. At the same time, the then Director of Native Affairs, Mr A. A. Roberts, was conducting an aerial survey from Tari to try to locate sites for airstrips so that the new district could be explored.

"During one flight," says Sinclair, "the [air] party located Lavani Valley. This was a dramatically spectacular sight. From the air it appears to be completely isolated by its sheer mountain walls from the country of the Huri and the Duna. In fact the valley is easy to enter, and contains only a few hundred wigmen exactly similar to those living on the outside.

"But this high valley seized the imagination of the press. When Roberts told of their flight into Lavani, and of the huge population in the country that the survey flights had traversed, the reaction was im-



A wigman of the Southern Highlands.

mediate. The Director's comments were distorted and magnified; someone used the magic phrase, 'Shangri-La' to describe 'lost valley', which, it was stated, contained teeming thousands of a new race never seen by a white man. Then the A.P.C. expedition returned, and Zehnder was found to have actually walked into 'Shangri-La'.

"He was the hero of the hour, subjected to his amazement to the type of personal publicity normally reserved in our society for the pop singer and the sportsman. From all over the world journalists, scientists, film makers, and adventurers demanded permission of the Administration to enter Zehnder's valley.

"Zehnder, a level-headed, dedicated geologist, was amused at all the fuss; not so the Administration. So unrelenting was the international interest in Lavani Valley and the Duna country that the Administration felt constrained to accelerate its rate of development. A patrol was planned to search the land of the Duna for a strip of land where a permanent station could be established, and to lay to rest the 'Shangri-La' myth. It was my good fortune to be given the responsibility for this task."

Things have changed too for James Sinclair in the last 15 years. He is the

author of a number of important books on New Guinea, including a biography of Jack Hides (*The Outside Man*); and the story of the New Guinea bush airline, Gibbes Sepik Airways (*Sepik Pilot*). He is one of the dwindling few Australians who were in Papua New Guinea both in 1955, when he took the photographs in his current book, and still there in 1973.

He is now District Commissioner of the Eastern Highlands District but like all ex-field officers no doubt looks back with nostalgia to the days when he was breaking new ground in memorable patrols into uncontrolled country.

In an introduction to *Wigmen* he says: "It is unfortunately becoming customary today in Papua New Guinea for the work of the 'Kiaps' or patrol officers to be slighted and even vilified. Generally this is done by academics of little practical experience of New Guinea and by the emerging generation of students whose mentors the kiaps were. Perhaps this is inevitable. . . . But when the full history of the country comes to be written, the work of the kiaps will be seen in perspective as being an honourable and indispensable work without which the Papua New Guinea of the future might not have been."

And so say all of us.—Judy Tudor.

(WIGMEN OF PAPUA. Jacaranda, \$5.95).

Libraries in Australia, New Zealand, the US and Papua New Guinea are sponsoring a special project to concentrate on finding and copying unpublished documents relating to Papua New Guinea. The project was launched in April by the Pacific Manuscripts Bureau of the Australian National University.

Mr Kevin Green, Chief Archivist in PNG for six years till early this year is directing the project. It will be similar to the New England micro-filming project organised by the bureau in 1970 under which documents relating to the activities of American whalers, sealers, sandalwooders and traders in Australia, New Zealand and the Pacific Islands in the 19th century, were microfilmed in several US ports, including Salem, New Bedford and Nantucket.

New paperbacks revive a brace of books on PNG

Because many long-established Australian publishers have been bought by, or given way to, overseas interests, one welcomes all the more an Australian-owned newcomer, Wren Publishing Pty Ltd of Melbourne. Among recent Wren Paperbacks are reprints of *The Stolen Land* by Ian Downs and *Green Armour* by Osmar White, and a revised edition of *White's Parliament of a Thousand Tribes*.

The Stolen Land starts off as a tightly-written balance of fiction and historical fact, but the second half is a confusion of sex and fantasy, a poor man's John O'Hara. Cynical ex-district officer planter, brown student rabble rouser, white female spy, UN intrigue, seduction, and a murderous riot—it's all there.

Taken as a whole, the book is trivial. It has run into several editions, so there must be expatriates in New Guinea whom it helps to rationalise racial and/or sexual fears and who have recommended it as a handbook for newcomers.

Green Armour, first published in 1945, contains parts from the diary White wrote when he was a New Guinea war correspondent. It lacks the gut feeling of George Johnston's *New Guinea Diary*, and there is none of the lyricism of Peter Ryan's *Fear Drive My Feet*.

As a journalist's account, however, it is very good, and the years have

not made it less so. The chapter about the supply route from the Papuan Gulf to Wau is superb; Harry O'Kane, now in his celestial abode, must be pleased, begorrah, that people are still reading about 'his' Bulldog Road. Australians and Americans who served in the New Guinea theatre of war will enjoy this book.

As you would guess from its title, *Parliament of a Thousand Tribes* has a lot to say about parochialism, dislike and distrust of central authority, and about economic, social and political differences among New Guinea's many societies.

It is a carefully done report of political developments in New Guinea and Irian Barat, with revision and new material to bring the 1967 reprint up to date. White is "not optimistic enough to believe that the early years of self-government will be orderly, peaceful and constructive".

He expects that the people of the region will look beyond Australia for guidance in shaping their destiny because the foundations laid by Australian policy are too insecure, too hastily designed, and too alien in conception to meet local needs.

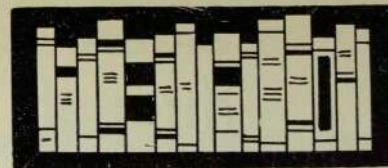
And he concludes with a warning against too much centralism: "It is never either legitimate or prudent to deny to a natural grouping of human beings their right to be different. Denial of that right is a mortal affront to the dignity of man, on whatever rung of the evolutionary ladder he may stand".

Read this book, and also read Hank Nelson's *Papua New Guinea: Black Unity or Black Chaos*, and you have had \$3.25 worth of as good a coverage of political events, past and present, and a peep into the future, as you are likely to get from a boxful of much dearer books. Wren's deserve our thanks for this revised and reasonably-priced edition.

And, just to keep the record straight, I am far more optimistic than Osmar White; PNG's first indigenous government has so far coped very well indeed with the tasks handed over by Australia. Democracy, supersonic aircraft, or international prestige are not essential to nationhood, but full bellies are.

Harry H. Jackman.

(*THE STOLEN LAND*. By Ian Downs. *GREEN ARMOUR*. By Osmar White. *PARLIAMENT OF A THOUSAND TRIBES*. By Osmar White. All paperbacks published 1972 by Wren Publishing Pty Ltd, Melbourne. \$1.75 each).



*And so we say
farewell to
yet another
passing show*

Thursday Island Nurse, the type of historical-autobiographical book that Elizabeth Burchill has written, typifies so many people's attitude to the natives of the places in which they live and draw their incomes.

Apart from the photographs which illustrate the book, one could easily read it and not be made aware that there were any natural inhabitants on Thursday Island. Yes, an occasional passing mention, much as one describes vegetation! But none of the real interest of Thursday Island is contained in this book by a woman of experience in tropical places, an observant woman whose writing flows easily and is readable.

Instead of a book for white people about white people, surely Sister Burchill could have written something which might have helped to establish the fact that the island is populated by real people concerned about their own future, and who probably do not regard the white characters in the book quite as Sister Burchill does.

I kept asking myself, whether I was reading about Thursday Island, Port Moresby, Alice Springs, or Elizabeth Bay: the characters exist in all these places with different names. Oh, yes, very readable! But why do these nurses and missionaries who write this kind of book give the impression that they have never so much as spoken a word to a native of the place they write about? If I were a native of Thursday Island I should be offended at Sister Burchill's book, which on every page relegates the real Thursday Islanders to second place.

There are dozens of books which do the same thing, books which it is time publishers stopped producing.

Peter Livingston.

(*THURSDAY ISLAND NURSE*. By Elizabeth Burchill. Rigby Ltd. \$3.95).

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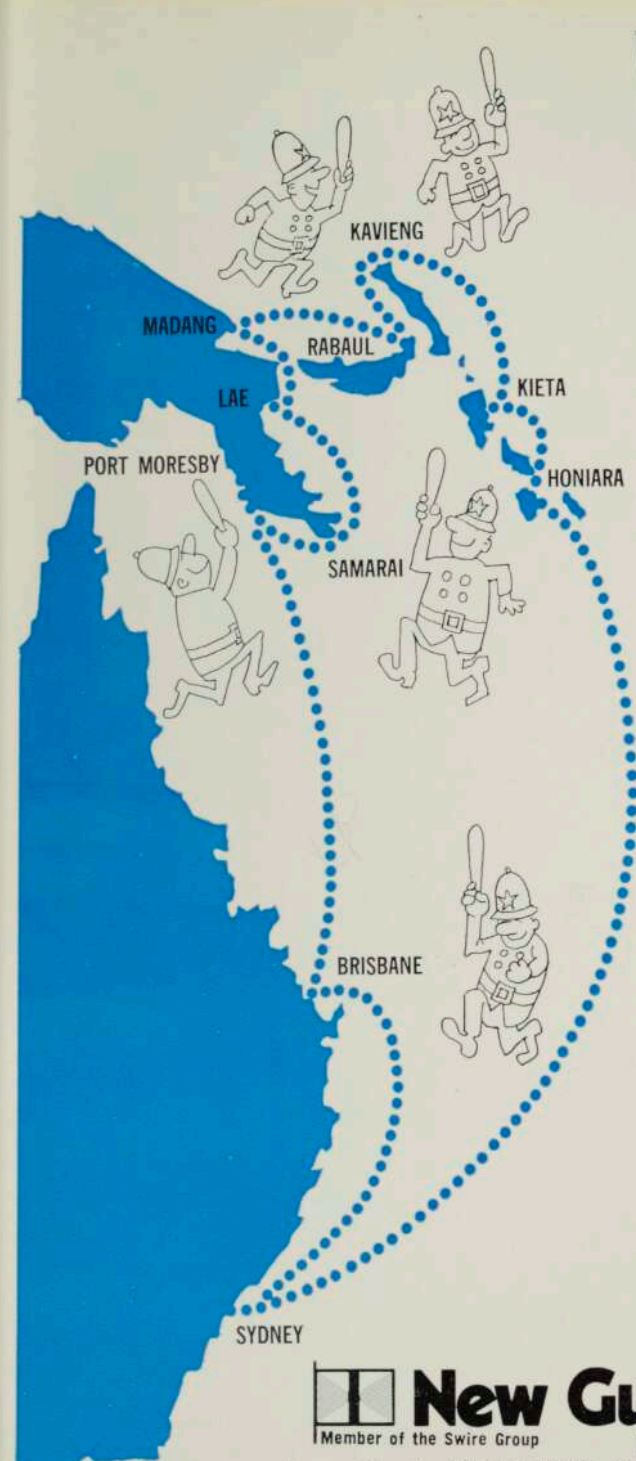
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Pacific Shipping

FIJI'S PORTS AND WHARFIES NEED BIG IMPROVEMENTS FOR CONTAINER AGE

Fiji should take itself into the container age with a special wharf of about 1,000 feet and a back-up area of about 25 acres to stack and store containers, and to act as a container freight station. This is one of many recommendations made by a commission of inquiry into Fiji ports.

Apart from occasional small parcels of containers in conventional ships, the handling of combo and cellular container ships should be at a new terminal in another part of Suva harbour. Existing wharf facilities at Suva, taking into account growth rates of shipping and cargo, should cater for conventional and unit requirements up to 1977.

The report was released as Fiji was about to receive its first full container service by the Union Steam Ship Co of NZ Ltd in a Tarros-class ship. Suva can probably handle container ships of this size without too much difficulty, but a container ship needs special wharf facilities and loading and unloading areas.

As Suva's narrow streets are not made for the prime movers required to handle container cargoes, the commission's recommendation for a container area of 25 acres is timely.

In Lautoka, there is plenty of open land near the wharf area for a container depot, if and when Lautoka comes into the container scheme. The comparatively new wharves at Suva and Lautoka were well on the way to completion before container ships became fashionable.

Major recommendations were that a ports authority, under the Minister for Communications, Works and Tourism, should be set up, and that the authority be as independent and free of political influence as possible. Fiji has its own Marine Department at present, which grew from an oft-forgotten section of the Customs Department operating under the direction of the Harbour Master.

The commission suggests that the authority, consisting of up to nine members, should have control of planning, developing, administering

and operating the port industry of Fiji, and have power to raise loans.

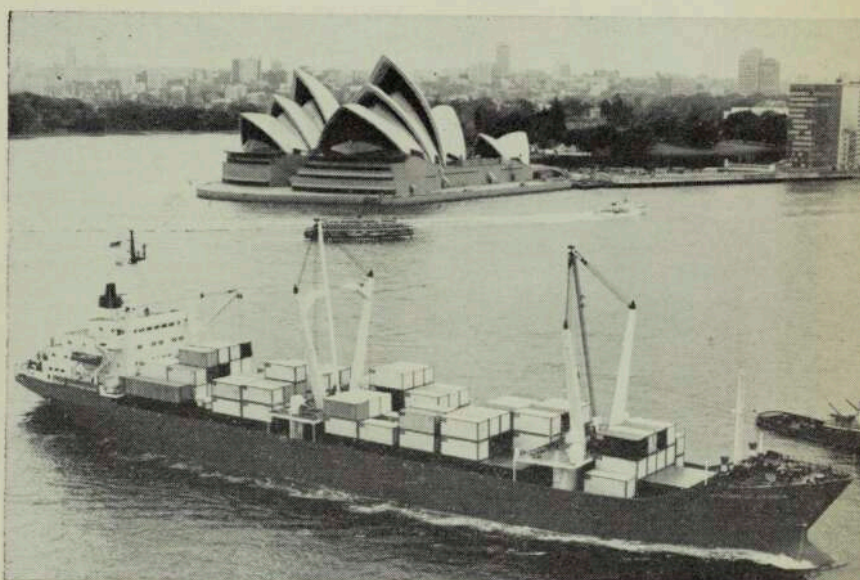
An authority would be the sole employer of waterfront labour, and would exercise direct supervision of every phase of wharf operations—on board ship and anywhere within wharf or harbour areas. That would do away with the Labour Utilisation Board.

The commission was critical of the present system of working ships. It said Fiji labour tended to be flabby,

lacking in formal and organised training and ignorant of modern methods of cargo handling and skill.

The waterside worker was an important unit and had much to contribute to the progress and prosperity of the ports and country. He needed to be responsible, loyal and dedicated.

It was unlikely that private enterprise, including the shipping community, could provide a highly trained ports labour force. Therefore, in the port of Suva, the authority



The new Columbus Line container carrier, Columbus Canada in Sydney Harbour. She is one of three new container ships Columbus will put on the Australia-American west coast service which will call at the GEIC, when the containers can be landed at Tarawa. The Columbus Canada has capacity for 400 20 ft containers, of which 140 can be refrigerated. The ships have 35-ton capacity cranes, which enable them to unload independently, if necessary. They have a service speed of 18 knots. GEIC will have the best shipping service it ever had when the Columbus Shipping Line solves the problem of landing containers at Tarawa from its new ships, says the managing director of Columbus Overseas Services Pty Ltd, Mr H. W. Rilk. Mr Rilk told PIM in mid-June that the new container ships were not yet calling at Tarawa because the line has not yet solved the problem of landing the containers. "We are working on the problem and will come up with a solution," he said. Mr Rilk was reluctant to give a time for solving the problem, but he thought it could be overcome in about eight weeks.

should be responsible for all stevedoring and cargo handling, including the provision of mechanical aids, such as forklifts.

The commission also criticised the system of long working hours at wharves which were not conducive to good productivity. If every dock-worker worked as required for his 10 hours, fatigue could have a serious effect on his health and physical endurance, which would be reflected in low productivity and a drop in performance standards.

Dealing with congestion in Suva and Lautoka, the commission said it was not the result of under-capacity of shed space, but the end product of inefficiency, low productivity, bad work methods, delayed delivery and ineffective supervision and management.

A complete overhaul of cargo handling methods in the wharf area would benefit shipowners and the trading community.

