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Pacific Islands Monthly

NEWS MAGAZINE OF THE SOUTH PACIFIC

OCTOBER, 1973

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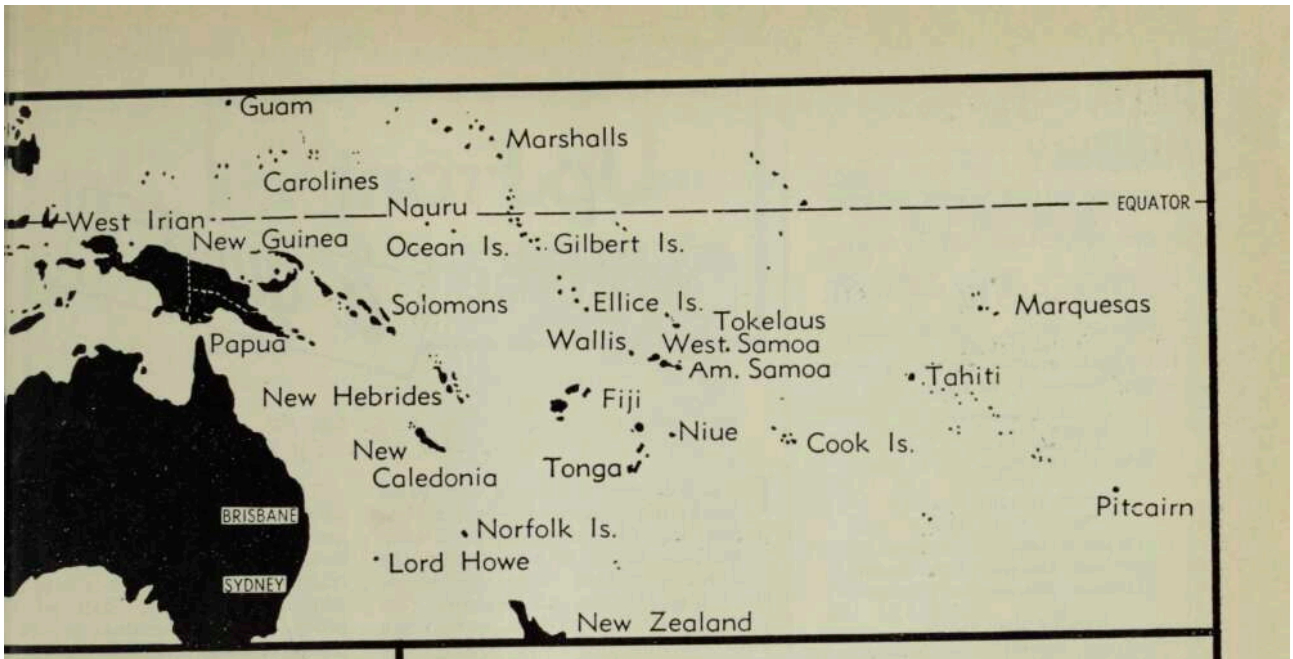

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OUR COVER

In this striking shot of Sydney Harbour by PIM staffman Barry Badger, the Opera House, Sydney's pride and joy, floats along with green sails. But they're really white. It's a trick of the lighting. The lights in the sky are fireworks and there are illuminated ships because the picture was taken during the Captain Cook bicentenary celebrations. Three hundred Islanders will be performing in the Opera House in October as part of the grand celebrations of the opening by Queen Elizabeth. The scene should be the same.

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Up Front with the F... a guest

Guest commentary by L. G. USHER, former editor and publisher of The Fiji Times.

IN a discussion with Stuart Inder about the progress of Papua New Guinea towards independence I said, "somebody ought to pass on to the constitution-makers there the advice the Prime Minister of Mauritius, Sir Seewoogasur Ramgoolam, gave when Fiji's constitution was being discussed.

Stuart said, "All right. You pass it on, in PIM".

I talked to Sir Seewoogasur in Mauritius, on the way to London in 1970 just before the Fiji Constitutional Conference. The gist of what he said was, "You should never let anybody rush you when you are making a constitution. Under pressure you can make mistakes which you don't realise at the time. And don't forget that once a constitution comes into force it is very difficult to alter it".

Mauritius was unfortunate. Soon after independence, communal conflict brought rioting, with violence and death, and the new government had to ask Britain for the help of troops.

This move, and others needed to restore order, could be made only under a State of Emergency.

Under the constitution, the Governor-General was empowered to proclaim a State of Emergency, or it could come into being by vote of a majority of all the members of the Legislative Assembly. There was no time to call the assembly together, so on the advice of the Prime Minister the Governor-General proclaimed a State of Emergency and the call for help went to Britain.

But the constitution said that a State of Emergency proclaimed in this way must lapse unless it was endorsed within seven days if the assembly was already in session or was due to meet within seven days, or within 21 days if the assembly had to be called together specially.

The approval required the vote of a majority of all the members of the assembly—not just of those present and voting.

The assembly had to meet
vote in the time set down. If it
not do so, or if a majority of all
members were not present or for
reason or another did not vote for
continuation of the State of Er
gency, the proclamation would h
lapsed and there was no constitutic
way of restoring it. The rioting wc
meanwhile have continued, pe
would have gone on being hurt
property destroyed.

As things turned out, the requ
approval was forthcoming before
deadline but there were some anxi
days meanwhile.

Suppose that, through illness
accident, or perhaps injury or tra
disruption caused by the rioting,
through some members being abr
and not being able to get back
time, more than half the total num
of members of the assembly had
been present at the time and pl
where the vote was taken, and
time remained under the constituti
for another vote.

There would then have been
constitutional way of maintaining
State of Emergency which
essential if order was to be restore

All new nations learn from
experience of others, and the St
of Emergency provision in Fi
constitution is much more reali
and flexible than that of Mauriti
was. The period within which par
mentary approval of a govern
general's proclamation is mandat
is, for instance, six months.
there are things in Fiji's three-ye
old constitution which, if it w
being drawn up today, would alm
certainly be changed.

One example is sufficient to ill
trate the point.

The House of Representatives t
year passed a vote of no confide
in the Speaker, and it can be saf
assumed that at the time the major
(in fact all the government membe
would have preferred him to be
placed. But they were powerless
bring this about because, althou
the government has a majority of

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in the House, it has less than two-thirds of the total membership and the constitution says that the Speaker can be removed from office only by resolution supported by the votes of at least two-thirds of all the members.

The Mauritius Prime Minister's second point was a crucial one. A constitution, once adopted, cannot easily be changed. Indeed, an involved process, usually including delays, is usually written into the constitution to make change difficult.

There is good reason for this. Chaos, or certainly instability and uncertainty, could soon be created if the rules by which a country is governed could be frequently or capriciously altered.

Papua New Guinea will become self-governing in December by virtue of an enactment by the Australian Parliament. The independence that will follow will come in the same way, but there will be an all-important difference between the results of the two documents.

The first sentence of the act making Fiji independent reads: "On and after . . . the appointed day, Her Majesty's Government in the United Kingdom shall have no responsibility for the Government of Fiji".

With the names changed, something of this sort will state the position of independent Papua New Guinea. The meaning clearly is, "You're on your own, chum".

The affairs of independent Papua New Guinea will have to be conducted wholly in terms of the constitution which comes into effect on the "appointed day" of independence.

If, before that day any mistakes or errors of judgment have crept into that constitution, or if there has been any failure to realise in advance the full and precise implications of every part of the document, the results could show up in future in, at best, embarrassment and at worst, serious difficulty for the government and people of the new nation.

I offer the opinion, from observation and experience, that thoroughness in preparation and the degree of thoroughness of consultation that makes sure that what is in the constitution is what the people of the country really want are more important than meeting some fixed date for producing the final document.

There is one thing, though. If pressures to fix a rigid but premature date for Papua New Guinea's independence come strongly from Mr Whitlam's government it should be possible to reply delicately, "Well, we've been hearing from Australia recently that changing a constitution once it has been adopted is not an easy thing. We would like to be absolutely sure of ours in advance".

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Pacific Islands Monthly

15-YEAR-OLD SCHOOLGIRL SPEAKS, ND SHAKES SOME TONGAN NOBLES

From a Nukualofa correspondent

e winds of change, which blew ial governments out of the Pacific Islands, didn't even ne dust in Tonga, but a Tongan lgirl has created a storm in the om with a speech on "Tonga d be more democratic".

e speech won the first prize for a High School sixth-former Lata ai in a school English speaking st, upset some of the nobles nembers of parliament, who had ll-fledged debate on it, and ght the wrath of the MPs on the a Chronicle for printing the h.

ta's speech, judged the winner he sole judge, Mr Futa Helu, ler and principal of the 'Atenisi emy, put into sharp focus the dedness of a parliament in which nobility of 33 has seven re- ntatives, the same number as est of the population of about 0.

ta said ". . . The distribution of g power is surely prejudiced in ir of the nobles, unbalanced, r and simply undemocratic." She d for a greater opportunity for citizen to have a say in running country.

the past, she said, the educated le of Tonga were mainly from nobility. They had the respon- ty of running the people, and the ucated mass accepted that. But , the situation was changing more and more common people ming educated.

ta referred to the downfall of nes in Russia in 1917 and China 949 when the people became rated with their overlords and undemocratic systems of govern- t. They rebelled and seized power themselves. She would not say would be such an extreme tion in Tonga, but unless the m of government was modified, ntent, disillusionment and per- even rebellion on a smaller would happen. That rebellion d be a "brain drain" with ated people leaving the country

"Tonga should be more democratic," said Lata Soakai, aged 15 and almost ready for university. If her plans to study law or economics mature, she'll be one of the youngest students to leave Tonga for university.

because of dissatisfaction with an undemocratic form of government.

At least one of the nobility was sufficiently upset to raise the matter in the Legislative Assembly. However, majority opinion seemed to be that it was only a speech contest and, anyway, the constitution of Tonga guaranteed free speech.

The Hon Vaha'i, representative of the Tongatapu nobles, said he was very concerned at the criticism, which implied the government was not democratic. But King Tupou I had given the people their emancipation.

Hon Vaha'i said the Legislative Assembly was a Christian assembly for a Christian government.