Other points in the commission's report were:

- A passenger terminal building at Suva with facilities for customs, banking, restaurants, shops, visitors' gallery and observation;
- Division of cargo storage areas in Suva into transit storage and go-down storage;
- Warehouses near the wharf to be transit sheds to be emptied as soon as possible to make way for new intakes or export cargo;
- Warehouses furthest from the wharf entrance to be known as "go-downs" and reserved to receive undelivered cargo from the transit shed;
- Construction of a large storage complex for long-term storage needs of private enterprise, as close to the wharves as possible at both Suva and Lautoka;
- Resiting of the local shipping terminal in Suva to a new area at Walu Bay, incorporating Princes Wharf and adjacent warehouses and roads into the present foreign trade area, and dredging Princes Wharf to give berthing for small ocean-going ships;
- Princes Wharf should serve lighters and barges from ships anchored in the harbour;
- A security auxiliary police force should be set up;
- Operation of a Fiji-wide pilotage service;
- Improvement of the present wharf warehouse facilities at Levuka and a sliprail there for ships up to 200 tons;
- The Government jetty at Labasa should be upgraded to common-user facility as soon as possible and a 10,000 square feet transit shed built. Whether Labasa was declared a port

of entry or not, ships would still call there if there was enough cargo inducement;

- The Government wharf at Savusavu should be upgraded.

ANOTHER REGIONAL SHIPPING SERVICE

The groundwork is being laid for New Zealand and the Cook Islands to run a joint shipping venture. The Premier of the Cook Islands, Mr Albert Henry, who recently went to Wellington for talks with the New Zealand Prime Minister, Mr Kirk, said on his return to Rarotonga the New Zealand Cabinet had accepted the proposal in principle. He had accepted it on behalf of the Cook Islands.

Mr Henry said the Cook Islands would be represented on the board of the shipping line. It had been proposed that Cook Islands shares be available to growers. This would be considered by the Cook Islands Cabinet.

At present the New Zealand Government operates the Moana Roa and the Cook Islands Government the Lorena on NZ-CI services.

UP GO FREIGHT RATES AGAIN

It was the old, old story of rising costs which forced shipping companies in the South Pacific to hike freight rates in May, June and July. Shippers' bills are higher on the PNG-Australia, Australia and New Zealand to Fiji, Tonga and Samoa and Australia to Nauru and Majuro services. These higher costs, of course, are ultimately met by the users of the cargo carried.

PNG shippers fought hard to stave off higher rates after northbound shippers had a 12½ per cent increase imposed in April. But they had to give way to the strong case made out by the shipping companies. Increases effective on July 1 are: rubber, tea, copra, desiccated coconut, 5 per cent; coffee, cocoa, peanuts, 10 per cent; timber, general and other commodity cargoes not specifically listed, 12½ per cent.

July 1 was fixed for the rise to coincide with the conversion to metrication. The shipping lines concerned are New Guinea Australia Line, Karlander New Guinea, New Guinea Express Lines and Containers Pacific Express. The new rates will be held at least till December 31. If, before then, market fluctuations place primary industry in serious financial difficulties, shipowners may be asked to reconsider the rates for a particular produce.

The Union Steam Ship Co of NZ

Ltd, after raising rates from New Zealand by 12½ per cent on July 1, warned of further increases, explaining that it was the first increase since February, 1972, and in holding rates fixed then it had incurred heavy losses. The latest rise was not enough to eliminate recurring losses. An application has been made to the NZ Price Tribunal for a further increase to bring the service to a break-even position.

Karlander, Pacific Navigation Co and South Pacific United Lines operate services from Australia to Fiji, Tonga and Western Samoa, and all increased their freight rates. The increase for French-owned SPUL is nominal, however, while its ships are under a black ban by Australian maritime unions.

The increase, which also applies to cargo from those Islands to Australia, does not mean a great deal because of the small amount of cargo carried.

The Nauru Pacific Line increased rates from Australia to Tarawa and Majuro by \$3 a ton on May 1. General cargo is now \$44 a ton and reefer cargo \$66 a ton.

American Samoa Governor John M. Haydon filed an official protest with the Federal Maritime Commission over a proposed 23 per cent increase in shipping rates between American Samoa and the US mainland. At the time he had not been directly informed of the rise, but he had learnt that General Steamship Corporation, on behalf of Pacific Islands Transport Line, intended to raise rates.

He had not been able to find out the intentions of Pacific Far East Line, which was the only other US carrier servicing Pago Pago from the US. PITL and PFEL carried the bulk of foodstuffs, supplies and construction material for American Samoa. Both lines operate from US Pacific coast ports to a number of Islands in the South Pacific.

WORRIES FOR ENNA G AS TOFUA RETIRES

The Union Steam Ship Co of NZ Ltd withdrew the Tofua from service when the 21-year-old passenger/cargo ship returned to Auckland in June from her 261st trip to Fiji, Tonga and Samoa. The withdrawal was not unexpected as she had been running at a heavy loss for some time. She will probably be sold.

As she was withdrawn the Nauru Pacific Line introduced the Enna G to a run similar to that covered by the Tofua.

The Tofua's withdrawal ends an era in South Pacific shipping. For

many years the Tofua and Matua were the main supply ships for Fiji, Samoa, Niue and Tonga. In fact, local calendars were often marked "Tofua Day" or "Matua Day", so rarely did some island ports see an overseas ship.

The Tofua went into service in January, 1952. She had only two masters—Captain N. H. Pearson, who sailed her out from Scotland on her delivery voyage, and Captain Peter Bennett, who was master of the Matua before he succeeded Captain Pearson. Captain Pearson retired in 1963 and died about a year ago.

The Nauru Pacific Line's Enna G was strike bound in New Zealand before it could make its first voyage on its new run—Auckland-Fiji-Tonga-Samoa. She was about to leave Wellington, where she had been in dry dock, for Auckland, when 23 Fijian seamen walked off after a dispute over pay.

Mr Vin Brown, NZ representative of Nauru Pacific Line, said the seamen walked off at the instigation of the NZ Seamen's Union. The NZ union told the Wellington Harbour Board it was boycotting the Enna G. The island members of the crew are paid about \$F95 a month.

Nauru Pacific Line flew 12 Nauruans to Wellington as an advance party to replace the strikers. But the president of the NZ Seamen's Union, Mr W. Martin, said if Nauru Pacific was thinking of sailing with a replacement crew, "they have got another think coming". The Seamen's Union declared the ship black when Fijians walked off.

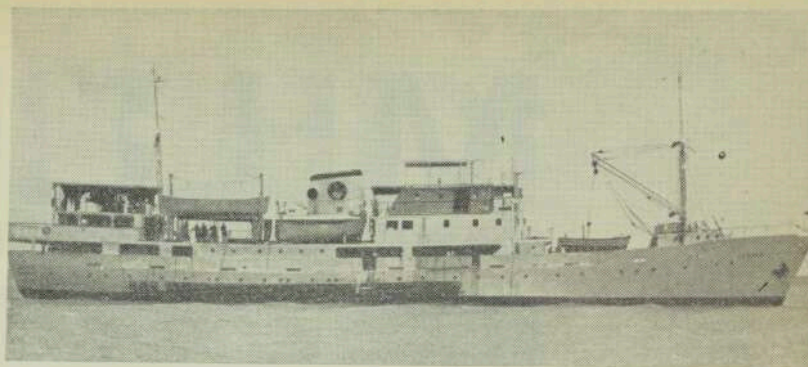
RUST BUCKET WILL BE SUNK

The Teraka, the GEIC training ship, is doomed. She has apparently developed into a "rust bucket", but this was not discovered till cadets recently started to scrape rust away before repainting, and found some small holes. A survey revealed extensive pitting and rusting, and soon after more holes were found. Initially these holes were plugged and patched, but it was soon obvious that this was useless.

Government officials decided the Teraka was no longer serviceable, could not be repaired and should be sunk. But a final decision has to come from the Foreign and Commonwealth Office in London.

Meanwhile cadets have removed as many useful items as possible from her.

The Teraka was bought from Norwegian owners in 1966 and delivered to the GEIC in April, 1967. In May, 1970, the shaft broke when she was at Arorae, and she was towed



Teraka, rust bucket.

back to Tarawa and anchored in the lagoon.

The big question now is: Will she be replaced and if so, how quickly? The GEIC economy needs the money her Teraka-trained seamen earn working for foreign shipping lines.

FIJI PLANS SHIP TO LINK OUTER ISLANDS

The Fiji Government is concerned about lack of sea transport to outer islands. The people in those islands are often lucky to get one boat a month, according to the Prime Minister, Ratu Sir Kamisese Mara. The government has decided to build a 125 ft ship, capable of carrying 150 passengers and cargo to service those islands in scheduled trips.

The government has not yet decided whether to run the boat itself, or offer a bare-boat charter to a co-operative society or similar organisation. The government will push ahead with plans for central loading points at various islands to make the most efficient use of the ship.

SOFRANA WIDENS ITS WAKE

Sofrana-Unilines, with two ships on long-term charter from Denmark, is rearranging a number of Pacific services. The Kirsten Bech, which arrived in Australia on June 18, and will be renamed Captain Magellan, will leave Melbourne every 28 days for Sydney, Noumea, Vila and Santo. The Gerda Bech, due to arrive in Australia about the end of July, will become the Captain Scott, and will go on to a new service—Brisbane-Sydney-Noumea-Suva, leaving Brisbane every 28 days.

The Capitaine Bougainville, at present servicing Papua New Guinea from New Zealand, will be transferred to a new service—Melbourne-Sydney-Suva-Lautoka, leaving Melbourne every 28 days. The Capitaine Bougainville will be replaced by another

ship, the Atlanta, on the NZ-PNG service. The Atlanta will also be re-named.

Sofrana-Unilines secured the contract to carry grain from Australia to Fiji for the new flour mill in Suva. The quantity is about 50,000 tons a year.

The line will sell one of its ships, the Capitaine Scott. The policy now is to use the English version of "captain" for new ships, and to phase out the French version, "capitaine".

SHIPPING BRIEFS

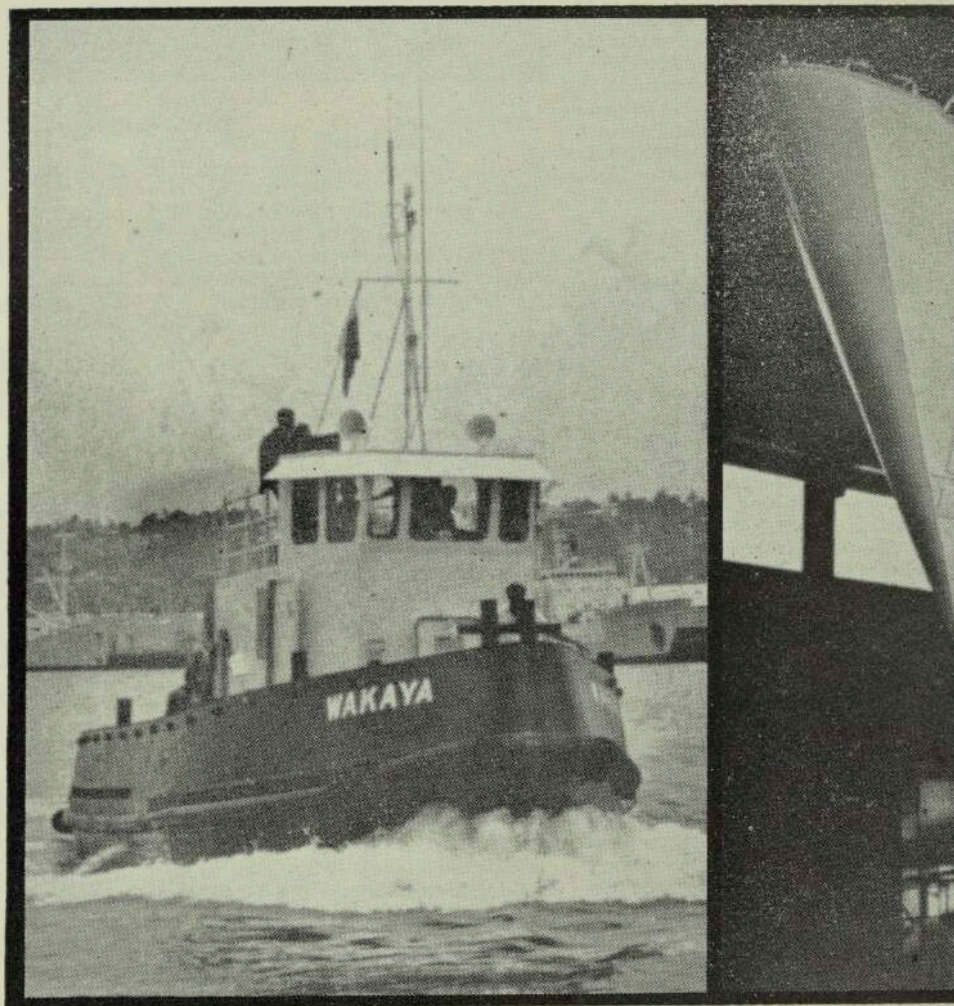
- American Samoa dockers unloaded 120 containers and 11 lighters from the first LASH (lighter aboard ship), Philippine Bear, to call at Pago Pago. Their time of 28 hours won them praise from officials of the Department of Port Administration. The cargo arrived in good condition. There was no pilfering. Immediately the lighters were unloaded the dockers went to work to reload them with exports for the northbound trip.

- The Melan Chine Shipping Co Ltd, of Honiara, will open up shipping services to the more remote islands of the BSIP with a new \$120,000 76 ft cargo ship now under construction in the Auckland boatyard of A. and G. Price Ltd. The ship is similar to landing craft used in World War II. It is a twin-screw, self-propelled ramp cargo vessel powered by two 110 hp Gardner engines, which will give a cruising speed of eight knots.

- Two French-owned ships, the Polynesie and Lara Viking, were "bomb bound" in June, the victims of a black ban imposed by Australian maritime unions as a protest against French testing of nuclear weapons.

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THE MISSION SHIP

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

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Cruising Yachts

● *TIARE*, a 32 ft steel sloop from Antwerp, Belgium, returned to Port Moresby after a cruise to Rabaul via the Milne Bay Islands. In mid-May, skipper Paul De Smet, his wife Vaea and son Paul Junior, sailed for Thursday Island then on to Indonesia and Singapore.

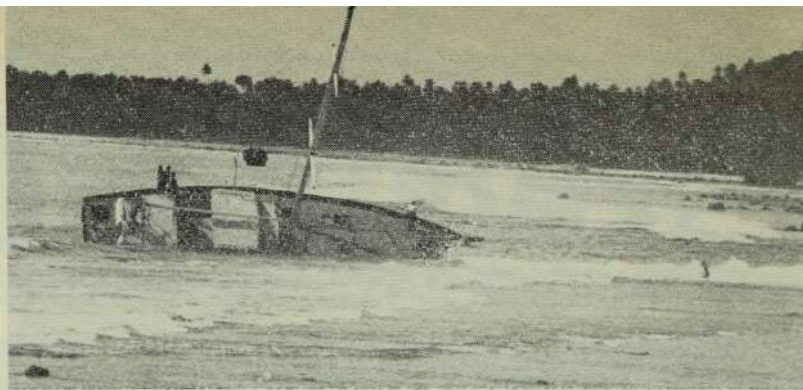
● *SUZIE II*, is a 36 ft fibreglass sloop from Stockholm, Sweden. Ulf Peterson, his dog, Suzie, and crew Jean Shelsher sailed from Kieta in April, on to Nisnon Atoll then the Trobriand Islands to arrive in Port Moresby in early May. After a few weeks stay, Ulf plans to sail to Darwin, Bali, across the Indian Ocean to Mauritius then on to Durban.

● *NEREUS*, a 23 ft ketch from Cairns, sailed into Port Moresby from Samarai early in May. On board was Axel Hart. After a couple of months stay, Axel plans to sail to Thursday Island and Darwin.

● *TATHATA*, a 31 ft Piver-design trimaran sloop from New York, sailed from Fiji in January to Santo in the New Hebrides to numerous islands in the Banks, Torres and Solomon Islands, through the Louisiade Archipelago to Samarai and anchored at Port Moresby on May 27. Skipper Lou Loomie, a well-known Pacific artist and crew Diane Galiardi told PIM it was a "great trip with a lot of sunshine". Lou has had showings in woodcut prints in Fiji and Honiara and plans to have a showing in Port Moresby. After a few weeks stay, *Tathata* plans to sail for Thursday Island, Indonesia and Singapore.

● *VUMA*, a 35 ft Piver-design Lodestar trimaran was built at Katumba. Three years ago, Bram Pieterse, a well-known Sydney night-club entertainer and his wife Nan, left Sydney and cruised the east Australian coast to arrive in Port Moresby on May 28. Bram and Nan plan to sail to Samarai and the Solomon Islands after a few weeks stay.