"I am saddened by this recent manifestation of criticism of His Majesty and the government, and what, may I ask, is undemocratic in His Majesty's government," he said. He said the Minister of Police should assign investigators "to investigate this foreign element that is creeping in to induce these criticisms".

The Speaker, Hon Ma'afu, said the incident was only a speech contest, and teachers encouraged people to take part. The Acting Prime Minister, Hon Tuita, reminded the assembly there was a clause in the constitution which provided for freedom of expression, and there was no way of forbidding it.

Mr Tu'ilatai Mataele, Tongatapu No 1 People's Representative, took the newspaper to task. He felt it should consider carefully what it published.

"There was a lot of controversy when the paper was established and a lot of people advocated that the paper should be both for government and the people," he said. "Anyway, the paper got off to a good start, but just lately has deteriorated. I have also noticed that when the *palagi* (European) editor was here, nothing of this nature happened, but this time with the present editor, this incident has cropped up".

However, he agreed with the Speaker, that it was only an exercise, and he could assure his many kava party companions that Tonga was still democratic.

The Minister of Health, the Hon Tapa, said it was important to openly express one's opinions rather than suppress them, and have them emerge later, which would be more dangerous.

The Hon Malupo said the article was well within the constitution, and no matter how much discontent there was in the kingdom, the people were still patriotic. Some good might come out of the issue.

The Speaker, summing up, concluded: "Whatever is the will of God, that is what will take place. We are still human and it is also possible that the nobles' estates are too big and should be re-divided, and I ask you not to be too concerned, as the issue might be bigger than we realise".

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All—except France—agog for change in South Pacific Commission

From DICK WILLIAMS, of UPI, and PIM special correspondents in Guam

Isolated and without a friend in the room, France, in the person of her senior commissioner Mr Henri Nettre, walked out of the 13th South Pacific Conference at Guam on the fifth day when France was arraigned by resolution for her nuclear tests. French Polynesian delegate Alfred Grand and the French-speaking New Hebrides delegate walked out with him. This was even before the resolution, tabled by the Cook Islands Dr Joseph Williams, was put to the vote.

When the conference did vote on it, on the sixth day, and named France as the offender, Guy Champmoreau of New Caledonia, who had stayed as France's only champion, joined his compatriots on the outside.

The walkout was inevitable. All had been sweet reason for the first couple of days but the Islanders in particular had been spoiling for a fight with France over the tests.

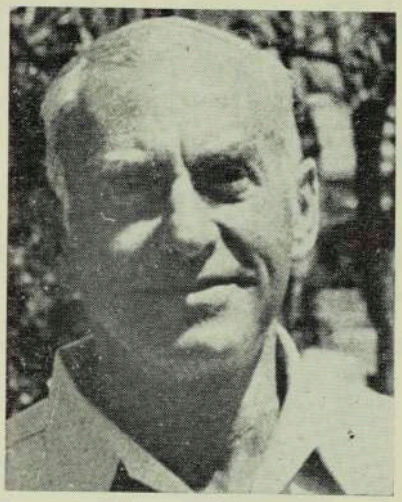
The Cook Islands resolution condemned France by name and this was something New Caledonian Champmoreau tried to fight. He did not object to the resolution that would condemn the nuclear testing. He objected to naming France.

The Cook Islands was just as adamant in its insistence that France be named since that country was the only Power that has been testing in the Pacific of late. Dr Williams even suggested that the conference would be composed of hypocrites if the resolution was to be adopted eliminating France's name.

Cooks Premier Albert Henry, who was absent, was even more forthright in a message he sent to the conference. "If France walks out of the conference," he wrote, "it is our duty to help France walk out, not only of the conference, but also of the Pacific."

When the conference adopted the resolution, Champmoreau announced, "I can no longer take part in discussions by this body which has just condemned one of its members. I was born in what was known as the French Union, and I shall never turn against France.

"I bid you farewell and I hope you don't have nightmares about what you have done," the Frenchman concluded, and with that he walked out of the conference room. This left the conference with no French representation with three more days of business to conduct, including the all-important report of the future status committee appointed to study methods for implementing Australian suggestions for changing the SPC setup, and proposals from Guam.



Mr Henri Nettre, France's commissioner at the SPC, veteran of three walk-outs—at the Suva conference in 1970, at Noumea in 1971 and the other week at Guam.

Mr Champmoreau returned the following day, however, saying that he was deeply touched by the delegates' pleas for him to return. The New Caledonian glossed the whole thing over by adding that, had he not come back, there would be no French delegate so that the interpreters would be out of a job. But, he was alone. Mr Nettre and his companions did not return.

Australia had earlier circularised her suggestion for sweeping changes in the commission and conference and, surprisingly, because Australia had anticipated some opposition, everybody, with some reluctance from France over some matters, was all for the proposals.

Australia proposed that the SPC be financed on a part-voluntary basis and that there be a de facto merger of the commission and conference sessions.

Australia believed that a substantial extension of voluntary financing could lead to a significant increase in the commission's income. What was visaged was that administrative s vices be financed on the present b of fixed percentage shares amc commission governments, but that part covering the work program should be financed on a vol tary basis. It would be entirely to the governments concerned as how much they would want to p vide for the programme.

Australia also argued that such merger could result in saving in unduly long time now given to session and the conference sitt separately.

Australian delegation lea Senator Don Willesee, Spec Minister of State, told the conferer a merger would also more fully volve all conference members in whole operations of the SPC a conference and would increase th interest and feeling of participation

The Australian senator's spee was delivered in a mild, low-key a conciliatory manner. There was evidence that Australia was issui an ultimatum to the SPC or seeki a fight with France, which has seem less enthusiastic about reforming SPC than some others.

Friday, September 14, w scheduled for discussion of the A tralian proposal and for other i provements to the SPC suggested Guam.

The discussion began positive Already a strong spirit of co-operati was developing among delegates, a the previous two days had seen qu a bit of give and take on all sides.

Australia's senior commissione Mr C. E. Reseigh, taking over t detailed work from the senator, e plained at length the advantages th Australia saw in bringing the co mission and conference togeth stressing that the rationalisati would permit better control of a ministrators and allow governmer to become more committed to t organisation.

Mr Reseigh had hardly finish when Mr Nettre wanted to spea and it appeared battle was about begin. But there was no showdow France's critique was cautious ar considerate.

France, as the conference ha already learned, agreed with Au tralia's suggestion for part-voluntar financing, and herself produced

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intary contribution of $A50,000. hough not large in comparison to half million dollar contribution n Australia and New Zealand ibined, France's showing was er than Britain's and America's,) produced nothing.
ut France was less certain about idea of merging. Mr Nettre thought ight inhibit the freedom of the Is- lers with the work programme if metropolitan governments had the e at the annual conferences. He) implied that the conference uld not involve itself in commis- n "housekeeping"; as donor govern- nts should control input and the nders the output.
Not all of Mr Nettre's old fire was . He made the most of three asions to remind delegates that, ler the present arrangement, the ference could not decide. Only commission session could. All conference could do, Mr Nettre ssed, was "to express a wish".
His comments provided some dele- es with the chance to attack the nch position. Mr Albert Maori i of Papua New Guinea told the ference that it was time for the egates from colonial governments "shut up" and let the Pacific nders get on with their job.
The delegate from the Gilbert and ice Islands, Isakala Paeniu, ob- ed to France reminding the con- ence that after all it was the com- sion session which must decide. e SPC must come under the con- of the Islands' governments, he d.
Dr Gideon Zoleveke of the Solo- ns suggested it was time the con- ence considered moving SPC head- arters from Noumea, which he nd quite unsuitable. And Dr eph Williams told Mr Nettre that comments about the limited vers of the conference were reason ough to alter the Canberra Agree- nt itself. Dr Williams added that France continued to object to the orms then the Cook Islands would pose that the commission session abolished altogether and the con- ence put officially in full charge of SPC.
Heady stuff! But the rough vibra- ns between some Pacific Islands' egates and the French, and a nor disagreement between the nch and New Zealand commis- ners, were the nearest that the ate on the reform proposals came conflict. Australia's careful pre- ration and considerate presenta- n of its ideas, France's moderate ticisms, and what turned out to overwhelming support from the ference delegates, ensured a rela- ly safe and pleasant passage for ship of reform.

One by one the Pacific Island's delegates indicated their support for Australia's proposals. Western Samoan Commissioner Mr Tulai Toma argued that if the SPC was to survive both the programme and the organisation would have to change. Unless the conference's view was paramount the progress of the last few years had been a sham. When Mr Grand, of French Polynesia spoke firmly in favour of Australia's proposal, the die was well and truly cast.

Apart from those of Mr Nettre, there were no serious objections to the Australian proposal. Only the delegates from the remaining French colonies varied a little from the run of play. The Wallis and Futuna delegate, Mr M. Muliloto, noted that majority approval was a fait accompli and gave full support to the proposal. In a rather disgruntled manner Mr Champmoreau asked the conference "When everybody else supports the proposal, how can I oppose it?" However, he raised a laugh when he suggested that he would be "quite a popular boy with some people around here if I opposed what France has said!"

But that wasn't the end. The "status committee" had yet to decide on how to implement the principles and also discuss more radical reforms proposed by the Guam delegation. This envisaged a new body, the South Pacific Development Agency, to handle funding of all aid projects for South Pacific countries; the South Pacific Conference to direct the allocation of funds as well as activities of the existing South Pacific Bureau of Economic Co-operation; and finally the South Pacific Forum, which would provide the political arm of the total operation.

BSIP's Govco chairman of Communications and Works, who was the Solomons delegate to the conference. He suggested moving SPC headquarters from Noumea.

When the Future Status Committee tabled its resolution, which favoured all Australia's suggestions, no mention was made of Guam's proposal. Committee members, it is believed, thought Guam's suggestion for a development agency was looking too far ahead.

The resolution recognised the "Canberra Agreement is now out of date. It recommends, therefore, that the Australian Government initiate discussion immediately with all participating governments at the highest appropriate level to revise the Canberra Agreement in such a way that it will reflect the needs and aspirations of the Pacific people."

Meantime, modification of the SPC and conference should be by agreement. The resolution set down the procedures to be followed on preparing and presenting the budget and works programme. Member governments would try to indicate by each January how much their contribution would be, and governments would meet informally immediately before the conference. Conference and session would be merged and in the conference, lasting five days, all would have ane vote.

Pending revision of the Canberra Agreement, governments would have the right to withdraw from the conference on any matter of vital interest to any one of them, but the committee hoped that device would not be invoked.

The resolution, along with all other conference decisions, went to the commissioners' session which opened on September 21. It was attended by Mr Nettre, who, in true Gallic fashion, saved face on the nuclear tests resolution. This has gone to the United Nations in the name of the conference and not the commission.

Mr Nettre managed to get on the record his point of order that neither the conference nor the commission was competent to consider and pass such a resolution. With that he was satisfied and played a full part in the proceedings.

There was no opposition to the Status Committee's resolution from Mr Nettre or anyone else but it's believed that any opposition which France intends to mount against changing the Canberra Agreement will be declared at the conference of the eight member governments, expected to be in Wellington in February. It could, however, be in London or Paris.

Wherever it is, the South Pacific Commission will never be the same after it.

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PNG's tax hangover for soft drinkers

From PERCY CHATTERTON in Port Moresby

Three new Coalition Government minist with Administrator Mr L. W. Johns They are (left to right) the Minister Justice, Mr John Kaputin, Mr Johns the Minister for Works, Mr Yano Belo a the Minister for State assisting the Ch Minister on Police, Culture and Recreati Mr Pita Lus.

Again, as in 1972, PNG's House of Assembly's Budget meeting has straddled the celebration of National Day on September 15. Consequently, after a two-week run of sittings which began on August 27, members dispersed for a week's break in their electorates, to return for a further stint of legislative activity on September 17.

One of the "firsts" scored at this meeting has been the broadcast by the Australian Broadcasting Commission of Finance Minister Julius Chan's Budget speech on the evening of August 28, and of the opening Opposition speech in reply to it, delivered by the United Party's shadow Finance Minister, John Middleton. The delivery of both these speeches was of a calibre which could hold its own with that of similar performances in most sophisticated legislatures.

The 1973 PNG Budget may take its place in history as the "Lolly Water Budget". Taxes on alcoholic beverages are a commonplace of budgetry, but a tax on soft drinks is something of a novelty, and might indeed be a "first" worthy of a place in the Guiness Book of Records. In addition to an increase in import duty on soft drinks from 50 cents to 75 cents a gallon, an excise duty of 10 cents a gallon is to be levied on the locally-manufactured product.

And this was about the only surprise the Budget did spring.

In the field of income tax, people earning $5,000 a year or more will pay 4½ per cent more in tax. This increase will mainly hit expatriate taxpayers, since less than 1 per cent of tax-paying Paguineans are in this income bracket. Some concessional deductions are also being abolished or reduced; this again will affect mainly expatriate taxpayers. On the other hand, company tax will not be increased.

Other imposts are a $2 tax on outgoing international air passengers, including those going to Australia, and an increased fee (from $2 to $5) for drivers' licences.

On one issue Mr Chan had to admit himself stymied. It is fairly easy to make sure that wage and salary earners pay their income tax, but in this country it is very difficult to ensure that indigenous producers of cash crops such as coffee, cocoa and copra, and villagers who sell their produce in local markets, do so. Some of these people earn very substantial incomes, but few are sufficiently literate to keep records of their transactions, and the Finance Minister has reluctantly decided that, while it would be possible to plug this loophole, it would be too costly an operation to justify itself.

On the same day on which the Budget was brought down, the government tabled an eight-point "Improvement Plan" for 1973-74, which it described as its "first step towards building the kind of society that meets the needs of our people". The plan focuses on a greater share in the economy by local people, and more equal development of the resources of areas and regions.

Altogether, it was a low-key budget, and the Opposition's attack on it was also low-keyed.

Mr Middleton understandably criticised the government's continuing failure to simplify the tax structure on the lines proposed in a White Paper tabled in the last House but never implemented, and pointed out that the complexity of the present system was holding up localisation, that is, the replacement of expatriates by indigenous officers, in the taxation division of Mr Chan's department.

The shadow minister drew attention to the danger of relying too heavily for revenue raising on the dwindli expatriate sector, and urged less e phasis on increased taxation and m on increasing the gross national p duct.

Finally, he pointed out that mu of the proposed expenditure was be on power transferals needed independence but not necessarily self-government, a fact which led party to suspect that the governm was, like Mr Whitlam, trying hustle the country into an early in pendence which the majority of people did not want.

Mr Toliman's death

As the two weeks of sittings dr to a close, tragedy struck. Oppositi leader Matthias Toliman was tak ill in the precincts of the House a was rushed to hospital, but s cumbed to a heart attack shortly af admission. The Speaker announc his death to a stunned House, a the sittings came to an abrupt e 24 hours earlier than had been e pected.

Matthias Toliman was a man great sincerity and integrity, with genius for friendship. The respon bilities of leadership, shouldered conscientiously, took a heavy to and, by temperament a man of peac the bitter dissensions which h divided his Tolai people in rece years must have weighed heavily his spirit. His passing represents incalculable loss to Papua Ne Guinea at a moment when t qualities he displayed are so mu needed.

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ES of "Vive la nation caledo-
nienne" and "Long live OUR
Caledonia" marked a series of
ment speeches in July when the
n of Caledonian Youth (UJC)
its second public meeting in
nea. They have since organised
try meetings.
is new youth movement, formed
lay, is led by local autonomist
ps such as the *Union Caledo-
ie*, the largely-Melanesian *Union
iraciale* and the *Mouvement
laire Caledonien.*
ldressing more than 400 young
le, about 20 speakers condemned
present French Administration's
ialist policy with economic ex-
ation of the locals to the ad-
age of Paris. Speakers also
unced the elimination of Cale-
ans from responsible positions
the suppression of local aspira-
particularly through the display
rmed force.
embers also traced the support
h the Caledonian Youth Union
given to recent protest movements
Caledonian farmers and mine
kers, complaining of the poor
nent made to the farmer and the
of work by the latter.
peakers included a local company
ager, Melanesian Nidoishe Nais-
ie, and Maurice Lenormand.
ident of the UJC is Max Chivot,
aledonian graduate in economics
political science, who lost his
in the local public service last
after showing interest in the
t proceedings against Naisseline.
he youth meeting called for the
lding of the Caledonian nation,
h means a free and independent
Caledonia". Bernard Deschamps
the meeting that all possibilities
development were blocked for

Their Caledonia!

From a Noumea correspondent

Caledonians on the political, economic and social plane. This young civil servant said the present "retrograde" political statutes "must give way, voluntarily or by force, to an autonomous government by the Caledonian people, freed of an outside yoke". He threatened that the present administrators, "reactionaries, colonialists, foreigners, will be kicked out of the territory if they do not allow autodetermination".

In the economic field, he continued, outside elements are exploiting the territory for the benefit of big companies directed from Paris. Their strength lies in support from local importers and public lending authorities.

As far as social security is concerned, Deschamps claimed, money is distributed in a way that suggests colonialism and charity begging. As the base of the Caledonian problem, he denounced the "state of colonial dependence, a static, harmful and unbearable situation, imposed from outside by the colonial presence".

He called on the Caledonian people to arouse feelings of class consciousness in order to develop a Caledonian solidarity.

One young Melanesian orator asked, "why not fight to free our land from the hand of the colonialist and dictatorial administration which continues to scoff at us and is out of place in this 20th century . . . Let's lose the inferiority complex which our enemies have aroused in us in order to exploit us".

Another Melanesian spoke of the growing "anti-zozo" feeling (against metropolitan French) which signals the awakening of a Caledonian national awareness.

According to another, young people were questioning the future of "our country, ruled in such disastrous fashion and exposed to the dictatorial whims of a misguided administration". Replying to popular charges of being anti-French, the Caledonian said he saw no good for the territory in those people, French or not, who flew to the island only to draw out a quick profit.

Denouncing the local use of fear by force, he said "This is France and France is the army, prestigious and efficient, especially in the repression of the people". However, he insisted, "we will never allow violence on our island".

This speaker was concerned at the Caledonians' slowness in perceiving the gravity of their situation and blamed this upon the poor state of information locally and the fact that the locals "had always been carefully kept apart from any control of the affairs of their country".

Of course, the whole weakness in this new grouping of autonomist interests lies in the build-up of a class struggle: this added conflict, with its attack upon the more affluent sector of Caledonian society, plays straight into the hands of the French Administration, to keep the Caledonians divided in fearful confusion.

FALL-OUT ON TOURISM

From a Noumea correspondent

he stress of the Pacific boycott imposed on UTA
nch Airlines has contributed to a vehement debate
the value of tourism in New Caledonia.

lengthy exchange of open letters in the Noumea
y press began when the Territorial Assembly was
cked for giving insufficient support to the tourist
istry. The charge came from Ascadeto, a local
ist development association of airline and hotel
rators etc, which includes a representative of the
nch airline.

our months of boycott brought a substantial loss
Pacific trade for UTA, besides hitting the Chateau
al hotel to which it traditionally directs its Noumea
tors.

Metropolitan French tourist interests have continually
bied for the territory to spend more freely to attract
rists to Noumea and have particularly criticised the
budget of the Caledonian Tourist Office, which is
ricted to around $A150,000 a year.
n the present attack, Caledonian members of the Territorial Assembly have retaliated by condemning what they claim to be monopolist activities of the French airline. They have also condemned the French Administration for allegedly preventing a non-French airline, Pan-Am, from building a hotel in Noumea. At the same time, members of the assembly autonomist party Union Caledonienne have protested at the bad overseas image created for the territory by local hoteliers who have charged exorbitant prices and refused accommodation to bona fide tourists during the island's economic boom around 1970, when rooms were occupied on a monthly basis by the insurge of mainly French businessmen.

The autonomists also underlined the responsibility of Paris with its nuclear programme in the Pacific prompting the current difficulties in the Caledonian tourist industry.

Finally, instead of advocating further subsidies and costly publicity, the Caledonian politicians urged tourist promoters to make greater use of welcoming smiles and courtesy, characteristics for which some tourist representatives have not been particularly famous.