● *SILMARIL*, a 44 ft ketch-rigged Choy catamaran from Los Angeles, sailed from Fiji to the New Hebrides then direct to Port Moresby to arrive on May 28 with Kirk and Ines Nyby and crew Eric Johnson and Fred



Windwaggon II which went on the reef about 20 yards west of the Avatiu harbour entrance on the night of April 29 (PIM June p 91). The 50-ton weight of the 63 ft ferro-cement sloop made it impossible to tow her off the reef with the MV Manuvai. The vessel is now a total loss.—Photo: Johnson's Studio.

Bonde on board. They plan to sail for Timor, Bali then across the Indian Ocean to the Seychelles and up to the Red Sea. From there they plan to truck the yacht across Israel, from where they will cruise the Mediterranean.

● *WITCHITIT*, 38 ft trimaran, with skipper Danny Swan and crew members Rosita Perez, Timothy Newsham, Michael Dennison and Detlaf Graff, on board arrived at Rarotonga on May 21 from Tahiti. Mr Swan, a general contractor, built the tri in Hawaii last year, then sailed her to the Marquesas and the Society Islands. He signed on his present crew in the Society Islands after spending 10 months there, and his plans are to visit Tonga, Fiji and Australia.

● *MOALA*, 34 ft ketch, arrived at Rarotonga on May 28, leaking badly. On board was owner-skipper Australian Graham Tait. It took Mr Tait six years to build his ketch in Melbourne, and he had almost completed a circumnavigation started 3½ years ago. His voyage took him to New Caledonia, New Guinea, Thursday and Christmas Islands, South Africa, St Helena, Ascension Island, the Azores, Britain, Madeira, the Canaries and the West Indies and Panama. Pacific ports of call were in the Marquesas and the Society Islands.

● *DELFIN*, 42 ft ketch, with Mr and Mrs Stig Krogh, a Swedish couple, on board, arrived at Rarotonga on May 29 from Pago Pago. With them was an American friend, Mr Eric Altree, and their English bull terrier, Tuffy. The Kroghs bought the ketch in San Francisco in 1970 and have since sailed her in the Pacific. Their plans were to visit American Samoa before returning home to Sweden.

● *MYONIE*, 36 ft schooner, arrived at Rarotonga on June 4 from Tahiti with Americans Dr Gehrman and his wife on their third voyage round the world since 1960. Their present voyage took them to Jamaica, Panama and the Marquesas. Plans were to visit Tom Neale at Suwarrow.

● *AQUARIUS*, 33 ft ketch, took shelter at Rarotonga from heavy winds on June 3. On board were Canadians Mr and Mrs Boulter and their two daughters aged two and three. They built *Aquarius* themselves in Australia where they have lived for the last nine years. Plans are to visit Tahiti, Hawaii and Vancouver before returning to Australia.

● *ORCA*, a sloop, arrived at Rarotonga on June 3 during a circumnavigation. On board were owners Mr and Mrs William Truscott and crew Miss Vashti Holt. They left California seven months ago and called at Hawaii and Tahiti. They hope to visit Suwarrow before sailing to Fiji, Samoa and Australia.

● *MEI MARU*, 30 ft ketch from San Francisco, with Dr Earl Hansen (captain) and Kathy Stephenson (crew) which left Kavieng, New Britain, in November, 1972, has since visited Witu, Madang, Manus, Hermit and Ninigo Islands, Jayapura, Biak and Manokwari. Next on its schedule are Ambon, Bali, Surabaya and Singapore. The *Mei Maru* left San Francisco in October, 1969.

● *LADY ARWEN*, 47 ft yawl, an early May arrival at Rarotonga, carried owner-skipper, Adrian Hickey, an anthropologist, and Anne Hill, a nurse. They left Australia in August, 1972, and so far have called at New Caledonia, the New Hebrides, Fiji and Tonga. The next port of call is Papeete.

Business and Development

NEW ZEALAND'S 'QUIET REVOLUTION' MOVES INTO THE ISLANDS

A quiet revolution is taking place in the New Zealand economy. Not that the economy base for about 90 years—fat lambs, dairy produce and wool—is likely to be threatened by secondary industry for many years. But manufactured goods have been earning a bigger slice of the country's foreign exchange, and are becoming more important as the country learns the benefits to be gained from diversification.

A vigorous Department of Trade and Industry is continually exploring world markets, often backed by trade missions. The country has sent a number of trade missions to the Pacific in the last 10 years, the latest in 1972 to Fiji in what was known as "New Zealand Week". The follow-up to "New Zealand Week" is a building and furnishing display in Suva from July 23 to 28.

In taking a building and furnishing exhibition to Suva manufacturers are showing they are prepared to compete with strong local industries. Fiji, certainly, is not self-sufficient in these fields, but does supply a quantity of quality raw materials, and offers a good finished product.

Many of the New Zealand products will complement local industry; in other cases New Zealand has the manufactured article to finish off the Fiji house or piece of furniture.

New Zealand companies have set up subsidiaries involved with the building industry in Fiji, either to manufacture locally, or to distribute New Zealand-made goods.

Two NZ firms, Fletcher Industries and New Zealand Steel Ltd, hold 16 per cent of the equity in a steel rolling mill now being built in Suva. This mill may draw some of its steel billets from New Zealand. The \$750,000 steel reinforcing mill aims at eventually supplying all Pacific markets.

New Zealand Steel Ltd, in four years, has become a successful

marketer of galvanised sheet in the Islands. It also makes the base material for decorative roof tiles, which are in demand in the Islands. The latest figure for exports over 12 months by this company to the Pacific was \$900,000. The company believes it can soon reach \$2 million a year in the area.

Lockwood International, of Rotorua, is selling specially-built hurricane-proof homes in the Pacific. They are built of treated radiata sheathed in aluminium. The company expects to top the \$1 million mark in sales to the Pacific in the current year. The hurricane-proof house has already been tested in a number of "big blows" and none has had to be repaired. The house has a specialised interlocking system, which features a unique anti-hurricane reinforcing rod system, bolted invisibly inside the solid wall, from roof trusses to foundation blocks.

Alex Harvey Industries Ltd has an annual export trade with Fiji worth about \$1 million. It has now set up a branch in Suva to make pvc pipes, polythene film, cans and louvres. Two Auckland firms in the

Harvey group, L. J. Fisher and Co Ltd and Harvey Tile Co, are making protected metal roof tiling for the Islands.

The appliance field is another where New Zealand has built up a big market. One firm recently won a \$500,000 contract to air-condition the first stage of the Pacific Harbour project at Deuba. That firm has already installed air-conditioning plant in Tonga and Niue.

In the last five years, McAlpine Refrigeration Ltd, has seen exports to the South Pacific jump from \$47,000 in 1967-68 to almost \$700,000 in 1971-72.

Clyde Engineering Ltd, of Lower Hutt, has set up a branch in Suva to sell industrial machinery in the South Pacific.

New Zealand is in a good position to capture an even larger share of the Pacific market. Australian revaluation has helped. Regular shipping services to more territories and rising standards of packaging, salesmanship and distribution are all in her favour. Her traditional trading area was the triangle of Island groups to the north—Fiji, Samoa and Tonga



The steel rolling mill in which two New Zealand firms are interested takes shape in Suva's Walu Bay.

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and the Cook Islands—plus Niue. Now she goes as far east as Tahiti and west to Papua New Guinea, taking in the BSIP, the New Hebrides and New Caledonia on the way.

Pacific export figures show how rapidly New Zealand's trade in that area has increased. In 1971, exports were up 22.5 per cent on 1970, and were worth \$26.2 million. Fiji trade, worth \$10.41 million, was up 36 per cent on 1970. New Zealand was the principal supplier to Western Samoa, selling goods worth \$3 million. In Tonga, with sales of \$1.5 million, New Zealand had 37 per cent of the market.

The New Caledonia market was worth \$4 million, French Polynesia \$4.3 million and American Samoa \$2.26 million. New Zealand was the second biggest supplier, next to the US, to American Samoa.

Veneer panelling at Suva fair

Bond and Rundle Ltd are New Zealand's largest manufacturers of veneered wood panelling and they'll be prominent at the New Zealand Building and Furnishing Display at Suva.

The firm produces a wide range of plywood panelling, some in imported woods like teak, sapele and walnut, some in the high class woods for which New Zealand is famous. All Bond and Rundle products are treated against termites and fungus.

This Auckland factory also manufactures Corinite Tru-Grain, a life-like reproduction of wood panelling which appeals to customers looking for economy and uniformity. The panelling is made from photographic reproductions of practically any quality wood you like to name. The blown-up photograph is fused, not glued, to a plywood or particle board base under pressure at very high temperature and it even feels like wood grain veneer.

Tuna for Christmas!

A commercial tuna fishing project at Christmas Island is under way, but still has a long way to go before it is an accomplished fact. The project which will cost about \$1 million, has been before the GEIC Executive Council, which passed it on to various departments for further scrutiny. It will then be submitted to the Foreign and Commonwealth Office in London.

The plan was prepared by Mr Jim Hughson, Chief Fisheries Development Officer, who based it on the results of a 16 months' survey by Mr John Watt, of the Fisheries

Development Office on Christmas Island, which showed substantial resources of surface tuna, sufficient to start a pilot commercial project.

Mr Hughson's plan calls for a fleet of 20 30-35 ft fishing boats, with a mother ship, and freezing capacity to handle fish while the mother ship is selling catches elsewhere.

Fishing industry for Marshalls

The fish resources of Micronesia will be exploited by a joint enterprise, the Marshall Islands Development Authority (MIDA) and the giant San Francisco food firm, Del Monte Corporation. The two parties have been negotiating an agreement for several months. Del Monte has yet to formally accept the agreement, but as it was a party to negotiations, acceptance is not likely to be withheld.

The enterprise will come into full commercial operation in three stages:

- Del Monte Marshalls (as the new company is expected to be named) will start fishing, using a refrigerator barge, formerly a US naval ship. In the first year frozen

fish will be exported and fresh fish supplied to the local market;

- Shore facilities, including a reefer, boat repair facilities, and more modern equipment needed for a full-scale shore operation, will be installed;

- Setting up a processing plant, including a cannery, if one seems feasible, and provided the present US tariff laws are amended to allow free entry of Micronesian goods.

In the initial period Del Monte and MIDA will own all the shares. Later MIDA shares may be bought by Micronesians.

Congress of Micronesia representative, Mr Charles Dominick, who is chairman of MIDA, said: "Shore facilities, when finally constructed, will provide new jobs and enhance the economic growth of the islands".

Micronesians share in new hotel

Micronesians will be given a share in a new 200-room hotel—the Saipan Beach Inter-Continental Inn beside Tanapac lagoon. This was announced recently by Mr Edward Swofford, a vice-president of Pan American Air-

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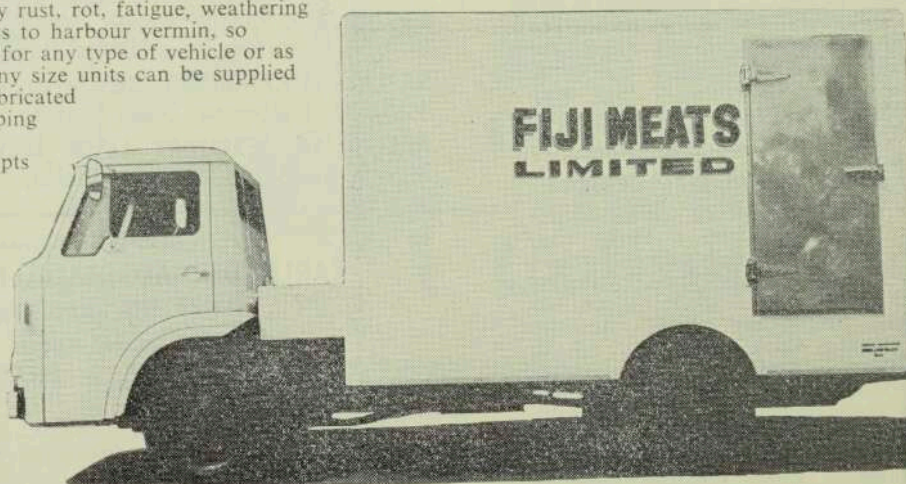
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The Fiji Meats unit illustrated is the second supplied to this Company

ways, of which Inter-Continental is a subsidiary. The hotel will be built on a 7½-acre property by Pacific Micronesia Corporation.

Another Inter-Continental venture is a 250-room hotel at Momi Bay, about 15 miles from Nadi Airport. This hotel will be finished late in 1974. It will be managed by Hospitality Hotel Management Corporation, of Texas.

Micronesians to get development bank

A development bank, rather than general commercial banks, would best meet the needs of Micronesians, says Mr Peter T. Coleman, Deputy High Commissioner, and also chairman of the Bank of Micronesia. The board of the Bank of Micronesia, after a long study, is close to reaching a decision in favour of the development bank.

The theory behind a development bank was that it made available necessary capital on a long-range high-risk loan arrangement, rather than on a strict collateral and security-directed loan basis. The latter type of loan was available at commercial banks in Micronesia.

The board's recommendation, when decided, will go to the Congress of Micronesia, which authorised setting up the Bank of Micronesia.

Mr Coleman said it was hoped the development bank would be in operation by 1974.

Cocoa and copra prices boom

A combination of drought and good has helped to lift cocoa and copra prices to the highest levels for several years. There is a world shortage of both commodities.

The cocoa market started to spiral in April and in May reached almost record levels. The Papua New Guinea price on May 3 was \$742 a ton fob. By May 24 it had risen to \$994. There was a levelling off later in the month and by the third week in June the July/September shipment was quoted at \$829 and the October/December shipment at \$784. The market was continuing strong, though not expected to exceed the May 24 price.

Two factors contributed to the rise—drought in the main growing areas of West Africa (Ghana and Nigeria) and South America (Brazil) and a rush by chocolate manufacturers and speculators for cocoa beans. Papua New Guinea production also suffered from the drought

but the high prices to some extent are offset by smaller shipments.

The drought is also expected to affect the yield from the main African crop, to be harvested later this year. With production down, buyers are using up reserve stocks, recently estimated at barely sufficient for

three months. This will fulfil forecasts that world cocoa bean consumption in the 1972-73 year (to September 30) would exceed production by 126,000 tons, and that supplies would have to come from dwindling reserves.

Drought in the Philippines and

BLUE WOOD!

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BAUXITE FIJI

FOR SALE

MARINE GEAR, MACHINERY, PLANT AND EQUIPMENT

PLANTS AND EQUIPMENT	QTY:		VALUE FOR SPARES	SALE VALUE YANAWAI
BULLDOZERS				
KOMATSU hydraulic tilt dozer D155A-1	1	300HP logging specification, operating weight 34 tons, specification and details available on request	\$ 670.00	\$ 74,297.20
Power shift with towering winch				
KOMATSU hydraulic tilt dozer D155A-1	1	300HP logging specification, operating weight 34 tons, specification and details available on request	\$ 670.00	\$ 76,154.00
Power shift with 3 shank parallelogram rippers				
KOMATSU angle dozer D85A power shift	1	180HP with Cummins NH220 engine, fitted with winch and logging canopy extras to jungle specification, operating weight 24 tons	\$ 150.00	\$ 55,363.20
TRUCKS				
KOMATSU dump trucks HD180	5	16yd capacity, maximum payload 18 tons, vehicle weight 17 tons, Cummins NH220, 230HP jacobs engine, brakes, 5 speed constant mesh transmission	\$ 750.00	\$179,758.80
NISSAN 12 ton trucks 6TW135D	6	Pay load 12 tons, 2 strokes, D engine UD63 (240 P.C.S. at 2,200 rpm) all steel body with under body hoist, 3 axle, 2 axle drive		\$ 90,582.00
GENERATORS				
MITSUBISHI Generator DU-125	1 set	Starter 24V, 55 KW, Generator 24V-300W output, 80 KW open, 100 KW protected, V210-220, rpm 1500-1800	\$ 427.80	\$ 10,089.00
NIGATA engine with alternator 300 KW	1 set	as per specification (Details available on request)		\$193,784.40
NIGATA engine with alternator 500 KW	2 sets			
DRILLS				
FURUKAWA crawler drill CRD-5 with tools and spares	1	Weight 7940 lb, tractor motor 8HP x 2 motor drive, enclosed gear speed 3.7mp. Drill model 975D-11. Drill steel standard 1 1/4" Rex, Bit size 23/4-3 inches	\$1,924.56	\$ 18,166.56
FURUKAWA Leg drill 322D	2	Shank size 4 1/2", weight 56 lbs, length 27 9/16, Blow/min 1850 air consumption 113cf/min. Details available on request	\$ 566.50	\$ 1,859.70
FURUKAWA Hand drill 217D	2	Shank size: 4 1/2", weight: 41 lb. Length: 27 7/31, Blow/min 2350 Air consumption 104.5 cfm/min	\$ 566.50	\$ 1,693.30
AIR COMPRESSOR				
Portable air compressor AMR370	1	Length 12.9 ft, width 5.6 ft, height 6.5 ft, weight 6,380 lbs, 4 wheels, air delivery 370 cfm	\$ 458.70	\$ 6,221.10
Portable air compressor AMR250	1	Length 12.3 ft, width 5 ft, height 6.3 ft, weight 4,630 lbs, 4 wheels, air delivery 25 cfm	\$ 547.54	\$ 4,825.54
WASHING PLANT				
Complete washing plant as per Kobe specification	1	Screens, vibrators, motors, classifiers pumps, cables etc. (details available on request)		\$760,494.80
CONVEYOR LINE				
Complete conveyor structure with belt as per Kobe specification	1	As per specification (details available on request)		
LABORATORY				
Complete set laboratory equipment	1	As per detailed list available on request		\$ 24,420.70
Chemicals for laboratory				
OTHERS				
KOMATSU hydraulic motor grader GD37	1	120HP Cummins engine, 6 forward 4 reverse constant mesh transmission tandem drive fitted with scarifier	\$ 850.00	\$ 23,584.20
Hydraulic truck crane NK10	1	Boom 8.5m lifting capacity 10.5 tons With standard 3 1/2 yd and 4 yd bucket, International V8 charged engine 300HP 4 forward and reverse power shift	\$ 200.00	\$ 19,858.40
KOMATSU international pay loader JH90E	1	Length 14'-9 15/16", width 7'-9 1/2", height 9'-2 1/2" front tyre dimension 825-20-12PR x 5, Rear tyre dimension 825-20-12PR x 6, Engine Isuzu DA120 6 cylinder		\$ 49,987.20
KAWASAKI tyre roller KR15	1			\$ 13,926.00

LIMITED

PLANTS AND EQUIPMENT	QTY:		VALUE FOR SPARES	SALE VALUE YANAWAI
Portable crushing and screening plant	1	Capacity 20T/H. Feed opening 20" x 10", 4 size crushed metal 0-5 mm, 5 mm-25 mm, 25 mm-50 mm, 50 mm		\$ 29,534.40
SHOVEL DOZERS				
KOMATSU SHOVEL dozers D755	3	175HP Cummins NH220, 2.6 cu. yd. bucket, power shift transmission, operating weight 18 tons, service double track growers, long reach lift arms, bush cab		\$127,051.20
Portable forest mill	1	Powered by 1600cc Volkswagen engine, 2 raw blades 30" & 16", Cuts up to 12" x 9" x 18" timber. Production site 4,000 to 8,000 super feet in 8 hrs, weight of unit 1,610 lbs.		\$ 4,892.58
Concrete mixer KNSO-16W	1	Tilting drum type mining capacity, 0.45m ³ Engine 11HP diesel		\$ 4,261.20
Tone water pump NA53	1	Liner size 47.5, displacement 45 l/m G.P.M. 11.8, Max Pressure 70kg/cm ²		\$ 3,034.80
Air compressor	1	2HP 22KW		\$ 631.20
Arc welder with accessories	1	Engine drive DC/ACD — 2004		\$ 1,789.20
Chain saw CS100	4	Pioneer		
Oxy acetylene cutter with accessories	2 sets			\$ 324.80
B22 level and theodolite with accessories	3 sets	GT-69 Traust theodolite, dumpy levels, Prismatic compass all Brit staff, etc.		\$ 1,983.93
Welding machine complete with hoses	1 set			\$ 201.60
Concrete mixer	1	1/2 cu. yd		\$ 530.00
Electric welding machine	1 set			\$ 350.40
Isuzu 6 ton service truck	1 unit			\$ 10,746.15
Toyota land cruisers	2 units	1971 model		\$ 5,066.29
MARINE GEAR				
Fibreglass workboat	1	L.O.A. 28', Draft 2 1/2' With Perkins V8-510 Marine diesel engine 120/160SHP		\$15,692.26
Steel Hull tug boat	1	L.O.A. 40' LBP38' Draft aft 5' speed free 9 knots. Bollard Pull 2.5 tons approx. Power steering and steering nozzle Engine Cat diesel D334 TA 240 HPCR at 2,000 rpm		\$53,000.00
Steel Hull tug boat	1	L.O.A. 30' 10" LBP 29'3" Draft aft 4' speed free — 8 knots. Power steering, steering propellor engine Bedford T330m 110HP Bollard Pull 1.25 tons approx.		\$30,000.00
Steel barges	3	Length overall 85' Beam 30' Depth 7' Draft loaded 4' depth in hold 9'		\$84,000.00
Fibreglass speed boat	1	Twin 40HP engine		\$ 2,100.00
Yamaha O/B engine	3	12HP		\$ 700.00
Yamaha O/B engine	3	15HP		\$ 800.00
Evinrude O/B engine	1	33HP		\$ 350.00
Punts	4			\$ 400.00
Fuel Tanks	6	5 galls		\$ 70.00
Marine Buoy	1	1 can 1/2" M.S. plate, 5' diameter 2' 6" deep, tension bar, 2 moving chairs, 2 x 3 ton concrete block		\$ 422.86
OTHERS				
Ropes, anchors, chains etc.				\$ 1,000.00

TERMS AND CONDITIONS FOR SALE

- (a) The above machinery is for sale at Yanawai, situated near Savusavu in Vanua Levu on an "as is, where is" basis.
- (b) Consideration will be given for the purchase of all items as a "package deal" or each item individually.
- (c) Terms and conditions for payment purchases could be negotiated.
- (d) Vehicles, plant and machinery, may be inspected at Yanawai by prior arrangement at Bauxite Fiji Limited's Head Office, 17 Cumming St., Suva. Phone 23 851 or 23 852.

- (e) Transportation to the site from Savusavu will be provided by the company.

NOTE: The above prices are based on sales at Yanawai only and are open for negotiation. Prices of some machines are inclusive of spare parts. Further consideration will be given for all cash purchases.

Any further information or details concerning any item could be obtained on request to Mr. H. TAKAHASHI or Mr. R. C. PILLAY at Bauxite Head Office, 17 Cumming Street, SUVA. Phone 23 851 or 23 852 or write to P.O. Box 1350, Suva, Fiji.

flooding of the Mississippi River were the "bed fellows" which lifted copra prices to the highest level for at least 12 months. Two years ago a long-shoremen's strike on the US west coast virtually eliminated the United States as a copra and coconut oil buyer, and Europe was unable to absorb the resultant glut.

Now the world is short of vegetable oils because of the Philippines' drought and the Mississippi River flooding which has disrupted the soya bean planting programme. It is unlikely that either source will return to full production for another year.

Meantime, Pacific Islands growers are starting to recoup some of the losses which hit them heavily over

the last two years. In Fiji, prosperity showed signs of returning to some of the embattled plantations with deliveries of 10,070 tons of copra to the mills in the first 19 weeks of 1973. In the first 19 weeks of 1972 the deliveries totalled 9,517 tons.

In 1972, depending on grade, the prices in the first five months ranged from \$40.25 to \$88.25. This year the range was \$47.75 to \$128.75, with sharp rises in April, followed by equally sharp increases early in May. By May's end the price for the best grade was \$184.

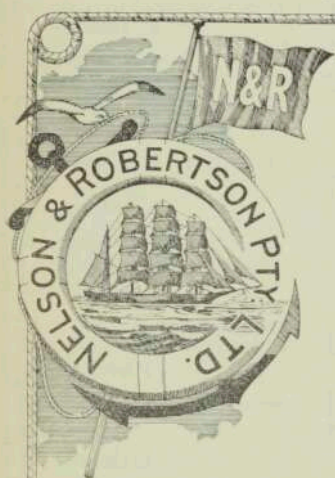
In May in Papua New Guinea, prices were lifted by \$17 a ton and in the GEIC by \$23.

Early in June Tonga growers got

an increase of \$29.40 a ton, to take the first grade to \$130.60 and second grade to \$124.60. Those prices were double the February rates and an increase of \$76.60 this year.

During May the demand for copra in the US was so strong that prices reached \$300. The market was inclined to be erratic because buyers withdrew and later returned.

Sugar is also booming. Red China has become a customer in Australia's sugar market and this has had an effect on world prices. With prices so high, however, producers should use history as their guide. The boom of 1963 deteriorated into something like a slump.



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New Guinea Representatives: Rabaul Trading Co. Pty. Ltd.,
Rabaul — Lae — Madang — Kieta.

BUSINESS BRIEFS

● An export-oriented forest industry, with most of the processing in Papua New Guinea, will be developed at Powell Harbour, New Britain, and also at Rabaul, if land is available. The PNG Government and the Open Bay Timber Co have completed negotiations to develop a large forest industry in the Open Bay area. It is estimated the area has 256,300 acres of commercial forest. The Open Bay Timber Co is a joint venture of Japanese (Sobu Adachi) and Australian (Thiess Bros) interests and the PNG Government.

● Air New Zealand's EPIC (early purchase individual contract) fare scheme between New Zealand and Fiji got away to a flying start. In the first week EPIC became available 225 people used the scheme to go from New Zealand to Fiji. For the August school holidays 22 return flights a week were scheduled, compared with 13 in August, 1972. In December there would be 21 flights compared with 14 in 1972.

● The Vila Urban Consumers Co-operative Society in its first distribution has paid a bonus of 7c for every dollar. The total payout was \$7,000. Some members received \$120. The society has a turnover of \$106,000 which makes it the largest society in the New Hebrides. The committee will build a modern store to cater for an expected increase in membership and turnover.

● The New Zealand and Cook Islands governments will co-operate in a joint venture to provide tourist accommodation in the Cook Islands through a consortium of the NZ Tourist Hotel Corporation, Air New Zealand and the Cook Islands Government. The two New Zealand organisations will send representa-

tives to the Cook Islands to look at hotel sites. Construction of hotels is expected to start soon.

● Lagoon Aviation Inc. of Majuro, and Marshall Islands Air Taxi Service have launched a new air taxi service for the Marshall Islands, using a Grumman Widgeon seaplane. The base will be the new Marshall Islands international airport at Majuro. The aircraft will carry five fare-paying passengers. Plans call for a limited scheduled service in the Marshalls district.

● A new pay scale has been agreed to for employees of the Gilbert-Ellice Islands Development Authority. Increases of 2½c an hour for some grades have been made retrospective to July 1, 1972.

● Mr W. H. Lord, general manager of Burns Philp Finance Ltd, has been appointed to the board of the company.

● American Airlines took over management of the Pago Pago Hotel in May. The hotel is now known as Pago Pago Americana. The managing director is Mr Henry Schaninck. A

Samoan will be appointed resident manager.

● Mr Nigel Hunt, 31, who has held a number of executive positions with Jardine Matheson and Co Ltd in South-East Asia, has been appointed manager of the Hunts group's tourist interests in Fiji. Jardine Matheson, in 1972, bought a substantial minority share in Hunts.

● The Japanese-owned bauxite mines in Vanua Levu, Fiji, have been closed because of continued worldwide depressed prices for aluminium. Persistent heavy rain also made operations difficult. The mine could reopen, but it won't be for a long time yet.

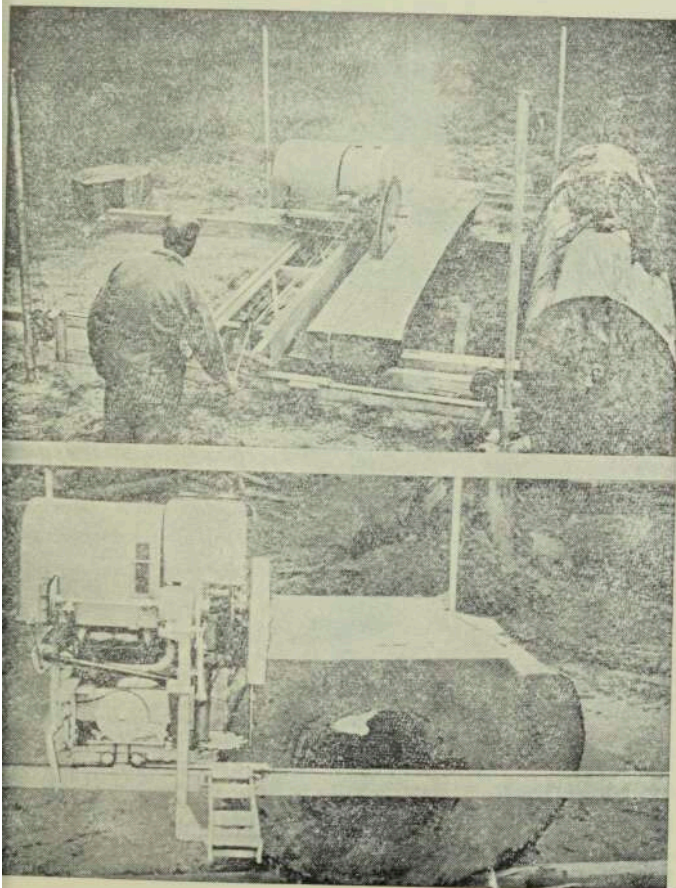
● The Western Samoa Government has appointed a committee to investigate liquor distribution. At present the government controls all importation and distribution of liquor, which is sold to retailers and the public from the government's liquor bond store. The committee will consider direct distribution by retailers, but it is not yet clear whether the government will remain sole importer.

● Fish cannery permits for Van Camp and Star Kist in American Samoa require the companies to reduce their discharge of waste in Pago Pago Bay by 80 per cent by January 1, 1974. The permits require the canneries to install huge holding tanks and purifying tanks in which the waste must be treated before it is dumped into the bay. The systems will break down oil, grease and solid materials.

● The New Hebrides Development Company is to build a \$300,000 abattoir at Vila. Primarily, it will process its own cattle and pig produces, but will also process the cattle of other breeders on a commercial basis. The abattoir will also buy cattle on the hoof.

● Taro crops on the islands of Atiu and Mauke in the Cooks have been attacked by the Pythium fungus and may be wiped out this year.

● The Cook Islands, apart from any financial aid it receives from New Zealand, is also entitled to foreign aid available to Pacific territories. This point was cleared up



'Forestmil' Portable Sawmill

Produces house building or construction size timber direct from the log in the forest. Timber is ready to use without resawing.

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Standard 'Forestmil' will produce any size timber up to 12 in. x 6 in. x 18 ft. including boards, framing, bridge sizes, etc. It will cut hardwood or softwood from large or small logs or butts.

The 'Forestmil' is powered by a petrol or diesel engine.

Total weight 1600 lbs., dismantles into small sections. Only two men required to operate. 'Forestmils' are used by sawmillers, oil drilling companies, builders and contractors.

'Forestmils' are exported to 24 countries.

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Phone: 35-6125, 35-6568.

by the Premier, Mr Albert Henry, on a recent visit to New Zealand. Under an agreement with the United Nations NZ has the responsibility of providing at least 1 per cent of financial aid in the Pacific. It had been thought that as the Cook Islands already received financial aid from NZ, it was not entitled to a share of that money.

● The Cook Islands is getting on the duty free "band wagon". The system will be the same as that of Fiji, where duty free items are available to local people as well as to visitors. The duty free lines will also be similar to those offered in Fiji.

● The Western Samoa Trust Estates Corporation (WSTEC) is making a determined drive to revive an ailing banana industry. More than 2,000 acres of bushland inland of Mulifanua have been cleared for new suckers, of which some have reached the fruit-bearing stage.

● The Papua New Guinea Government will soon offer shares in up to eight companies to Papua New Guineans through the Investment Corporation. Minimum investments will be \$100 for 100 shares. The shares cover a wide range.

● Visitors to Western Samoa during the first four months of this year totalled 11,333. The total represents all categories of visitors such as American Samoans visiting relatives or attending conferences. The 1972 total was 46,356 while 42,907 came in 1971. This year, visitors will probably exceed the 50,000 mark.

● One of two wartime 8,700 ft airstrips at the south end of Saipan in the Marianas will be renovated for use as the island's principal commercial airfield. Isley Field, as the site is now known, has not been used since 1949. The present field, Kobler, will be closed when Isley is again operational, possibly at the end of 1974.

● The Agricultural Aid Fund of the Province of British Columbia, Canada, will provide \$US36,250 for the Mahinae's farm training project run by the Methodist Church in Tonga. Money will buy equipment, livestock, and pay some of the running expenses for four years.

● Australia has opened the purse strings to give \$450,000 worth of aid to the GEIC for a water supply system for Betio.

Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Australian dollar (June 13) equals New Zealand, \$1.0689 (buying), \$1.0644 (selling); Fiji \$1.1049 (buying), Western Samoa, T 0.8754 (buying); US, \$1.4191, \$1.4143; UK, 55.2333 np, 54.8696 np; French Pacific, 111.75 (buying) FP francs; Tonga unavailable.

COPRA

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

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

Latest prices, delivered main ports, were: hot-air dried, \$144 per ton; FMS, \$141 per ton; smoke-dried, \$139 per ton.

FIJI:—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Prices recently were: 1st grade, \$184; 2nd grade, \$174; CAS, \$151.

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, \$100; 2nd quality, \$86.

TONGA:—All copra is sold to the board which sends it to Europe and the open market. Recent prices to growers were T\$130.60 1st grade, T\$124.60; 2nd grade, per ton. Per coconut 1.2 senti.

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, \$105; 2nd grade, \$101; 3rd grade, \$91 per ton at BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE:—3c per lb (1st grade); 2c per lb (2nd grade).

NEW HEBRIDES:—Copra sold direct by planters to France and Japan. Official market price on June 14 was \$75. Marseilles 124 French francs (per 100 kilos) June 8.

COOK IS.—Copra goes to Abels, Ltd., of Auckland, who operate NZ's copra crushing mill. Prices for July to September, packed shipping weights f.o.b. were fixed at NZ\$177.09 1st grade, hot-air dried, NZ\$175.27 1st grade, sun-dried, and NZ\$173.90 standard grade.

US TRUST TERRITORY: \$US 102.50 (grade 1), \$US 92.50 (grade 2), \$US 82.50 (grade 3), delivered district centres; \$90.00 (grade 1), \$80.00 (grade 2), \$70.00 (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.—Best price paid is \$1 per lb dried, for 1st grade; 70 cents per lb for 2nd grade.

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 June 14 (April/June shipment) was spot Estg 576.00 ton, c.i.f.; UK, Continent.

June 14: In store Rabaul, export quality, \$860 per ton delivered ex wharf Sydney \$935.

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: Good quality, A grade, 48½c per lb; B grade, 45½c, C grade, 44½c, Y grade, 44c (ex-store Sydney).

W. Samoa.—Recently, WSTEC ground and dried beans, 45 sene per lb (to distributors), 50 sene per lb (to retailers).

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

GREEN SNAIL SHELL.—13-14 cents per lb.

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

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

PEANUTS.—PNG: Sydney agents reported recently f.o.b., Lae; Kernels—white Spanish 19c lb.

PEARL SHELL.—Torres Strait Pearlshellers 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. Fiji.—35c per lb.

PYRETHRUM.—NG growers 17c lb, flowers.

RICE (Aust.).—PNG: Dried brown, 25 kil bags, \$128.00 per metric tonne. Vitami enriched white, 25 kilo bags, \$141.50 per metric tonne, all f.o.w. **Sydney/Melbourne.** **Pacific Islands:** Calrose med. grain, white, 5 lb bags, \$170 a metric tonne. Kulu long grain white, 56 lb bags, \$185 a metric tonne. All prices f.o.w. Sydney/Melbourne.

RUBBER.—PNG prices are based on Singapore rates which on June 1 were: No. 1 RS (Malayan cents a kilo f.o.b.), May, 141.2; 134.25; June, 135.25-129.75; July, 133.2; 128.25.

SANDALWOOD.—New Hebrides, landed on the beach, Vila and Santo, \$180 per ton "consignment".

SHARKS FINS.—Chang Sing Loong Co Suva, offers 75c per lb for 1st quality, 40c for mixed quality.

TROCHUS.—BSIP 7-10 cents per lb. Fiji 8 cents per lb.

TURTLE SHELL.—BSI: No market at present. **VANILLA BEANS.**—Prices recently were: White and yellow label processed standard packs, \$7.50; green label \$7.40, c.i.f., Sydney. **Tonga.**—\$14.20, f.o.b., Nukualofa; \$14.50, Melbourne.

UK, US QUOTES

COPRA.—LONDON, June 11, Philippines, bulk, \$US300 per long ton, c.i.f.

EXCHANGE RATES

FIJI.—Through Bank of NSW, ANZ Bank of NZ, Bank of Baroda, First National City Bank. Sterling £ on Fiji \$, buying £1 \$F1.9725, selling £1 = \$F1.9975. Aust. \$ on Fiji \$, buying \$A0.9026 = \$F1, selling \$A0.9228 = \$F1.

WESTERN SAMOA.—Through Bank of Western Samoa, controlled from NZ, SWS. Tala 1 \$A1.1387 (buying), \$A1.1597 (selling).

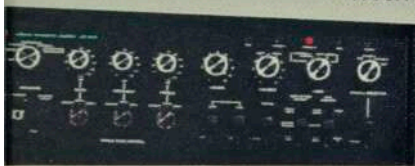
NORFOLK IS., PAPUA NEW GUINEA.—Australian currency used; no exchange payable transactions with Australia.

FRENCH PACIFIC COLONIES.—Pacific franc (CFP) are used in New Caledonia, New Hebrides (Jointly with Australian dollars), Wallis and Futuna Is., and Fr. Polynesia. French Bank of Sydney, on June 14, quoted: Sellir Noumea and Papeete, Pac francs to the \$US 110.76 (commercial—export and import transactions), 110.09 (financial)—nearly all other transactions). Paris-London: Buying 11.09 francs to the £ (commercial); 11.0800 francs to the £ (financial). Also £ = 202.2272 (buying), 201.6868 (selling) Pac. francs; 5.50 C to 1 metropolitan franc.

Banks should be approached for daily quotes.

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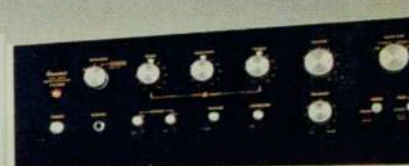
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AU-888 50/50 Watts, Distortion (max.): 0.4%



AU-666 45/45 Watts, Distortion (max.): 0



AU-505 35/35 Watts, Distortion (max.): 0.5%



AU-101 18/18 Watts, Distortion (max.): 0.8%



AU-555A 33/33 Watts, Distortion (max.): 0.5%

Fiji: PRABHU BROTHERS LTD., P.O. Box 183, Nadi. Tel: 70183

Papua/New Guinea: OCEANIA INDENT AGENCY. P.O. Box 5518, Boroko, Port Moresby. Tel: 56406

New Caledonia: MICHEL MERCIER, Angle Des Rues Alma-Sebastopol, B.P. 1123, Noumea. Tel: 59-11 et 40-78

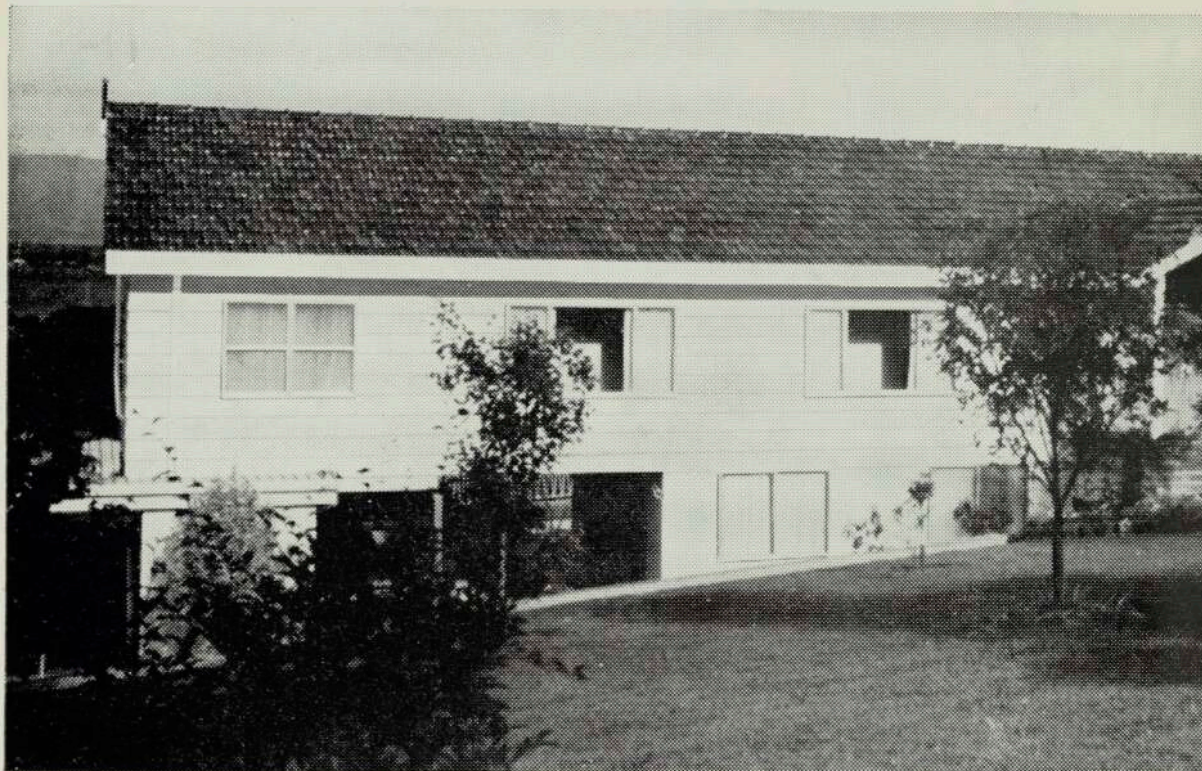
New Zealand: TEE VEE RADIO LTD., Teerad House, 13, Midstone Street, Grey Lynn, Auckland 2. Tel: 753064

Tahiti: SERVONNAT, Rue des Polius, Tahitiens Pateete. Tel: 03-29



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PACIFIC ISLANDS MONTHLY—JULY, 1973

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(BOAC Supplement—Advertisement)



BOAC

PACIFIC JET NEWS

London's Nursery Rhyme Churches

"ORANGES AND LEMONS"

By Jenny Alexander

*Oranges and lemons,
say the bells of
St Clement's.
You owe me five
farthings, say the bells
of St Martin's.
When will you pay me?
say the bells of
Old Bailey.
When I grow rich, say
the bells of
Shoreditch.
When will that be?
say the bells of
Stepney.
I do not know, says the
Great Bell of Bow.*

The first known record of this favourite London nursery song is dated about 1744, but over the years doubts have arisen regarding the exact identity of one or two of the churches mentioned in it.

Two churches claim to be the St Clement's of the old rhyme. First there is St Clement Danes in the Strand (nearest Underground station: Temple), which stands on the site of an earlier church and is believed to be the final burial place of Harold Harefoot and other Danes who settled in the area in Saxon times. Oranges and lemons were sold in nearby Clare Market which stood, like the

church, just outside the walls of the City of London. In medieval times a tax was levied on goods imported into the city markets, and it was probably in order to evade payment that some of the fruit was landed upstream of the old city boundary. It was then carried to Clare Market through the church grounds, for which privilege a portion of the cargo was given to the churchwardens. Those days are recalled by a service held annually at the church in March, at which pupils of St Clement Danes Primary School and other children in the congregation are presented with oranges and lemons.

The other claimant, St Clement Eastcheap (Underground station: Monument), no longer stands where its name implies. The church itself has not been moved, but the western end of Eastcheap was abolished more than 100 years ago and St Clement's now stands at the corner of St Clement's Lane and King William Street, close to the river Thames. The southern boundary of the parish is actually in the river just below the old Spanish Quay, where barges once brought citrus fruit from the Mediterranean—and the oranges and lemons were sold in East Cheape (or East Market).



*"Oranges and lemons, say the
bells of St Clements"*

There is also dissidence about the bells of St Martin's, but of the two most likely churches, only St Martin-in-the-Fields (Underground station: Trafalgar Square) remains today. The fields which, in Saxon times, surrounded the first chapel are no longer to be seen, but this church is



Airways chief collects knighthood

Mr Keith Granville, deputy chairman of the British Airways Board and former chairman of BOAC, received a knighthood in the Queen's birthday honours. Sir Keith has spent his entire career with BOAC and in January, 1971, was the first member of the airline to be appointed chairman.

He was appointed deputy chairman of the British Airways Board in September last year and is currently president of the International Air Transport As-

sociation, having begun his career in aviation in 1929 as a ten shillings a week trainee with BOAC's predecessor, Imperial Airways.

Sir Keith told Pacific Jet News: "I regard this knighthood as being very much for British Airways—BOAC and BEA—for the fine work our airlines have done," adding with a chuckle: "There are eight children in my family and now my wife finds she is married to a Knight Bachelor!"

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St Martin-in-the-Fields.

splendidly situated at the north-east corner of Trafalgar Square. The church supports a youth organisation named "The Five Farthings Club", so it is generally assumed that the bells of the song are here. They have long been renowned as one of the finest peals in London.

However, there is an alternative theory that the bells were those of St Martin Orgar, which once stood in Martin's Lane close to Lombard Street (Underground station: Monument). This area is known to have been inhabited by moneylenders, and who are more likely to have suggested "you owe me five farthings"? The church of St Martin Orgar was damaged in the Great Fire of 1666 and the parish was united with that of St Clement Eastcheap nearby, but the site is still marked by a plaque on the railings of a small garden, probably once the graveyard.

The bells of Old Bailey are said to be those of St Sepulchre's (Underground station: St Paul's), a church originally dedicated at the time of the Crusades in honour of the Holy Sepulchre of Jerusalem. It stands at the north-east corner of Holborn Viaduct, opposite the street known as Old Bailey and near the site of the old Fleet Prison to which debtors were sent. To them it must some-

times have seemed that even the church bells were asking "When will you pay me?" But there were many who heard a far grimmer message, for St Sepulchre's bells (silent today, because of the great cost of repairing them) were tolled as condemned men passed the church on their way from Newgate Prison to the gallows.

There seems little doubt that the bells of Shoreditch are those of St Leonard's in Shoreditch High Street (Underground station: Old Street). Attempts early in the 18th century to raise money for rebuilding of the original medieval church were at first

unsuccessful and perhaps this inspired the words "when I grow rich", for rebuilding was delayed until 1736. St Leonard's bells have long been famous and are said to have pleased Queen Elizabeth I.

Stepney has grown considerably and is now divided into several parishes. However, St Dunstan's in Stepney High Street (Underground station: Stepney Green) was the first parish church and stands on the site of one said to have been built by St Dunstan himself late in the 10th century. It is believed that the song refers to St Dunstan's bells. Certainly in the 16th century they were held in some repute, for they were the four greatest of nine well-tuned bells from the Priory of Holy Trinity, Aldgate, and were considered worth buying second-hand when Holy Trinity was demolished. The bells were recast early in the 18th century.

There is no doubt at all that the Great Bell of Bow was one of the original peal of St Mary-le-Bow in Cheapside (Underground stations: Mansion House or Bank), where a church has stood on the same site since the 11th century. No bells could be more famous, for not only does one of them come into the nursery song but they also feature in the legend of Dick Whittington (thrice Mayor of London), whom they are supposed to have encouraged to "turn again" when he decided to leave the capital in order to seek his fortune elsewhere. There is also the tradition that only those born within the sound of Bow Bells can claim to be true Cockneys. A new peal of twelve bells was recast from the metal of the old ones when the church was restored after World War II.

As well as listening to the pealing of the bells, you can also hear the nursery song itself played on a carillon. On weekdays, after the clock has struck 9, 12 noon, 3 and 6 o'clock, the bells of St Clement Danes ring out with the familiar notes of "Oranges and Lemons". Many who hear the old melody find their thoughts going back to their own childhood and far beyond—to the days when children first sang the opening lines of the song:

Gay go up and gay
go down
To ring the bells of
London Town.

RED FACE!

Several readers wrote in to say: what's this Goy Oscas gismo in last month's story about the facelift for BOAC's VC10s. Well, folks, it was supposed to be Golf Oscar, the phonetic representation of GO, the last two letters of G-ASGO, the registration of the VC10 that has received the refurbishing treatment. Somewhere along the line my beautifully handwritten Golf Oscar got turned into Goy Oscas. Red faces all round! Someone suggested that a Goy Osca was a new type of bird—well, maybe he was right.—Ed.

BOAC PACIFIC JET NEWS

MONTREAL GOES TO GROUND

By Robert Ottaway

Above ground, the profile of Montreal shares the character of most modern cities in the West—soaring skyscrapers drawing the eye up from the preserved old or the merely undeveloped, broad streets and tributary expressways.

But it is the heart of the city that beats differently, uniquely. For here, underground, is a sub-metropolis, unmatched in its scope by any other town in the world with every service and resource of twentieth-century living included in it.