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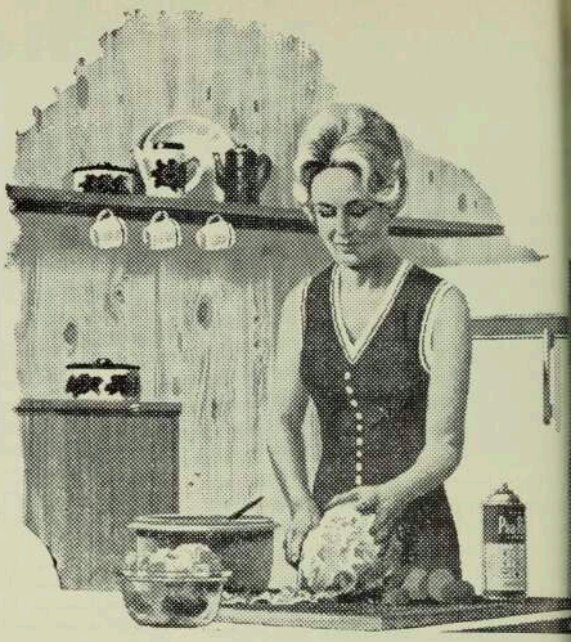

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Yachtsman 'scratches' France's conscience

From W. H. PERCIVAL in Rarotonga

PELLED by the French from French Polynesian waters, single-ler protest yachtsman Michael nall berthed his 30 ft sloop nen at Rarotonga in mid-August declared that "the French nuclear ng is surely the ultimate act of nialism".

r Wignall, ex-Senior Crown Pro-tor in Papua New Guinea, where vorked from 1966 to 1970, sailed yacht into the test area after tell-the French in a letter, "If my on causes some impediment to government's will and scratches consciousness of a few more an beings, then this short voyage have achieved much."

e was almost 100 miles away from uroa when the first bomb was ex-ed. He sailed Carmen into French onal waters at Tureia on July nd reached Mururoa the follow-day after being buzzed by French tary aircraft.

or three days he remained with-rench territorial waters at Muru-and once sailed close enough to that the atoll rose only a few above sea level, that it had no nut palms and that several build-three and four storeys high, had built there. He sailed almost up the island because he was not equipped to transmit radio messages and he wanted the French to find him.

They did. A French naval vessel, Orage, circled him all one morning, then he was boarded by a party of three naval officers and two gendarmes. He was handed a notice, written in French and English, telling him that he had entered French territorial waters on two occasions—at Tureia on July 28 and Mururoa on July 29, and that if he did so again his yacht would be seized. Michael Wignall noticed that the young, English-speaking officers looked embarrassed. The Carmen was then towed beyond the 12-mile limit.

He was between 40 and 50 miles from Mururoa and bound for Rarotonga when the second bomb was exploded. He saw nothing of the explosion as the sky was overcast and cloudy. The absence of land birds around the atoll made him wonder if the tests had anything to do with it. Normally, he said, one saw noddies and white terns up to a 20-mile radius from an island and frigate birds up to 70 miles from land. It seemed that nobody had yet made a study of the effect of nuclear blasts on bird life.

Mr Wignall, who also told the French that their tests were "an offence against all Pacific peoples and a crime against the Earth itself," said, on arrival at Rarotonga, "The Polynesians of the Eastern Pacific have already suffered greatly at the hands of Europeans. What is left is to be risked again, if not at Mururoa, then at Eiao where underground testing is contemplated in the future.

"Few people in the world have less real voice than the people of French Polynesia. It is inconceivable to me that the United Nations have not already, under the General Assembly's Declaration on the Granting of Independence to Colonial countries and Peoples, directed their attention to French Polynesia. The French position is in essence no different to the Portugese position in Africa. The French nuclear testing is surely the ultimate act of colonialism."

Fiji's Prime Minister, Ratu Sir Kamisese Mara, agrees. He told Fiji Parliament in September that the most effective action Fiji could take against French nuclear explosions was "to persuade the Committee of 24 on Colonialism to hasten the liberation of the islands which are at present regarded as French territory".

MICRONESIAN TALKS HELD UP

Vith several stiff hurdles to clear ore both sides can agree on an nda, the opening date and the ue for the seventh round of talks ween the United States and the gress of Micronesia's Joint Com-ee on Future Status are still un-ded. But, after talks early in ember in Guam between Ambas-or Franklyn H. Williams, Presi-Nixon's personal representative ding the United States team, and ator Lazarus Salii, chairman of status committee, it looked as if talks might get under way late in ober or early November.

he biggest hurdles are the land stion—who owns what and where, what control the United States tary should be allowed to exer-over the bases it occupies—and subject of the separate talks be-en the US and the Marianas to ch the Micronesian Congress has cted. Tinian in the Marianas will figure largely because the United es, which has announced that it ts a large chunk of the island for ase, has declared a moratorium on economic development there. An-er row to be cleared up is that sed by Washington's refusal to re-e certain land records which the ronesians say they must see be-fore they can discuss the land question.

The separate talks between the US and the Marianas are expected to open in mid-November, but whatever agreement over future status is made, it will be subject to a plebiscite among the Marianas people. The rest of Micronesia may also want a say in that decision.

ABAIJAH'S 'IMPOSSIBLE DREAM'

PNG's Chief Minister Mr Michael Somare in September put paid to Josephine Abaijah's Papuan independence aspirations (PIM, Sept, p 4). In Canberra, Mr Somare, describing Papua as a "colonial invention", said Miss Abaijah promised violence and bloodshed if she did not get her way, but his government was determined that Papua would remain part of a unified country. The Australian Government was determined that PNG would reach self-government as a single nation.

"Miss Abaijah's concept of a separate Papua is, therefore, an impossible dream," he said.

Australian Minister for External Territories Mr Morrison used the same theme when he described how he had finally met up with Miss Abaijah, in Canberra. He said he pointed out to her that a unified Papua New Guinea was not merely the Labor Government's policy but that of the previous government. PNG unity was not to be inhibited by inherited artificial colonial boundaries.

Miss Abaijah's reaction in Port Moresby, was, "Mr Somare has forgotten that we are such stuff as dreams are made on . . . It is better to live with an impossible dream than to live with an impossible nightmare".

Nevertheless, Mr Somare's blunt assault on Miss Abaijah's ambitions has taken the heat out of the free-Papua movement.

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AIR NIUGINI GETS OFF THE GROUND FAST

Papua New Guinea's airline, Air Niugini, will fly into Brisbane from Port Moresby from November 1, a month ahead of the target date of December 1, to get it "off the ground". The date was changed to give the fledgling airline time to settle down before the heavy Christmas traffic.

Air Niugini will charter aircraft from the present carriers, Ansett and TAA. Air Niugini will have 50 per cent of the traffic and TAA and Ansett 25 per cent each on the Port Moresby - Brisbane service. Air Niugini's share of the traffic from Australian airports to Port Moresby will be less than 50 per cent.

On November 1, Air Niugini will take over all internal services from Ansett and TAA, either buying aircraft from those airlines, or chartering them. It is expected Air Niugini will also take over the overseas services operated by TAA to Honiara and West Irian, and operate them under a charter arrangement with Qantas.

When Papua New Guinea becomes independent, its government and the Australian Government will negotiate a bilateral agreement for air services between the two countries. No Australian domestic operator will then be allowed to operate an international service out of Papua New Guinea.

Australia will continue to provide staff for the Department of Civil Aviation, probably on a secondment basis. This could last for up to 15 years. Officially, the Australian DCA will operate on an "agency basis"—an organisation acting on behalf of the PNG Government.

The Director of Civil Aviation has not yet been named, but it is presumed it will be Dr K. N. E. Bradfield, at present civil aviation adviser to the PNG Government.

One of the last obstacles to launching the airline was removed at a conference in Brisbane on September 18-19, attended by the general manager of Air Niugini, Mr Ralph Conley, representatives of Qantas, TAA and Ansett and Mr D. G. Coleman, federal secretary of the Australian Licensed Aircraft Engineers' Association. Mr Coleman said after the conference Air Niugini was now "a goer" from the point of view of his association.

It had placed the embryo airline under a black ban unless a number of demands about expatriate staff were met.

Twenty-one-years old Aborina Tenanorake, from North Tarawa, is starring in the first professionally-produced motion picture in the GEIC, the full-length, Sailing in the Trade Winds. Later this year she will fly to West Germany, where the final interior shooting for the film will be completed in the studios in Munich.

The Enna G sails again

The Enna G has not been left to rot in Wellington Harbour after all. With Captain Jim Brunton in command she sailed from Wellington to Melbourne on September 12, to ease a coming shortage of tonnage in the Nauru Pacific Line. The Rosie D is soon to go into dry dock in Japan and the Eigamoiya, after a brief call in Sydney in September, went in to Melbourne to dry dock.

The Enna G, in Melbourne will load stores for Nauru. After unloading at Nauru she will then resume her old run, cruising from Sydney to the Pacific Islands. She will probably make two of these cruises before taking Nauru schoolchildren in Australia home for the Christmas-New Year holidays.

The Enna G has been tied up in Wellington since May because of a black ban by the NZ Seamen's Union and other maritime unions. The Seamen's Union allowed the Enna G to leave Wellington, provided she does not go back to New Zealand.

The Nauru Pacific Line earlier this year planned to put the Enna G on the Auckland-Pacific Islands service, replacing the Tofua, which was withdrawn in May. She went into dry dock in Wellington and while there the NZ seamen put the ban on her. Since May, Fiji, Samoa and Tonga have been without a regular passenger service from NZ.

The NZ unions claimed they were trying to help Fijian seamen in the Enna G to get better wages and conditions but the matter went deeper than that—the union wanted to preserve that area for NZ seamen who had become redundant when the Tofua was withdrawn.

It has been reported that Nauru intends to take legal action against the NZ Seamen's Union.

But next moves may come at the NZ-inspired regional shipping conference in Waitangi, NZ, on October 25-27. The NZ Deputy Prime Minister, Mr Watt, one of the chief advocates of the conference said recently that 80 per cent of the nations and territories in the South Pacific would be represented.

CRACK DOWN ON NEW HEBRIDES

Australians who use the New Hebrides and other places as tax havens to avoid paying tax in Australia will have to think up new methods to dodge the collector if Australian Treasurer Mr Frank Crean makes good a boast he voiced in the Federal Parliament on September 26.

To a questioner, who asked what action the government was contemplating to stop that type of tax evasion, Mr Crean said there was legislation before the House to deal with tax havens in Norfolk Island and other Australian territories but, "we have to use other measures as far as areas outside our territorial jurisdiction are concerned.

"But, we are well aware of the attempts being made and we will more than match the skill and ingenuity of those who are trying to evade tax."

The new bill will make the income tax law apply as if Norfolk Island is part of Australia but will exempt from tax the island and other ex-Australian income of people living on Norfolk and that of companies wholly owned and controlled on the island.

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Tropicalities

TOUGH FOR BIG FISH

Big fish in little American pools don't have the constitutional defences that US President Richard Nixon has been able to resort to in his fight to convince people that he's not the rogue some would make him out to be over the Watergate kerfuffle.

Two US colonial executives, High Commissioner Edward E. Johnston of the US Trust Territories, and Governor John Haydon Jr of American Samoa, have found themselves, directly or indirectly, in the firing line of the people they are looking after.

Hicom Johnston, as Trust Territorians know him, is reported to have had a "class action suit" filed against him by four residents of Saipan. The plaintiffs were demanding that Johnston issue deeds of conveyance for their homestead land. One plaintiff, according to the Pacific Daily News, said she had waited for nine years for a deed to her homestead site even though she had fully complied with TT homestead laws.

In American Samoa things looked grimmer for Governor Haydon. He was charged by the Civil Service Commission, allegedly as a result of complaints by Samoans including members of the legislature, of having used his position to influence the territorial election in 1972.

It is alleged that Governor Haydon had used the government radio and television on election day and the day before to "propagandise against a ballot proposition that Samoans elect their own governor".

Another charge was that Haydon had urged Samoans not to vote for a white businessman arguing that *palangi*—white foreigners—should not be in the Fono (legislature).

Haydon was charged under the Hatch Act which forbids Federal employees and territorial governors from involving themselves in elections. The trial opened in Pago Pago on September 11 but was adjourned when the trial judge, Judge John J. McCarthy, was taken ill.

Saving Pitcairn from the drain

Two Royal Engineers and Britain's sense of "romance" and "history" could mean revival rather than evacuation for the people of Pitcairn Island. Before British High Commissioner in NZ D. A. Scott, who doubles as Governor of Pitcairn, visited the island recently, Tom Christian was sounding glum on his weekly hook-up with the Seventh-day Adventists' radio station, the Voice of Prophecy, in California.

Tom said: "There has been some talk about either taking the people from Pitcairn or opening the island up to outsiders. We don't know that our Governor is going to talk to us about these questions but it is reasonable to think that he might. What the response of the people here will be of moving from Pitcairn or bringing outsiders to the island, as suggested I don't know."

What he was talking about was the dwindling Pitcairn population—down to 73 plus nine "foreigners"—which is making it difficult to find enough manpower to keep the island's services running, particularly the long-boat service to passing vessels.

When Governor Scott returned from his four-day visit his tone was upbeat: two Sappers (engineers) had come up with ideas for improving Pitcairn Harbour facilities and he was very keen to see the Pitcairn population built up again to around 150.

Agreeing that Britain's determination to maintain the island was due mainly to its romantic and historical associations, Governor Scott said: "Pitcairn is a small, independently-minded community we don't want to see go down the drain."

This is the Honiara Bamboo Band, certain to be a popular novelty in Sydney when it performs during the opening celebrations of the Sydney Opera House at two concerts on October 23 which will feature 300 Pacific Islanders. The Islanders, whose programme will be directed by Victor Carell, director of the Arts Festival at Suva, will also perform at various centres in Sydney and the suburbs. The Islanders will come from Fiji, Tonga, Western Samoa, Papua New Guinea, New Zealand, the Banabans of Rabi, BSIP and the Cooks.

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o art bargains the Islands

f you want to buy the Solomon nds' carving (pictured) it'll cost more than $1,000 and you won't e been done. Which shows the d sense of Island leaders like G's Chief Minister Mr Michael nare in legislating to keep their treasures inside the country.

ut Islanders are waking up to fact that their old custom carv-, ceremonial masks and all the ient furbelows are worth much re than they ever dreamed. Time when ceremonial pieces were dis-ded and sometimes destroyed when newness had worn off so that lers were able to buy them for a g. But those days are fast dis-earing with the advent of the rist who'll pay good money for a ap, mass-produced article which can display at home as proof that really travelled.

The Solomon Islands bust of a man with mother-of-pearl inlay wing traditional tattooing is of od which has been blackened with nixture of oil and charcoal. The r, vestiges of which still remain, s made of fibre. It is in the Tapa lleries in Sydney's Paddington and probably around 100 years old. owner, Mr Laurie Marshall, of pa Galleries, acquired it in Sydney ere it had been in the possession one owner for more than 40 years.

Mr Marshall believes that, had it been acquired by some trader or veller many years ago, it would ve been destroyed a long time ago. e same goes for thousands of cient Island artefacts which have en preserved because they were acquired for a song and brought to places like Sydney.

The Islands, he says, are no longer the best hunting grounds for valuable artefacts. Through European influence, the Islander is losing his zest for custom and losing his ancient skills. The ancient ceremonies have lost their meaning so that if masks and other paraphernalia are still made, much of it is of poor workmanship and made, not for some sacred purpose, but with the tourist in mind.

Places like Sydney are now the best sources for the genuine artefact.

"I can get better pieces here in Sydney than I can get in the Sepik," says Mr Marshall.

They died for Japan—and tourism

With the utmost decorum, and with the greatest respect to the dead, the Truk District Government in the US Trust Territory is out to make a buck.

Through the collaboration of the Trust Territory Government, the Japanese Government, the US Embassy in Tokyo, a Japanese salvage firm, Japanese, US and Micronesian journalists, a US filming company, and a Japanese submarine lying on the floor of the Truk Lagoon complete with complementary remains, a Truk tourism bonanza looks a strong possibility.

The Japanese Government, as governments will, is still collecting the remains of its war dead. And it wants those from the wreck of IGO-169. Now the deal appears sealed. And this is what Truk District Administrator Juan Sablan, according to the Micronesian News Service, feels about it:

"The Truk District Government is taking every step to ensure that the Truk District Law declaring sunken ships as public monuments is fully enforced during the entire operation . . . The project will not affect the marine life and the underwater ecology . . . I personally feel very excited about the project and I am confident that this project will not only promote tourism in Micronesia but more importantly, perhaps, the fact that we are participating in what we all believe to be a humanitarian venture."

Distad Sablan's terms for the filming company are that copies of all films taken of the operation are to be made available at no cost to the

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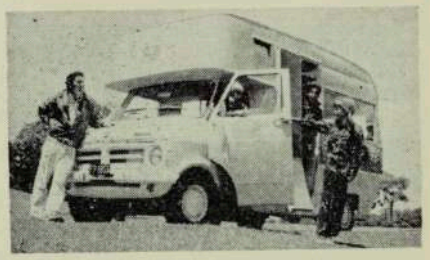

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V337

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TT Government for official and non-commercial use. The films will be distributed to anyone who wants them—in Japan, the US, Europe, anywhere.

The silent occupants of IGO-169, of course, have no say in the matter. It would be interesting to know if they share the same sense of honour as Distad Sablan—or whether they would prefer to remain untouchable by Truk Government proclamation like all other Japanese warriors entombed in watery graves in Truk.

Unfriendly rugby in Fiji

Sydney and Fiji secondary school boys in August and September gave a couple of practical examples of how rugby football should not be played. Some of their punching would have made Muhammad Ali (Cassius Clay) envious. But officials were so fearful of further violence that they cancelled the last match of the tour. The Sydney team was from the Mid-West Metropolitan Zone.

The tour started innocuously enough with St John's College Cawaci, beating the visitors 17-7 at Levuka, and then Sydney beat Ratu Kadavulevu School 13-10. In the third match at Buckhurst Park, Suva the home team, a Fiji secondary school's team, showed it was ready to take part in any sort of violence. Brawls marred the game right from the start. One melee in the second half lasted almost five minutes before referee Nacanieli Vosarogoci regained control.

Three days later, the Sydney boys met a Nausori team. Right from the start it was apparent there was a hangover from the previous match. Tension gradually built up and in the second half there were several fights. The referee, Father Brian, broke up the contestants each time, but did not send anyone off. Sydney won 10-0.

The visiting team's coach, Mr Bruce Mason, and local officials then got together and decided to cancel the last scheduled match against a Suva secondary school's team. Mr Mason considered the trouble might have started from the different styles of football the two teams played. Sydney played largely a forward game, with the emphasis on winning possession, while the Fiji style was to throw the ball about freely.

Ovalier, the Fiji Times rugby columnist, made no bones about the cause of the trouble—aggressive and provocative tactics by the visitors, he maintained.