The notion of separating people from traffic is as old as Leonardo da Vinci. For that chameleon genius had a vision of pedestrians on elevated walks, remote from the dust and rattle of carts and wagons at street level. It was a solution to congestion that has been taken up and adapted by many cities.

But Montreal has successfully reversed the concept. The motor-car keeps to the normal highways. People saunter down below, cocooned from noise and danger, insulated against extremes of winter cold and summer heat.

A visitor, without curiosity for the charms of old Montreal, could spend his entire stay in this vast cavern, without popping his head outside. Every facility is on tap.

There are hotels, restaurants, bars, cinemas, swimming pools, sauna baths, barber shops, boutiques, food shops, and exhibition halls—and he may quite easily find that any business appointments he must keep will be in the office reached by lift above his head.

And this is no static development. It is spreading wider at the core of the city, keeping pace with the extension of the Metro system, which has a network of new lines planned up to 1978—and many of them will be completed to service the hordes of Olympic visitors, when Montreal plays host to the Games in 1976.

The original underground city was made under and around the Place Ville-Marie, which was built in 1912,

Montreal's Le Metro is part of a multi-billion dollar below-ground project linked to hotels, railway stations and office complexes.

and it is from this ambitious nucleus that the tentacles are stretching out, with new building in progress over or near the subway exits and entrances.

Unlike most transformation scenes of this kind in urban centres, it did not demand the destruction of any valuable architecture from the past. The site, scornfully known as "the hole", was a seven-acre eyesore, the pit-yards of the Canadian National Railways surrounded by ageing and undistinguished buildings.

And it was the vision of planner Vincent Ponte, a Harvard-educated maker of cities, that was to be realised in Montreal. For years he had speculated and written about the possibilities of a weatherproof underground city. So when an American developer, William Zeckendorf and his architect, I. M. Pei, proposed that the pit-yard site should be used for a 42-storey cruciform office tower, Ponte argued that it should be rooted downwards and outwards. The plan was opposed on all sorts of grounds—even that it would tend to instil a "troglodyte mentality" in active, sporty Montrealers—but Ponte, a kind of four-dimensional salesman, won through.

The complex cost more than \$Can 100m and there was much sceptical head-wagging about whether the cost could be recouped in rentals and leases. After all, most people are conditioned to window-shopping on streets. Would they flock to a traffic-free cellar, however enticing the displays on offer?

They would, and they did. Enormous care was taken with the lighting, so that there would be no feeling

of claustrophobia. The heating system—cooling in summer, of course—was devised to ensure that temperatures stayed equable for strollers without overcoats. Doors that close automatically after being pushed open were installed at every entrance.

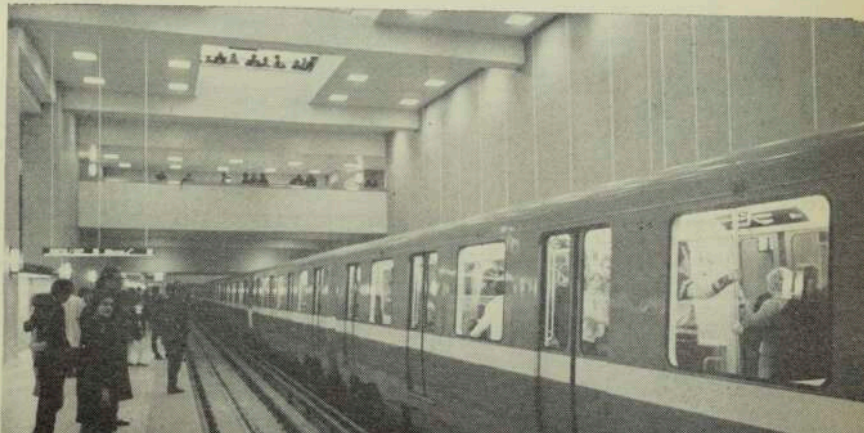
Boutiques and shop space were eagerly snapped up, and indeed most of Montreal's large stores have branches there. And this concentration of shopping opportunities proved an immediate attraction. Occupancy turnover fell to nil, and crowds of more than 100,000 each day surge underground.

There the city dweller can eat superb meals—at least two of Montreal's most sophisticated restaurants are situated there—or have a drink at elegant bars. Indeed, one of sub-Montreal's most agreeable features is that it has a flavour of the Gallic sidewalk cafe about it.

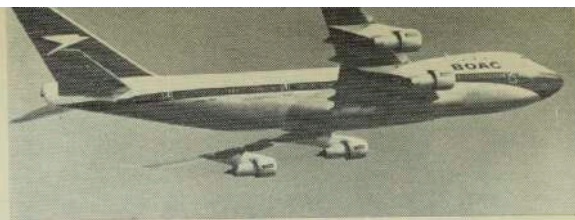
Heading south, he can stroll through a connecting corridor and an escalator that go under Dorchester Boulevard and arrive at the foyer of the Queen Elizabeth Hotel. Progressing further, he finds himself in the concourse of the Central Station of Canadian National Railways.

From there, he can reach, through another passage lined with boutiques, the Place Bonaventure, with a huge and adaptable exhibition hall and another hotel. Bending to the right from there, he arrives at the Chateau Champlain Hotel and yet another station, the Windsor, of Canadian Pacific, used by thousands of daily commuters.

Just south of Place Bonaventure is Montreal's tallest building, the Place Victoria skyscraper. Here, too,



BOAC PACIFIC JET NEWS



one of its towers will be linked with the rest of the underground complex, complete with its own profusion of shops.

The thrust of the underground city has been given by Montreal's Metro system, which was only five years old when Place Ville-Marie was completed. Now it covers 16 miles, but another 26 are planned. As it spreads, so will the sub-city—for all architects' plans now embody with the world down below.

It is, in fact, a triumph of man over his environment, shaping it to his own ends without destroying any precious heritage from its past.

The underground system of Montreal was envisaged centuries ago, when tunnels were built under the old city to protect its inhabitants from marauders. Now that defence system has been turned into a positive assertion of metropolitan values. "Montreal," said one of its French poets, in rough translation, "has a soul where it should be—under the skin".

You can get there from the south Pacific area by taking BOAC's trans-Pacific VC10s as far as New York and changing on to a local carrier.

MIGHTY JUMBOS ARE MIGHTY POPULAR

Thirty-five million passengers flew on Boeing 747s in their first three years of operations. Jumbos are now flying six million miles every week and in that time carry another 390,000 passengers somewhere around the world.

At the beginning of the year, 85 cities in 51 countries were already regular ports of call for the 194 superjets in service with 28 leading world airlines including British Airways-BOAC.

On present schedules, BOAC 747s operate six times weekly between Australia and Britain in each direction via the Orient. All these flights serve Sydney and, in addition, two of them call at Melbourne. BOAC 747s are also seen at Perth and Darwin.

BOAC's VC10 flights five times weekly across the Pacific in each direction link at Sydney with the Jumbos to provide the only one air-

line round-the-world service by this routing and enable connections to be made to Hong Kong, Singapore, Bangkok, Teheran, Bahrain, Tel Aviv and Rome.

Even more destinations are available by linking with VC10s over the Kangaroo route through Australia (some at Brisbane, with which there is a link from Fiji, Vila and Honiara by Air Pacific BAC 1-11). These include Kuala Lumpur, Calcutta, Delhi, Colombo, Kuwait, Abua Dhabi, Dubai, Damascus, Beirut, Cairo, Zurich and Frankfurt.

As well as those operating into the Pacific area, BOAC has 747 services between Britain and Africa and across the Atlantic between Britain and the USA and between Britain and Canada.

BOAC owns 13 747s, has two more on order and by 1976/77 expects to be operating a fleet of 23, and in the following year, 27.

COMING EVENTS IN BRITAIN

Some highlights of the next few months

September

- Son et Lumiere St Mary and St Eanswythe Parish Church, Folkestone, Kent, to 29 September.
- 1 Cricket: Gillette Cup Final Lord's, London.
- 1 Royal Highland Gathering Braemar, Aberdeenshire.
- 6 Cardiff Horticultural Show Sophia Gardens Pavilion, Cardiff, Glamorgan, to 8 September.
- 6 International Sheep Dog Trials Bala, Merioneth, to 8 September.
- 6 Mayflower Anniversary Celebrations Plymouth, Devon, to 9 September.
- 7 Blackpool Illuminations Blackpool, Lancashire, to 28 October.
- 8 Whitbread Round-the-World Yacht Race Start and finish Portsmouth, Hampshire, to early April 1974.
- 12 Autumn Antiques Fair Chelsea Old Town Hall, London, to 23 September (excluding Sunday).
- 14 Royal National Rose Society Autumn Show Royal Horticultural Society Halls, London, and 15 September.
- 15 Horse Racing: St Leger Doncaster, Yorkshire.
- 16 Battle of Britain Sunday.
- 17 Festival of British Theatre Various venues throughout the country, to 13 October.
- 20 Golf: Ryder Cup — Great Britain v United States Muirfield, East Lothian, to 22 September.
- 28 Newcastle Festival Newcastle upon Tyne, Northumberland, to 14 October.

October

- 4 National Gaelic Mod Ayr, to 7 October.
- 6 World and National Brass Band Championship Finals Royal Albert Hall, London.
- 8 Horse of the Year Show Wembley London, to 11 October.

- 13 Windermere Grand Prix, Windermere, Westmorland
- 15 Kensington Antiques Fair Town Hall, Kensington, London, to 20 October.
- 16 Royal Ulster Agricultural Society Autumn Show and Sale Balmoral, Belfast, to 18 October.
- 17 Norfolk and Norwich Triennial Festival Norwich, Norfolk, to 27 October.
- 17 International Motor Exhibition Earls Court, London, to 27 October.

November

- 4 RAC Veteran Car Run London to Brighton, Sussex.
- 10 Lord Mayor's Procession and Show Guildhall to Royal Courts of Justice, London.

December

- 3 Royal Smithfield Show and Agricultural Machinery Exhibition Earls Court, London, to 7 December.
- 7 Richmond Championship Dog Show Olympia, London, and 8 December.
- 28 Camping, Outdoor Life and Travel Exhibition Olympia, London, to 6 January.

1974

January

- 2 International Boat Show Earls Court, London, to 12 January (Press Day — 1 January).

February

- 2 Rugby Football: Scotland v England Murrayfield, Edinburgh.
- 8 Cruft's Dog Show Olympia, London, and 9 February.
- 16 Rugby Football: England v Ireland Twickenham, Middlesex.

PACIFIC ISLANDS MONTHLY—JULY, 1973

Shipping & Airways Information

SHIPPING

AUST. - WEST IRIAN

Karlander New Guinea Line with Slembe operates cargo service every nine weeks from Sydney to Jayapura.

Details: Karlander (Aust.) Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301).

Silk & Boyd Ltd operates charter service between Australia and West Irian with Manutea.

Details: Silk & Boyd Ltd, Rarotonga, Ets Donald, Papeete.

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 two liners, the Fairstar and the Fairsky, operates a 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 a three weekly cargo sailing 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.

Service temporarily suspended because of union black ban.

Details from France Australia, 261 George Street, Sydney (241-2872/6).

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, Tonga, Papeete, Yokohama, Vila, Hong Kong, Honiara.

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 - NEW CALEDONIA - NEW HEBRIDES

Sofrana-Unilines operates Sydney-Noumea fortnightly, Sydney-Brisbane-Noumea every 21 days, Melbourne-Sydney-Noumea-Vila-Santo every 28 days.

Details from Sofrana-Unilines, 37-49 George Street, Sydney (27-2031).

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, Good Mariner, Good Navigator, Belle Isle, Wyvern.

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

Sofrana-Unilines starts a new service from end of July, Brisbane-Sydney-Noumea-Suva every 28 days.

AUSTRALIA - NEW CALEDONIA - FIJI - TAHITI

South Pacific United Lines with "Lara Viking" operates a regular service from Melbourne, Sydney, Noumea, Suva, Lautoka and Papeete. Service temporarily suspended because of union black ban.

Details from France-Australia Holdings, 261 George Street, Sydney (241-2872/6).

AUSTRALIA - SOUTH PACIFIC AND CORAL SEA SERVICES

Nauru Pacific Line operates cargo/passenger service to Fiji, Noumea and South Pacific ports. Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); InterOcean Swire, 8 Spring Street, Sydney (20-522).

AUSTRALIA - PNG - BSIP

Conpac Pacific Express (Burns Philp and AWP Line) operates three-weekly passenger-cargo service from Sydney and Brisbane to Lae with Nimos, and from Melbourne and Sydney to Port Moresby and Lae with Tenos.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

New Guinea Australia Line's vessel Coral Chief operates every 15 days from Sydney to Brisbane and Port Moresby. 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, Kiefa

and Gizo; New Guinea Chief operates every 21 days from Sydney and Brisbane to Rabaul, Madang and Samarai. All are cargo services. Details from InterOcean Swire, 8 Spring Street, Sydney (20-522).

New Guinea Express Lines with two ships operates three-weekly (Moresby Express), Melbourne, Sydney, Port Moresby, Lae; (Lae Express), Sydney, Brisbane, Lae, Rabaul.

Details from New Guinea Express Lines, 37 Pitt St., Sydney (241-1396) and 72 Eagle St., Brisbane (21-9333); Westralian Farmers Transport Pty. Ltd., 459 Collins St., Melbourne (35-4366); Breckwoldt's Shipping Agencies in Port Moresby, Lae, Rabaul.

Karlander New Guinea Line's two cargo vessels call at Melbourne, Sydney, Brisbane, Port Moresby, Lae, Madang, Wewak, Manus, Kimbe.

Details from Karlander (Aust.) Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301).

AUSTRALIA - GUAM VIA NEW GUINEA PORTS

Nauru Pacific Line operates regular six weekly cargo services from Tasmania, Melbourne, Sydney and Brisbane to Guam via New Guinea ports and returning via inducement ports. Rapid delivery to San Francisco via Guam trans-shipment is available.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); InterOcean Swire, 8 Spring Street, Sydney (20-522); Carpenter Shipping Agencies, New Guinea ports.

AUSTRALIA - HONG KONG - TAIWAN

Karlander (Aust.) Pty. Ltd. have been appointed general agents for the Taiwan National Flag Carrier the Eddie Steamship Co. Four vessels will operate an independent non-conference service from Taiwan, Hong Kong to Brisbane, Sydney, Melbourne, Adelaide and Fremantle.

Details from Karlander (Aust.) Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301).

AUSTRALIA - NAURU - MARSHALL ISLANDS - GEIC

Nauru Pacific Line operates regular monthly cargo/passenger liner service from Melbourne and Sydney to Nauru, Majuro and Tarawa.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); InterOcean Swire, 8 Spring Street, Sydney (20-522).

AUSTRALIA - PNG - FAR EAST

E. and A. Line passenger ships, Cathay and Chitral, make monthly round voyages from Melbourne, Sydney and Brisbane calling at Port Moresby, Manila, Hong Kong, Keelung, Kobe, Yokohama (Tokyo), Guam and Rabaul.

Details from P & O Australia Ltd., 55 Hunter Street, Sydney (2-0317).

FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express (CNC, MOL, RIL) operates a three-weekly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaohsiung, Keelung, Hong Kong.

Details from InterOcean Swire, 8 Spring Street, Sydney (20-522).

Royal InterOcean lines operates monthly passenger/cargo service with three ships from NZ



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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 - BSI - NEW HEBRIDES - NOUMEA - TAHITI - SAMOA

China Navigation Co's vessels Chengtu and Kwantung operate a regular cargo service from Hong Kong to Rabaul, Wewak, Madang, Lae, Port Moresby, Honiara, New Hebrides, Noumea, Papeete and Samoa.

Details from Intercocean Swire, 8 Spring Street, Sydney (20-522).

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 Lyttelton.

Details: Silk and Boyd, Box 131, Rarotonga, or CIS Co., Box 448, Auckland.

NZ - FIJI - TONGA - SAMOAS - NIUE IS. - TAHITI

Union Steam Ship Co. of NZ Ltd. operates three vessels from Auckland, Tofua (passenger-cargo), calls at Lautoka, Suva, Pago Pago, Apia, Vavau, Nukualofa, Suva, Auckland, every four weeks. Luhasand (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.

Nauru Pacific Line starts a monthly service mid-June from Auckland to Lautoka and Suva, Western Samoa and Tonga.

Details from Nauru Pacific Line, 227 Collins St, Melbourne (654-4977); Intercocean Swire, 8 Spring Street, Sydney (20-522).

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.