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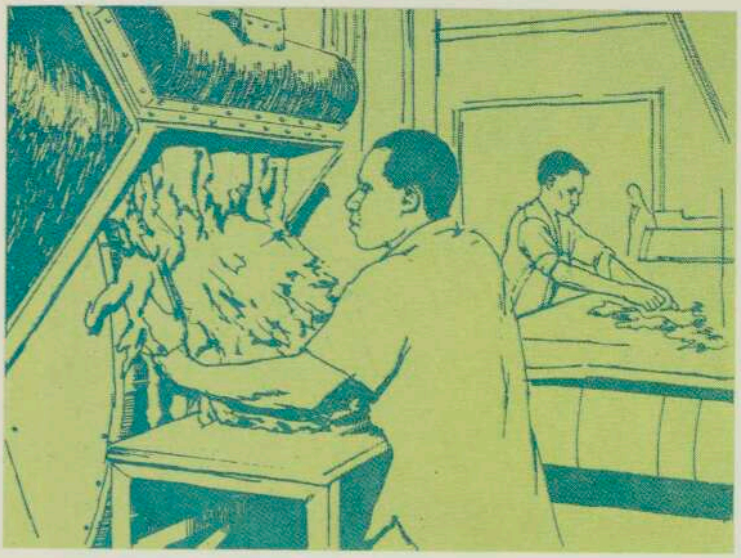

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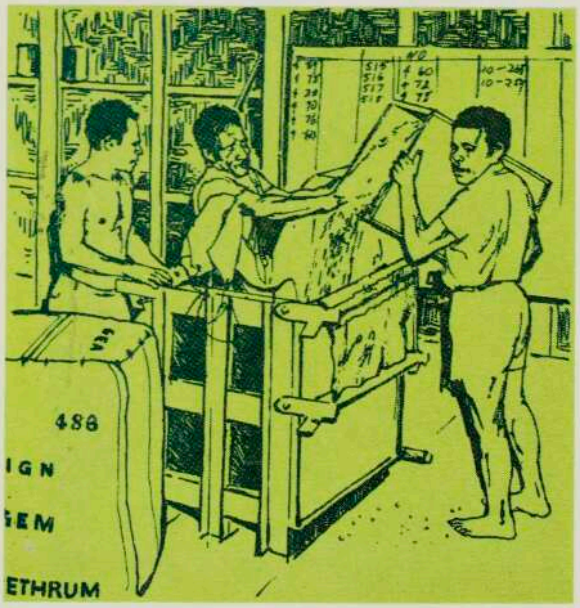

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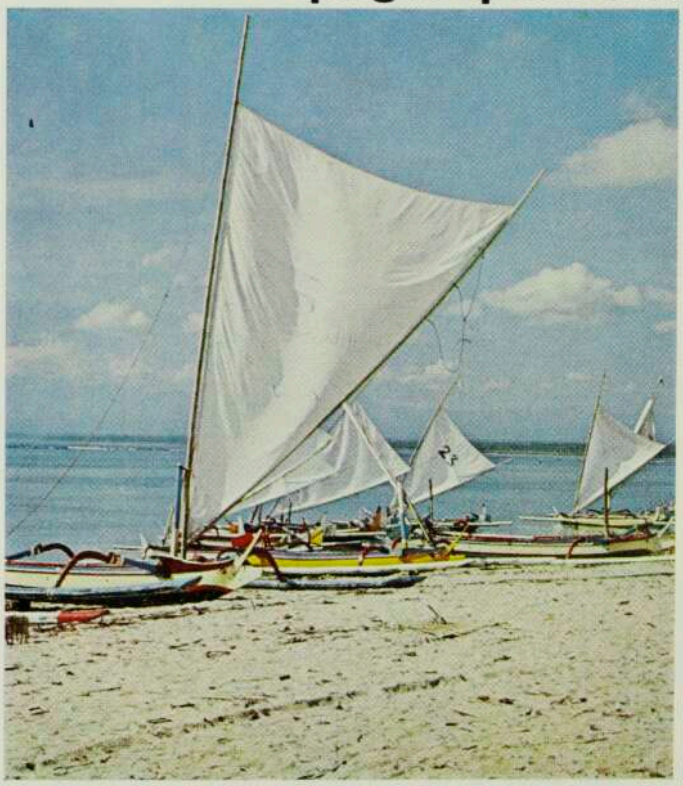

The island of Bali is famous for many things—its beautiful women, beaches, music, culture, its perfect harmony with nature. But even the most desirable paradise, if it is to prosper, must eventually relate to the 20th Century. Bali has taken that step—by initiating one of the most modern water supply systems in Asia. The modernisation programme, which will serve 90,000 people will also assist commerce and boost the island's tourist facilities.

An Australian company, James Hardie, has won a contract to supply asbestos cement pipes, cast iron fittings and valves for this scheme at Bali's capital, Denpasar.

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's Chief Minister, Mr Michael Somare, several times given the tourist in- ry his official blessing by attending functions. Here he is seen at a list Board graduation ceremony for ist officers. From the left, the girls Miss Hila Avia, Mrs Bonnie Kinder, Gima Vavine, Miss Garo Goka and Miss Awedop White.

OFF THE BEATEN TRACK AT THE BIRD AND THE PAP

By JUDY TUDOR

According to the United Nations, tourist is anyone who spends a ht away from home. And what's od enough for the UN, is good ugh for Papua New Guinea when comes to counting heads. Anyone, er than a resident, who spends a ht in PNG, automatically gets inted and by this method the local urist Board reckons that there were 734 tourists in 1972.

That's what the Tourist Board says. e local Bureau of Statistics says nething different. According to it, y 19,940 people arrived in PNG 1972 for a holiday; the rest of the ort-term arrivals having other pur- ses in mind.

However, as a casual observer in country, you could conclude that th the Tourist Board and the tistician are wide of the mark.

New Guinea doesn't feel like a rist country, doesn't act like one, mingly doesn't care a damn about rists and obviously doesn't need m. Unless you look hard for them re are few signs that *homo risimo* is abroad in the land at , and you are forced to the con- sion that many of those 19,940 liday makers are visiting relatives d are quick to take on local lourisation.

No swarms of blue-rinsed Pasadena dows or pale skinned Mid-Western ales in funny shorts and little sox, stooned with Polaroid and movie meras; no great piles of luggage in tel lobbies as parties move in and t—all of which are part of the scene in other, less boisterous, more touristy parts of the Pacific.

Yet, as everyone in Papua New Guinea is fond of telling you, the country has a great deal going for it. It is bigger than, different from, more varied than anything else in the Pacific. The scenery is spectacular, from offshore islet to 14,000 ft mountain peak. You can chug up the Sepik River in a house-boat; or go see naked villagers, mud covered villagers or villagers with 18-inch long gourds on their penises. (Although you will have to travel far and look hard for all three categories, as most people now disappointingly wear pants). In a sentence, Papua New Guinea is great for those tourists who want to see something different; for people who really want to get off that beaten track they talk about.

For the other 99½ per cent of tourists, who want things to be different but, at the same time, just like back home, Papua New Guinea is something else again. Stroll along the beach in the moonlight? Not on your life, say the locals. You could be bashed, robbed or raped.

Hire a car? Certainly, if you are well-heeled, but if someone walks in front of you and gets knocked, go for your life. Report to the nearest police station, but don't stop. If you do, the car could be overturned and you could get beaten to death by the mob that will materialise apparently from nowhere.

Dress and undress behind locked doors and drawn blinds otherwise you'll encourage peeping-toms. If female, don't be surprised if men make obscene gestures to you in the street, proposition you with rude, four letter words or hack at the thick wire mesh on your window to try to get at you during the night.

If you go to the Highlands you could get mixed up in a tribal war or a drunken orgy—not long ago a European man and his wife were stoned, beaten, stripped and, most picturesque bit of all, their small dog was stolen, killed and eaten.

In Port Moresby you could get involved in a Papuan versus New Guinean race riot, as in July, when the whole town seems to have spent two days sheltering behind locked doors. (Australian Minister for External Territories says it was all exaggerated and there really is no antagonism between these factions).

By the same token, it is possible to spend weeks in the country and have none of these entertaining things happen to you, although it is abundantly clear that they sometimes do happen to other people. Recently a woman public servant wrote to the local newspaper thus:

"At our hostel at Newtown we are subjected to attacks almost nightly, as we leave our cars to return to our rooms we all stand the risk of serious injury. Each time the police are advised yet nothing is done to protect us."

Port Moresby was a city of fear after dark, she said, with people scared to leave their homes.

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ROJECTING A PNG IMAGE

She ended her letter: "Bring rists to Port Moreby? They must joking . . ."

A lot of residents agree with her the local Tourist Board has gone ough the motions of fostering an erest in tourism in the face of at government indifference in the t and what are likely to be other ficulties in the future, including fragile feelings of local politi- ns.

Recently Minister for Interior John ise took tourist associations to task "projecting Papuans and New ineans as objects of curiosity." How should they be projected? As ve, westernised intellectuals? *He* to be joking. Of course, the local ple are objects of curiosity to rists, not in any unkind way, but ause many of them are so dif- ent from the people the visitor ws back home.

Once they are all reduced to being thed suburbanites, with office s, and this process has proceeded te a long way already, what will the point of spending all that gh getting to New Guinea in the t place? According to the Tourist ard the average visitor spends $55 a day while in PNG and my own experience suggests that in this the Board is only too terribly right.

Whether it's the tall, elegant and disdainful Mekeo, a rampaging Highlander or a snotty-nosed child grovelling in the grime of the floor of Port Moresby's airport while his mother sits, natters and waits for God-knows-what, it is these and all the thousands like them, sophisticated or savage, all the way from Daru to Vanimo or Lae to Wabag who are the focus of attention of every visitor.

There are plenty of countries with scenery, better beaches and more tolerable climate. PNG has no fabulous hotel resorts or jet-set hide-aways, although accommodation available has improved a hundred-fold since the days when I used to write articles on the theme that "a Tudor never slept here."

But in spite of the improvements you would never mistake most PNG hotels for similar establishments in a more tourist-orientated country. The atmosphere is different, more attuned to the eating and drinking habits of local people than to international travellers. The resident guests are more likely to be territorians on the move, travelling salesmen or experts up from South, with the genuine tourists taking a minor and unobtrusive role.

Hotels and motels can be full of exuberant noises or have strange architectural devices like the Bird of Paradise Hotel at Goroka where to get to one lot of bedrooms you have to climb one set of stairs and then immediately go down another in an up-and-over exercise. No doubt the original owners named that place in good faith but in true New Guinea fashion the name has been lopped down to size and the establishment is now popularly and unfortunately known as The Bird.

Some PNG hotel operators have an informal approach to their clients' clothing although with most the favourite bete noir is rubber thongs. These are out in all but public bars, where only wild tribesmen go anyhow. Other *mores*, the subject of printed notices outside public rooms in a few hotels, concern the wearing of long trousers and ties after 6 pm, although the Papua in Port Moresby breaks it down and stipulates ties and long pants for gentlemen in the evening *or native dress.*

Native dress? A Red Indian in

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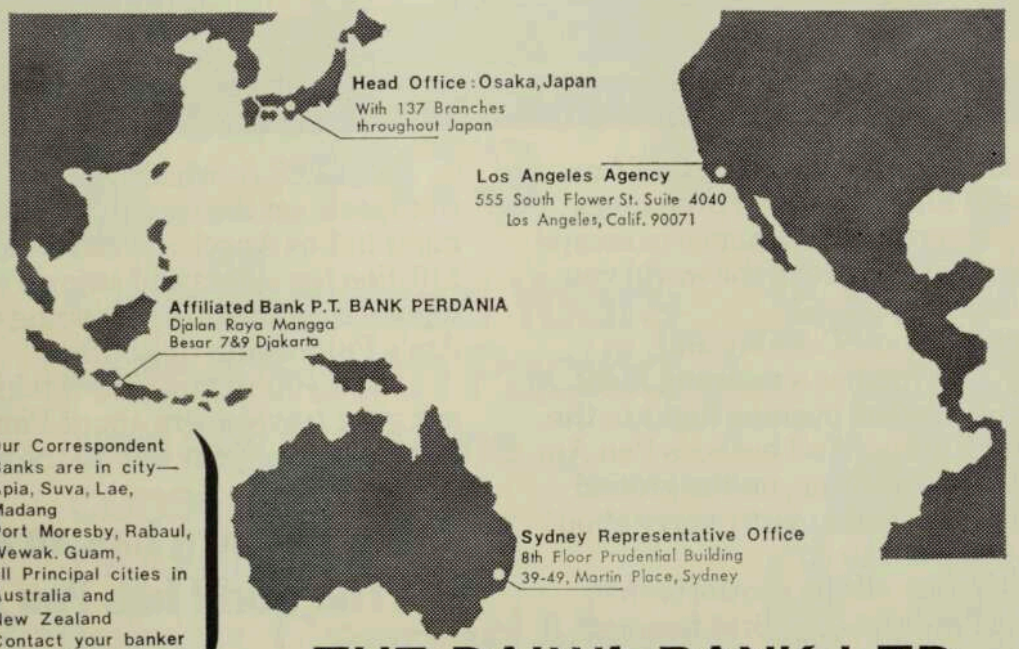

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ODERNISATION

ckskin, maybe; or a Swiss in a ndl? Or even a New Guinea High- ider in a bark belt and a couple of thers? Somehow you get the idea t it is really meant as an insurance ainst some possible occasion when ief Minister Michael Somare mes to dinner wearing one of his vourite bula shirts.

The Papua has had several face- ts since the days when you were pected to share a room with one more strangers, but still retains ch that is typical of PNG.

It has several new drinking places, carpeted foyer and dining room ere music is supplied nightly by a an who plays an organ with one nd and a piano with the other. ry versatile, and appreciated, pecially by the waiters who alone ong that fraternity in PNG, who w come dressed in anything from xedos to red mess jackets, still wear or-length white lap-laps.

The Papua (sometimes in col- quial speech referred to as The p), has a newish wing of bed- oms which, due to some misplaced al on the part of the booking ent, I did not get to see. I was r a while in June allocated what e receptionist said was a room just as good except that the airconditioner was "rather noisy".

Time was when I never went to New Guinea without a packet of bobby-pins to cobble up holes in the mosquito nets and a can of pressurised insecticide to kill off those insects already inside. These days a manual on airconditioning is much more to the point but in this case someone with malice aforethought had removed all the knobs from the machine. Above the promised noise that sounded like a mix-master let loose in a tin of ball-bearings, it emitted nothing but warm, humid air into the small room with its fixed, non-opening windows.

The following morning a Papuan mechanic and I attacked the machine together and, among other things, washed out the filter, whereupon the monster started to emit air so marrow freezing in intensity it was guaranteed to reduce even an Eskimo to a shivering wreck.

I asked the housekeeper for a blanket but she was sorry. There were only four blankets in the establishment and these were all "out". She offered an extra bed quilt as a substitute.

I ended with three bed quilts and my legs thrust into the sleeves of a wool sweater and thus survived sufficient of the arctic night for the public bar to be cleared out underneath and the noise of the last truck to rumble past and fade into the distance. It was then time to switch off and in the small hours till dawn, gradually to thaw out and get the blood circulating again.

No one can say that Papua New Guinea isn't different, unusual, curious and very much itself. And you can say that the local Tourist Board does its best in a conventional way on the $170,000 allowed it by a not over-enthusiastic government. It has produced some interesting propaganda films and posters, and more recently a very elaborate tourist manual at a cost of about $35 per book, designed primarily for overseas travel agents.

But you can still wonder why the big talk of a bigger and better tourist industry continues in a country which has so many other economic strings to its bow; where tourism can never be No 1, as in Fiji, Tahiti or Hawaii; where the mood of the country is not particularly favourable to it; and where only a tiny minority of the total population benefit from it.

Why not leave Papua New Guinea to the real, off-the-beaten-track travellers and cut all the other cackle?

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* Footnotes

THE riot which followed the Papua v New Guinea rugby league football match in Port Moresby in July has received its fair share of attention from the news media, and "explanations" have been as plentiful as blackberries as everyone with an axe to grind rushed in to use it as a grindstone.

A very similar riot occurred after a similar match in 1968. On that occasion I suggested in PIM that if we were really serious about national unity it might be a good idea to drop Papua v New Guinea sporting events, but of course no one took any notice. Now a lot of people are clamouring for such a ban.

These two riots, five years apart, seem to have had similar origins and to have followed similar courses. In each case New Guineans with a dislike for Papuans appear to have planned beforehand to exploit the occasion to work off some of their dislike in a practical way by bashing up Papuans, their homes and their cars.

The close similarity of the two riots discounts the claim that the second one was provoked by Miss Abaijah's Papua Besena Movement. At the most, it may have been a minor contributory factor. But if the riot was aimed at Miss Abaijah's movement, its most likely effect will have been to strengthen it.

The origins of New Guinea dislike for Papuans goes back to the between-the-wars period, when Papua and New Guinea, though both under Australian rule, were administered as two separate territories, which had inherited on the one hand a British and on the other a German tradition of colonial rule.

In Papua education was entirely, and in New Guinea almost entirely, in the hands of the missions. In Papua, while basing their curricula on the local vernaculars, the missions were teaching their pupils a modicum of

WITH PERCY CHATTERTON in Port Moresby

Rebels against a cruel society

English, and with the encouragement of Sir Hubert Murray's administration the quality and quantity of this teaching was being stepped up.

In New Guinea, except for one or two English teaching administration schools in the Gazelle Peninsula, "church languages" and Pidgin were taught and used in the schools. From the point of view of the greatest good for the greatest number this was a sound policy, but it was later to handicap the pupils of those schools in the rat race for jobs in the burgeoning western-style economy.

As a result, when, following the outbreak of the Pacific war in 1942, the two territories were amalgamated, first under a military and later under a civil administration, young Papuans and young Tolais got a head start over the rest of young New Guineans.

Not only did they monopolise the first post-war administration school at Sogeri, near Port Moresby (actually established by the military administration before the war was over), but they tended to monopolise the best jobs in fast-growing Port Moresby. Worse still, enterprising Papuans began to migrate to New Guinea, something which they had never been able to do before, and there too, thanks to their better schooling, to mop up the best jobs.

New Guinean resentment of this situation was natural enough, and its flames were fanned by expatriates who found the Papuans less subservient than the New Guineans and quickly dubbed them "big-heads".

Since those early post-war years things have changed a lot. There are now many very able

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ung New Guinean mainlanders and high-
nders occupying middle and upper level
blic service positions, and there is at least
e highlander among our embryo diplomats.
it a look around Konedobu reveals that all
e indigenous heads of departments appointed
date are (unless I have missed one and I
n't think I have) either Papuans or Tolais.
looks as if they have maintained the lead
nich chance gave them in the 1950s.

However, this is a situation which should
on itself out within the next few years, with-
it any need for abandoning the principle of
pointment by ability in favour of the regional
tioning of top jobs demanded by the High-
nds Liberation Front.

So New Guinean resentment of Papuans
ay be described as a hangover, abandoned by
ost of the educated, but kept alive by the
rdes of unskilled New Guineans, mainly
om the Highlands, who are lured to the bright
hts of Moresby only to find themselves either
enially employed or jobless. It becomes in-
easingly clear that no method of maintaining
w and order in Papua New Guinea's urban
eas can succeed without some kind of con-
l over movement into those areas, however
pugnant such an idea may be to those who
gard freedom of movement as a basic human
ht. In retrospect I think that those who per-
aded me to leave this "right" out of my
uman Rights Bill in 1971 were wise.

But the Highlanders in our midst, though
ectacular, are perhaps not the greatest threat
the maintenance of law and order in Port
oresby. A more insidious threat comes from
thin.

Recently a police spokesman told us that
ost of the "breaking and entering" cases
hich are an almost nightly occurrence in Port
oresby nowadays are carried out by gangs of
ys ranging in age from eight to fourteen.
hools are among their favourite targets, hun-
eds of dollars worth of equipment is often
olen, and much damage done that is sheer
ndalism.

Most of these youngsters have been born
nd have grown up in the city, completely estranged from traditional culture and traditional sanctions. Some never managed to get into school at all. Others received a schooling which only fitted them for the ranks of the unemployed. They are a rootless, motiveless generation, and there are more and more of them every year. Their parents have little or no control over them, and some are not averse from converting to their own use the booty their children bring home, though they must know that it has been stolen.

Basically these kids are not so much thieves as rebels, in bitter revolt against a society which has given them a raw deal and condemned them to frustration. "Savage" Papua New Guinea, for all its cruelty, was not as cruel as this.

Perhaps this is why the targets for their malice are so frequently schools.

In those parts of the city where people are living in compact, uni-tribal groups, as they are in the Motu and Koitabu villages and in many of the shanty settlements, much could be done, as Nigel Oram has suggested, by giving community leaders responsibility and authority to handle law and order problems within their communities.

Such a plan would be much more difficult to implement in the tribally and racially mixed suburbs, but initiatives taken by Port Moresby's well clued and well staffed Community Development Group in the new no-covenant suburb of Morata suggest that it need not be written off as impossible.