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 - FIJI

Jean Philippe operates a regular 18 day service from Auckland to Suva and Lautoka.

Details from Reef Shipping Co. Ltd., P.O. Box 13-315, Onehunga, N.Z.

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 the Panama Canal to Papeete, Noumea, Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, Vila, Santo, Kieta, Jayapura and Yandina.

Details from Bank Line (A'asia) Pty. Ltd., 269 George St., Sydney (27-2041).

US/JAPAN - MICRONESIA

TransPacific Lines Inc., with several inter-island cargo ships, and in connection with Pacific Far East Line, Inc., operates regular cargo services from the US West Coast/Honolulu/Japan and major ports and major Far Eastern ports and Guam to all major Micronesian ports, including Saipan, Yap, Koror, Ponape, Truk, Kusaie, Kwajalein and Majuro.

Details from TransPacific Lines, Inc., PO Box 468, Saipan, Mariana Islands. 96950.

US - HAWAII/SAMOA - AUSTRALIA

Pacific Far East Line operates monthly service from Pacific coast ports with the Samoa Bear, Korea Bear, and America Bear to Sydney, Brisbane, Melbourne, Burnie, Auckland, Pago Pago, Honolulu, Los Angeles, San Francisco, Vancouver and Pacific northwest ports. All carry passengers.

Details from PFEL, 50 Young Street, Sydney (27-4272).

US - FIJI/TAHITI - AUSTRALIA

Bank Line Ltd. operates regular cargo services from US Gulf ports to Australia and NZ. Calls at Suva, Lautoka and Papeete on demand.

Details from Bank Line (A/asia) Pty. Ltd., 269 George Street, Sydney (27-204).

Pacific Far East Line cruise ships, Mariposa and Monterey operate regularly from San Francisco, Los Angeles, Honolulu, Moorea, Papeete, Rarotonga, Auckland, Sydney, and return via Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Details from PFEL, 50 Young Street, Sydney (27-4272).

USA - TAHITI - SAMOA

Pacific Islands Transport's Thorsisle operates a monthly cargo service from North American west coast ports to Papeete, Pago Pago, Apia.

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 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 Thurs. and Sun. to Mexico City via Nadi, Papeete and Acapulco and return out of Mexico City on Tues. and Thurs.

SYDNEY - FIJI - TAHITI - CANADA

Qantas, with 707s, operates weekly service out of Sydney on Fri. and return from Vancouver on Fri.

SYDNEY - FIJI - HAWAII - CANADA

CP Air, with DC8, operates twice weekly services out of Sydney on Sat. and Mon. and Vancouver on Thurs. and Sat.

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 Tues. 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 operates out of Sydney with DC 8-62 on Thurs. and Sun., with DC 10-30 on Fri. and out of Noumea with DC 8-62 on Sat. and Sun., with DC 10-30 on Fri. NZ on Thurs. and Sat.

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., Fri. and Sat. 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 707s and 747s 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., 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 Tue., Thurs., 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).

AUSTRALIA-FAR EAST

SYDNEY - PNG - FAR EAST

Qantas operates a 707 service from Brisbane on Tues. and return from Hong Kong Tues. A service from Hong Kong to Port Moresby operates on Fridays, and from Port Moresby to Hong Kong 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.

JAPAN - TAHITI - CHILE

Air France, with 707s, operates Tues. and Sat. Tokyo-Lima via Papeete. Return from Lima Thurs. and Sun.

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-Nooumea-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 Fri., returning to Sydney on Sat.

BRISBANE - HONIARA

Air Pacific, with BAC1-11, operates Fridays Honiara to Brisbane and Saturdays Brisbane to Honiara.

SYDNEY - LORD HOWE IS.

Airlines of NSW with flying-boats, operates weekly, return services from Rose Bay, Sydney, to Lord Howe.

SYDNEY - NEW CALEDONIA

Qantas and UTA operate Sydney to Noumea Mon., Wed., Fri., Sun.; and Noumea to Sydney on Mon., Wed., Sat., Sun.

AUSTRALIA - NEW ZEALAND

BOAC, with VC10s, operates Mon. from Sydney to Auckland; on Sat. from Melbourne to Auckland.

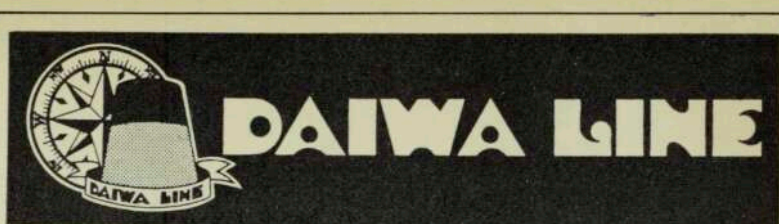
SYDNEY - NORFOLK IS.

Qantas, with DC4s, operates three times weekly. More in holiday periods.

AUSTRALIA - PNG

TAA and Ansett, with 727s or DC9s, operate

PACIFIC ISLANDS MONTHLY—JULY, 1973



DIRECT MONTHLY SERVICE

JAPAN-GUAM-SOUTH PACIFIC

GUAM-TARAWA-SUVA-NUKUALOFA-LAUTOKA
PAPEETE-PAGO PAGO-APIA-NOUMEA-SANTO-VILA
-HONIARA

JAPAN-WEST IRIAN-DILI

HONGKONG-DJAJAPURA-BIAK-MANOKWARI
SORONG-DILI

FLEET

"FIJI MARU" D/W 9,840T	"PAPEETE" 11,977T
"ELLICE MARU" 9,935T	"RYUKAI MARU" 3,787T
"SAMOA MARU NO.2" 9,781T	"BAUXITE FIJI" 16,159T
"PALAU MARU" 6,494T	"BIAK MARU" 6,430T
"TACOMA MARU" 30,952T	"HIEI MARU" 25,228T

AGENTS:

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: Pacific Navigation Co., Ltd.
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: Societe Acconage Tahitien.
HONG KONG: Ike Maritime Co., Ltd.
SINGAPORE: The Borneo Company (Singapore) Ltd.
DJAJAPURA: P. N. Pelajaran Nasional Indonesia.
BIAK: P. N. Pelajaran Nasional Indonesia.
SORONG: P. N. Pelajaran Nasional Indonesia.
DILI: Sang Tai Hoo.

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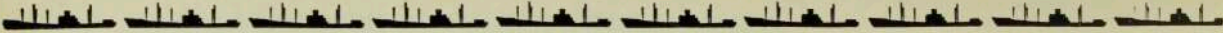
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Ets. Donald Tahiti, Papeete.	Russell & Sommers (Wellington) Ltd., Wellington, N.Z.	Island Transport Ltd., Suva.	Interocean Australia Services Pty. Ltd., Sydney.
Morris Hedstrom & Co. Ltd., Lautoka.	O. F. Nelson & Co. Ltd., Apia.	Agence Maritime et Aeriennne Caledonienne S.A. A.M.A.C., Noumea.	
	Breckwoldt & Co. (S.I.) Ltd., Honiara.	Carpenter Shipping Agencies, Port Moresby, Rabaul, Lae, Madang.	



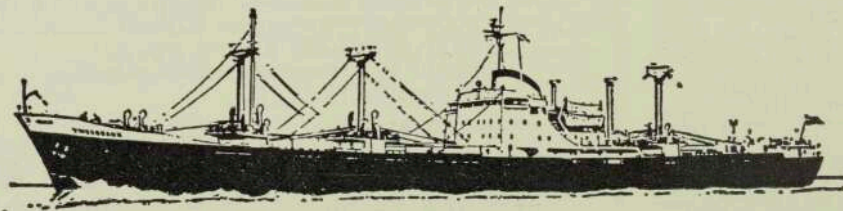
THE BANK LINE

MONTHLY SERVICES

U.K., CONTINENT to PAPUA-NEW GUINEA & SOLOMON ISLANDS
PAPUA, NEW GUINEA to NORTH AMERICA & U.K., CONTINENT
SOLOMON ISLANDS, FIJI, TONGA, SAMOA AND TARAWA to U.K.,
CONTINENT



U.S. GULF/AUSTRALASIA VESSELS CALL AT FIJI WHEN REQUIRED



FOR PARTICULARS APPLY:

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7 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 12.20 pm Port Moresby, Cairns, Townsville, Mackay, Rockhampton, arrive Brisbane 8.40 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 returns on Tues. and Fri.

NZ - TAHITI

UTA, with DC-8-62, operates from Auckland on Thurs. and Sat. and returns Wed. and Sat. Air-NZ, with DC8s, operates weekly from Auckland on Sun., returning Sat.

NZ - NEW CALEDONIA

UTA operates weekly from Auckland on Sun. and returns on Sat.

Air-NZ, with DC8s, operates from Auckland-Noumea on Thursday and returns the same day.

NZ - NORFOLK IS.

Air-NZ, with chartered DC4 operates to Norfolk Is. every Sunday. A Qantas service returns every Saturday.

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.

NADI - RAROTONGA

Air-NZ, with chartered HS748, operates from Nadi to Rarotonga every Sunday, and returns same day.

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. As from May 7, additional 707 service between Santiago and Easter Is. each Monday, returning same day.

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 three services a week: Nadi-Apia Mon., Thurs., Fri.; Apia-Nadi Wed., Thurs., Sat.

PAPUA NEW GUINEA - SINGAPORE

Qantas, using 707s, operates from Port Moresby to Singapore via Darwin on Saturdays, and returns from Singapore via Darwin on Thursdays, arriving Port Moresby Friday.

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 - BRISBANE

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, and the Friday service extending to Brisbane, with return Saturday. Flights depart Honiara on Mon., Wed. and Sat. 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 Sundays from Nadi

PACIFIC ISLANDS TRANSPORT LINE

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PAPEETE — Agence Maritime Internationale Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

NOUMEA—Etablissements Ballande.

SYDNEY—Trans-Austral Shipping Pty. Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAE/RABAUL—Burns Philp (New Guinea) Ltd.

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to Rarotonga, via Apia (technical stop), returning via Aitutaki and Apia. These flights cross the international dateline.

HAWAII - AM. SAMOA - TAHITI

PanAm, with 707s, operates from Honolulu to Pago Pago on Wed., Fri. and Sat., to Tahiti direct on Mon. and Fri. and to Pago Pago on Wed. and Fri. On Wed. and Sat. PanAm operates 707s from Honolulu, Pago Pago and Papeete. PanAm, with 707s, operates to San Francisco via Los Angeles on Tues., Thurs., Sat. and Sun., 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 - FIJI

UTA operates with DC10 out of Noumea on Fri. to Nadi and returns on Mon. With DC8 out of Noumea on Sun. and return on Sat.

NEW CALEDONIA - NEW HEBRIDES

UTA, with Caravelles, operates five return services a week, out of Noumea on Mon., Wed., Fri., Sat. and Sun. to Vila. Returning Mon., Wed., Fri., Sat. and Sun.

NEW CAL. - WALLIS IS. - NEW CAL.

UTA, with Caravelles, operates on the first second and third Tues. of each month from Noumea.

NEW GUINEA - IRIAN/JAYA

TAA operates DC3s Madang to Jayapura and return alt. Tues.

Merpati DC3 Jayapura-Lae alternate Tuesdays, returning Lae-Jayapura 10 am Wednesday.

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 DC10, operates from Papeete on Fri. and Sat., returning same days; and with DC8 operates on Thurs. and Sun., returning Tues. and Sun.

PanAm with 707s, operates to San Francisco, via Los Angeles on Mon., Wed. and Fri.; to San Francisco, via Honolulu on Thurs. Sat.; and to San Francisco, via Pago Pago and Honolulu, on Sat. 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. Fri. and Sat.

W. SAMOA - AM. SAMOA

Polynesian Airlines, with 748s, operates between Apia and Pago Pago (four services, Fri.; three Mon., Tues., Thurs., Sat.; two Wed., Sun.).

TONGA - NIUE - W. SAMOA

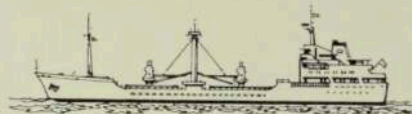
Polynesian Airlines, with 748s, operates weekly service from Tonga to Niue, leaving Thurs., arriving Niue Wed., leave Niue Wed., arrive Apia same day. From August 9 a direct service from Apia to Niue and return will operate each Thurs.

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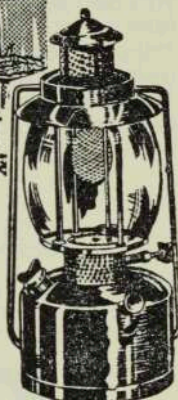


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Details from Air Polynesie, P.O. Box 314,
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Air Pacific, with HS748s, BAC 1-11s and Herons operates regular services to Labasa, Taveuni, Nadi, Suva and Savusavu.

Fiji Air Services, with Britten-Norman Islander and Beechcraft Baron aircraft, operates services to Castaway and Plantation village resorts (twice daily); The Fijian hotel, Korolevu Beach hotel and the Flagship Beachcomber hotel (twice daily Monday to Saturday); Levuka (twice daily Monday to Saturday); Lakeba (twice weekly, Monday and Fridays); Vatukola (twice weekly). Charter flights operate to anywhere in the 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.

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Continental-Air Micronesia with 727s and DC6s operates regular service connecting Honolulu, Okinawa and Guam with Saipan, Rota, Yap, Palau, Truk, Ponape, Kwajalein and Majuro.

Details from Air Micronesia, Saipan.

Air Pacific Inc. (not connected with the Fiji-based Air Pacific) with Piper Navajo and a deHavilland Heron, operates regular services linking Guam, Saipan, Tinian, and Rota, and charter services are available to other Trust Territory islands.

Details, Air Pacific Inc., P.O. Box 7689, Tamuning, Guam, 96911, U.S.A.

Lagoon Aviation Inc. with Grumman Widgsons, operates charter services for the Marshalls district, based on Majuro.

PAPUA NEW GUINEA

TAA and Ansett operate throughout Papua New Guinea.

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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 108, 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. Kieta.

NEW CALEDONIA

Air Caledonie, with Twin Otters, and Islanders operates regular services to Houailou, Isle of Pines, Isle Ouen, Kone, Koumac, Lifou, Mare, Noumea, Ouvea Touho, Mueo, Belep, Tige.

Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesiae with Britten-Norman Islanders and Trislander operates to Santo, Malekula Norsup and Lamap, Aoba (Walaha and Longana), Pentecost (Lonorore), Erromanga, Tongoa, Anietyum, Tanna and Vila. Direct connections are available to and from Santo for all international flights arriving in Vila.

Details from Air Melanesiae, P.O. Box 72, Vila.

SOLOMON ISLANDS

Solair, with Beech Barons and Islanders operates to Auki, Avu Avu, Babanakira, Barakoma, Bellona Is., Fera Is., Gizo, Honiara, Kira Kira, Marau, Munda, Parasi, Sege, Yandina, Santa Cruz, Mono, Rennell Is., Choiseul Bay, Ballalae and Ringi Cove.

Details from Solomon Islands Airways Ltd., Box 23, Honiara, BSIP.

TONGA

Tonga Tourist and Development Co., with Britten-Norman Islanders, operates between Fua'amotu, Nuku'alofa, Tongatapu and Vava'u Monday to Saturday. From August 1, service will commence between Fua'amotu and Eua. Aircraft available for charter.

Details from Tonga Tourist and Development Co., PO Box 91, Nuku'alofa, Tonga. (Cables: TONGAIR).

NEW SHIPS FOR BANK LINE

Corabank, first of the Bank Line's six semi-container vessels, made her first appearances in Islands and Australian ports in May.

All six ships will be 15,250 tons dwt and will operate on Bank Line's US Gulf/Australian run, with full capability for collecting copra in bigger quantities.

Bank Line, whose ships have picked up products and dropped cargo at Islands stops for over 50 years, claims the new ships will take 12 days off its New Guinea-UK haul.

The second new vessel, Meadowbank, will arrive later this year.

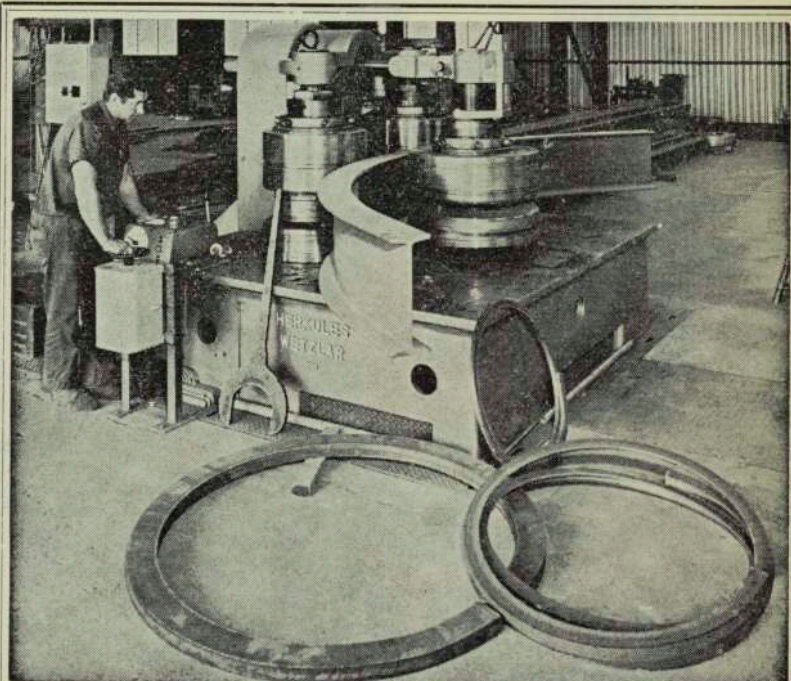


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Ron Crosby in the driver's seat . . .
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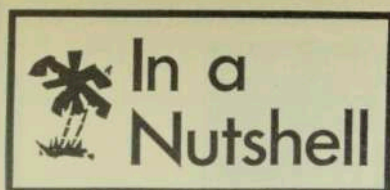
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MURDER ACQUITTAL.—The Papua New Guinea Supreme Court has acquitted four men of a charge of having murdered Dr Luke Rovin, a Bougainville public servant. But they were convicted of lesser charges of having caused him grievous bodily harm. They were also acquitted on alternative charges of having offered insult to Dr Rovin's body. The men, with sentences in brackets, were: Upila Namaneho, 30 (2½ years), Aole Rohoso, 49 (2½ years), Martin Aole, 29 (2½ years), and Siri Liston, 20 (2 years). They are all from Fainufu Village, near Goroka. The Crown alleged the men beat Dr Rovin to death after a car in which he and another public servant were travelling failed to take a bend in a road and knocked down a six-year-old village girl.

PRICE CONTROL.—The Fiji Parliament will soon discuss a bill to control prices, charges, remuneration, dividends and rents. The bill is a sequel to the 90-day freeze on prices and incomes, which ended on June 30. The bill proposes to give wide powers to a prices and incomes board. A national economic council will make reports and recommendations to the board, and will also advise it.

MAORIS' TOUR.—The New Zealand Maori Rugby team had an indifferent tour of Western Samoa, Tonga and Fiji in May/June, with seven matches won out of 10. Tonga beat the Maoris in a test. In Fiji, the Maoris lost the first two matches, one 9-39, but recovered to win the last three, including two tests. Results (Maoris scores first): Western Samoa XV, 11-6; Western Samoa, 12-0; Vavau-Eua, 35-8; Tonga Patron's XV, 15-0; Tonga, 3-11; Suva-Rewa, 9-39; Nadroga, 15-16; Fiji, 6-4; Nadi-Lautoka-Vatukoula, 19-14; Fiji, 9-3.

BAD NEWS!—Western Samoa's Court of Appeal has reversed a decision by former Chief Justice Rothwell, who had ruled that Samoa Printing and Publishing Company could claim losses in its tax statement. Samoa Printing and Publishing Co had entered into an agreement with certain shareholders for the

purchase of Samoa Printing and Publishing Co. Chief Justice Rothwell said the losses, which belonged to the old company, could be claimed by the new owners because they had not yet fully purchased the old company. But the Court of Appeal found that a change in ownership took place and therefore the new owners could not claim tax relief on the old company's losses.

SEA SAGA.—The story of the missing GEIC fishermen ended in June with all accounted for, but with one dead. His identity had not been confirmed in a report from Kapingamarangi atoll, Ponape, which suggested that two men washed ashore, with one dead and the other near death might be Rui Tiare and Babeia Kamainga, reported missing from Tarawa on January 17. An "unreported" missing man who arrived at Buka in PNG in March and lived for some time with villagers until he was seen by a missionary was named as Tebuana, who left his home in the southern Gilberts in a 12-ft canoe on January 29.

89 HOMELESS.—Eighty-nine people were left homeless after a fire swept through Fiji Sugar Corporation barracks, known as the Low Lines, at Lautoka, on June 7. The residents were able to save only a few personal belongings before the fire engulfed the 11-room building. Some men, paid that day, lost their pay packets in the fire. Relief organisations provided food and clothing, and temporary shelter was made available. The cause of the fire was believed to be a faulty power line.

SECOND UNIVERSITY.—Papua New Guinea now has two universities. The PNG Institute of Technology has been renamed the PNG University of Technology. The word "technology" was retained to show clearly the specialist nature of the university. The territory's first university, the University of Papua New Guinea, concentrates on humanities. The University of Technology, on a 500-acre site at Lae, offers courses in a number of technological fields, and has a total student enrolment of about 550.

FIRE BRIGADE LIMITED.—The fiery destruction of a sawmill at Lami, outside the city limits of Suva, late in May, again highlighted the need to give the Suva Fire Brigade a new charter. The brigade refused to answer a call for help because its first duty is to the ratepayers of Suva, and attendance at a fire at Lami would have left Suva unprotected.

Some years ago there was a death in a fire in the Lami area. The then Mayor of Suva had refused to take the responsibility of allowing the brigade to attend and leave Suva unprotected.

CORONATION COIN.—The Cook Islands issued a sterling silver \$2 coin on June 1 to commemorate the 20th anniversary of the coronation of Queen Elizabeth. The obverse carries a profile portrait of the Queen wearing the diamond tiara, a wedding gift from her grandmother, Queen Mary. The reverse, designed by David Cornell, London, is an adaptation of the formal coronation portrait of the Queen in profile, wearing the imperial crown with gown and emblems of the Commonwealth countries, and holding the sceptre with cross in her right hand and orb in her left. The inscription at top is "Twentieth Anniversary of the Coronation" and the inner inscription is "June Second 1953-1973". At the bottom are the words "Two Dollars". A special limited minting was ordered for collectors.

TO ABSENT FRIENDS.—More than 500 guests attended a party on Rarotonga at the Ministry of Social Services centre in May to celebrate the 46th wedding anniversary of Premier Albert Henry and Mrs Henry. They "toasted" the happy couple but there was no reply. The Premier and his wife were in New Zealand.

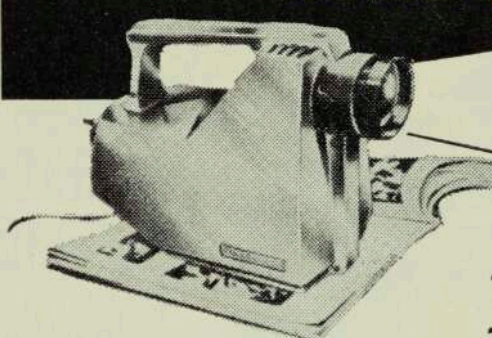
CHANGING EXAMS.—Pacific Islands education authorities are planning to set up a board for regional examinations to replace the Oxford and Cambridge, NZ university entrance and other exams, which, they claim, have little relevance for Islanders.

GAOL FOR ADULTERY.—Kauka Bongere lost an appeal in the Supreme Court in Port Moresby against a three-month gaol sentence for adultery. Mr Justice Williams, who refused the appeal, pointed out that adultery was not a criminal offence in Australia and other Western countries but it was an offence under PNG law insofar as native people were concerned. One of the reasons why the trial magistrate had gaoled Kauka was that such an act created a dangerous situation between the wronged husband and his wife. The magistrate had assessed the possible repercussions which might have followed the offence and the desirability of imposing a sentence substantial enough to reduce the possibility of repercussions.

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Deaths of Islands People

Mr R. Kable

Mr Ronald Kable, a former Fiji businessman, died in Australia recently, aged 62. He went to Fiji in 1930 to work on Vuna Estate, Taveuni, for the late Mr A. Tarte.

Nine years later he joined the Government Stores Department, and in 1952 became manager of Corbett's butchery in Suva. He remained in that position till he retired in 1964, because of ill-health, and went to Australia.

Inoke Tukia

Mr Inoke Tukia, a prominent Nukualofa businessman, died on May 12 after a long illness. After schooling at Tupou College and Tonga College, he joined the staff of Richelmann Bros. While working for Richelmann Bros he started a small business of his own, which included two shops. He also exported fungus to Hong Kong and husked coconuts to New Zealand. He leaves a widow, two sons and two daughters.

Mrs M. E. Riemenschneider

Mrs May Elizabeth Riemenschneider who died recently in Fiji, where she had lived all her life, was a member of the Griffin family, an old-established European family in Fiji.

Mr R. R. Gell

Mr Robert Rushton Gell, who died recently in London, was a Shaw Savill and Albion wireless officer for many years. In 1960, he married Mrs Mollie Ryan, a daughter of the late Sir Alport Barker, former owner of The Fiji Times.

Father W. Ross

More than 5,000 people from the New Guinea Highlands attended the funeral of the Rev Father William Ross, 77, who died on May 20. Father Ross, who celebrated the 50th anniversary of his ordination in 1972, spent 47 years in Papua New Guinea.

Rev Samisoni Vugakoto

The Rev Samisoni Vugakoto, a Methodist Minister and also the chaplain of the Royal Fiji Military Forces died in Fiji in May. His wife died a few years ago.

Dr J. Mexsom

Dr John Mexsom, Rural Services

Medical Officer in the New Hebrides since 1970, died on May 29, aged 34. He was in Fiji from 1966 to 1969.

Mr A. C. Meldrum

Mr A. C. (Sandy) Meldrum, who died in Sydney earlier this year, was a master mariner who served in Fiji and New Guinea. He was a prospector on the Morobe goldfields in the 1930s. Mr Meldrum was 71.

Mr H. Storck

Mr Harold Storck, of Suva, descendant of an early European pioneer in Fiji, died suddenly on June 3, aged 45. He and his brother, Vince, ran the Oolooloo Cruises in Suva for several years. About a year ago he left the cruise industry and formed a company, Hastorck Supplies, to make glass aquariums, showcases and furniture. He is survived by his wife.

Captain R. McCaig

Captain Robert McCaig, a well known Fiji mariner, died suddenly on June 4, aged 56. He worked on a number of inter-island ships and then joined the Marine Department, in which he held several appointments. He was traffic manager for Suva port when he died. Captain McCaig leaves a widow and four children.

Mr. G. Sutherland

Mr George (Scotty) Sutherland, who worked in the Edie Creek goldfields of Papua New Guinea for more than 40 years, died recently at Port Macquarie, NSW. He went to PNG in 1924 and to Edie Creek in 1926. He came back to Australia about three years ago for an operation, and then retired to Port Macquarie.

Captain W. and Mr D. McColm

Captain William McColm and his son, Mr Donald McColm, both well known in Papua New Guinea, died within two weeks of each other in Queensland recently. Captain McColm was a coastal ship captain for Steamships Trading, while his son was an estate manager. Mr McColm established the Brahman cattle line at Bisianumu. Captain McColm was in his 90s when he died, and Mr McColm was 66.

PEACE NOT PACE ON ENIWETOK

Continued from p 7

cratering explosions known as PACE II, should not be carried out on the Eniwetok atoll . . ."

But it's not quite the end of the TNT—200 pounds of TNT will be exploded as part of a non-cratering mild explosive experiment linked to continuing studies involving seismic refraction surveys and core drilling.

A few days earlier parties involved in a lawsuit against the USAF for its activities on Eniwetok had agreed to the dismissal of the suit.

It seemed that a point had been reached where the US was willing to allow the Eniwetokese people to go home and they were ready to make the trip and start picking up the pieces—which are many as a result of two decades of nuclear and heavy TNT tonnage pounding.

It may have been the testimony of Dr Robert Kiste, visiting professor of anthropology at the University of Hawaii, and Ted Mitchell, a Saipan lawyer for the Eniwetokese, at hearings on the environmental impact statement of PACE on Eniwetok in April, which brought the change of heart.

Kiste attacked a section of the statement which read: "At this time there are no permanent residents . . . the proposed tests would have no direct impact on inhabitants."

Because the Eniwetokese had been promised they would be allowed to return, said Kiste, there was a definite direct impact. Comparing Eniwetok to Bikini, he said nuclear testing had "had a disastrous effect on the spirit and morale of the inhabitants . . ." Bikini was no longer a self-sufficient community as it had been before the tests.

And, at the hearings, there was a cry from the heart—from Smith Gideon, Eniwetok magistrate on Ujelang Island: "I do not know if you have made an attempt to compare your sense of values—you who live in America or elsewhere—with ours."

"You live with gold and money and we have to depend on land and whatever life we can find on land and in the water. Without these we are nothing."

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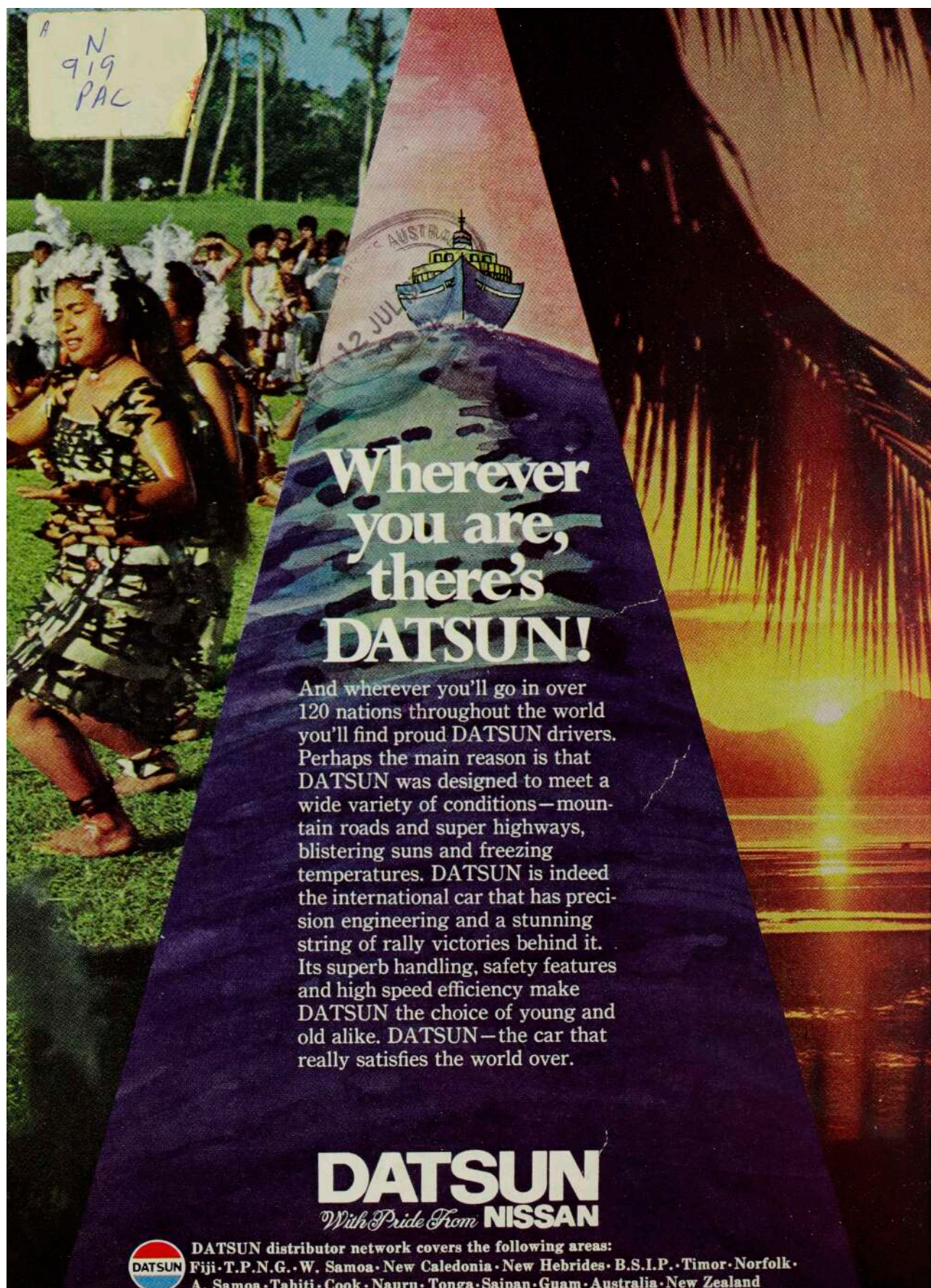


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