In the meantime, the Port Moresby City Council is doing its best to make us good by regulation. Newly promulgated council rules make it an offence to ignite fire crackers in the streets or to fly kites in the vicinity of power lines. We must not, between the hours of 10 pm and 7 am make noises which distress, annoy or irritate other people. Nor must we harbour dangerous reptiles, fowls or weevils on our premises.

What will our worthy councillors frown on next?

Bed-bugs perhaps!

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Times are changing in W. Samoa

From FELISE VA'A in Apia

Things aren't what they used to in the Western Samoa Parliament. the old days—say up to the time the Tamasese government—members spoke with bated breath when they criticised the Tama Aiga, (Royal ons) and held ministers in awe.

Now, however, everything goes. he Tama Aiga are not free from e members' caustic remarks, as Mataafa has found out. Since becoming Prime Minister for the second time he was accused in parliament by Toluono of having shown srespect to the Head of State, H. H. Malietoa Tanumafili II, during the Independence celebrations. Apparently, he Head of State had arrived at Parament House at a time when the rime Minister was not there to receive him. Needless to say, Mataafa enied the charge.

Other cabinet ministers being constantly bombarded in parliament include the Minister of Finance, Sam aili, and the Minister of Health, Seiuli aulafo, the former for some unopular economic policies, the latter or the unpopular hospital fees requiring local residents to pay 10 sene very time they have to visit the outatients' department.

What is unique about the criticism f the government in parliament is s generality and acuteness. Strange o say most of the criticism is coming from a group of liberals led by the ormer Minister of Works, Tupuola fi. Members of this group include he former Secretary to Government, ofa Lauofo Meti, former Secretary f Finance, Aumua Ioane, Vaovasaanaia Filipo, a barrister and olicitor, Fuimaono Mimio, Toluono, si Eikeni, a director of the Samoa imes, Aeau Taulupoo, Leaupepe aimaala, Western Samoa's first lady arliamentarian and former deputy peaker of the House.

Whether these members are acting n concert or separately is not clear, ut they have certainly succeeded in earing the cabinet's policies to pieces. A government attempt to raise duties n more items has been defeated as has an attempt to make a down-payment of $26,125 n about 400 acres of land the government wanted to buy from private andowners. The total purchase price was around $200,000.

As Asi Eikeni put it, "There is

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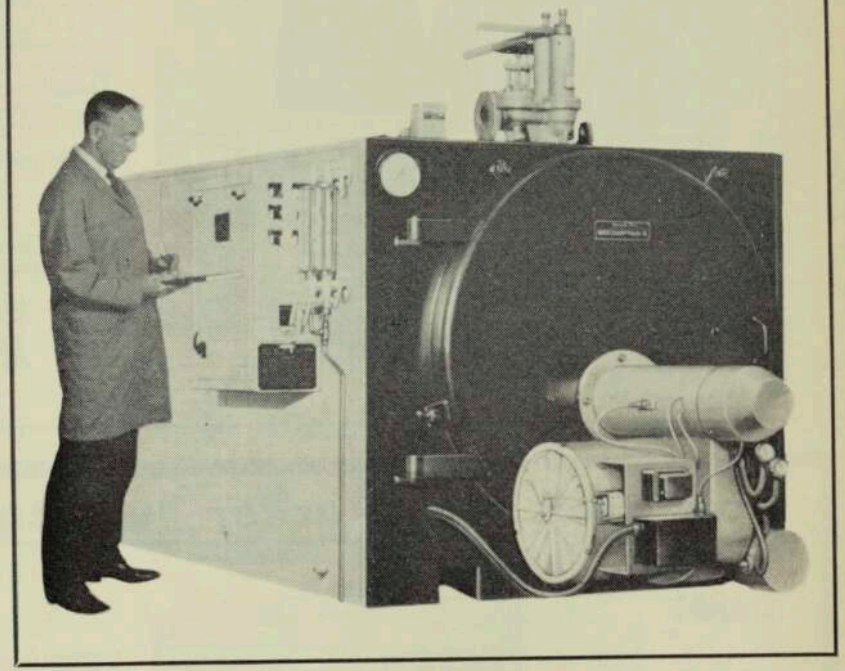

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lhing wrong with the government's empt to buy land. The only thing ong is that the government is crying out having no money while at the ne time it is planning to buy land, sumably for development. But why esn't the government make avai- le the land it already has for de- opment?"

And a barb from Tupuola! "The vernment talks about the poor fin- cial situation it is in, so it proceeds to op some projects, cut allocations, off workers and limit credit avai- ility. Yet, this same government s proceeded to suspend the hotel d tax, and is now planning to let e merchants handle the liquor distri- tion. As a result, the government is sing and will lose a lot of money at could be used to finance govern- ent activities."

Tupuola is not against the distri- tion of liquor by merchants. He estions whether it is timely to allow e merchants to take over the liquor stribution especially when the vernment needs extra funds.

Then comes the natural question hy Opposition attack against the vernment is so strong and con- ntrated. And the answer, in the ords of the song, is that times are a- anging; that Western Samoa must d new methods of solving new pro- ems. It seems that the traditional adership is no longer seen to be competent as it used to be when moa's needs were simple and fewer.

Secondly, a pattern of partisanship slowly emerging in parliament but party system, if it does exist, is rgely informal at this stage.

What the future of the present lataafa government will be is diffi- lt to say. But certainly, no govern- ent in Samoa has had such a rough eginning.

AMILY PLANNING S CATCHING ON

Family planning is catching on in Western Samoa according to the Health Department which reported hat it is having difficulty in limiting he crowds wanting to see the family lanning movie shows. Even the child- en are trying to get in.

In a survey of the nation's bed- ooms, the department found that he intra-uterine device was the most opular method, followed by the pill nd then the condom. Statistics re- arding the use of the rhythm and ovulation methods were not available ut figures are spiralling for the in- ra-uterine device. It was reported hat 255 persons used it in March, 287 in April and 382 in May.

The pill was used by 247 persons in March, 261 April, 269 May.

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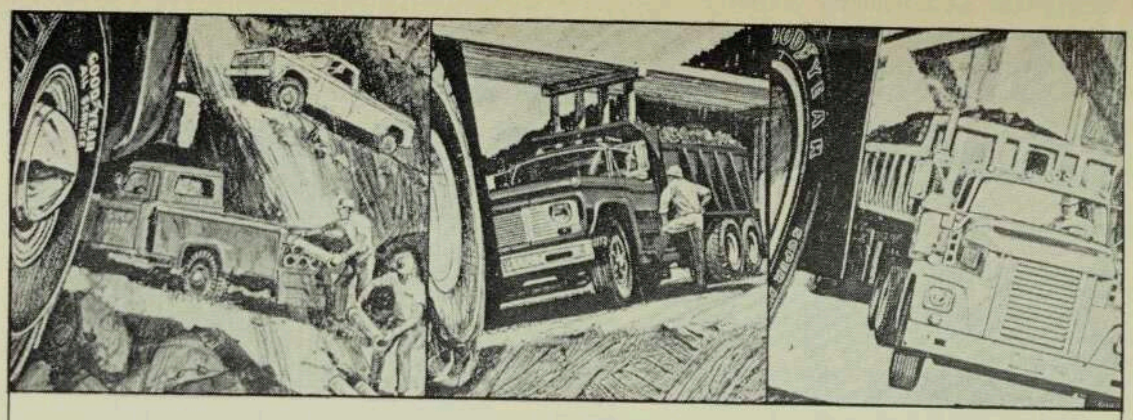

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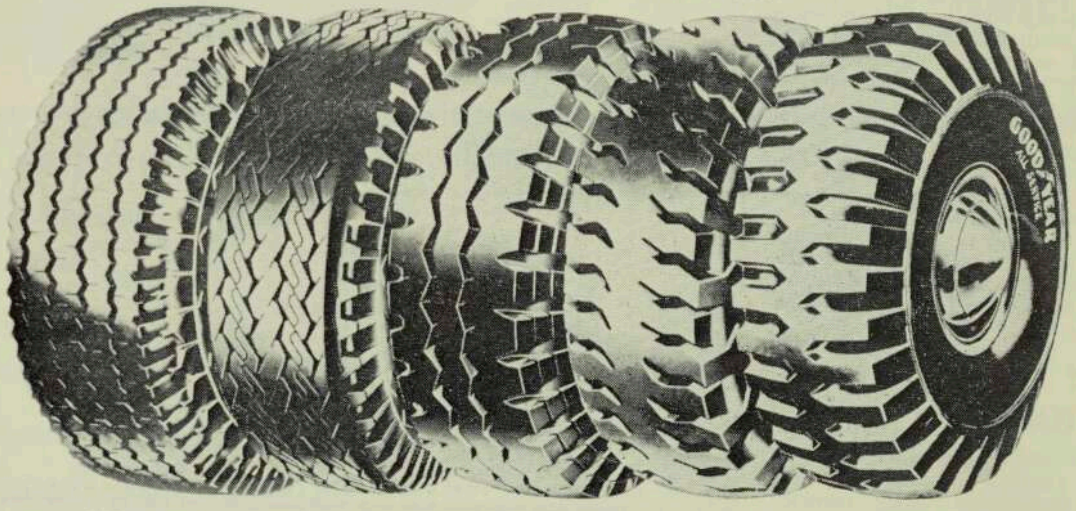

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Malnutrition, a new problem in Fiji

From SEONA MARTIN in Suva

Fiji's rising cost of living is beining to affect the health of some ildren.

While it remains true there is no l starvation in the islands, there a rising incidence of near-starvon and malnutrition.

Child health doctors at Suva's onial War Memorial Hospital point there was little appearance of lnutrition before 1969. In 1971, VM Hospital admitted 77 children fering from malnutrition. It admitanother 58 severe cases last year l 39 to June this year.

One of the reasons was the steep e in the cost of living during the st three years, the doctors said.

The mostly badly affected seemed to families living in areas just oute urban Suva, according to Dr ue Stone. Malnutrition was rarely n in remote rural areas.

But around Suva, the head of the nily commonly travelled long disces to the city to work and had le time for fishing or growing food. e money he earned went partly on vel and entertainment, as well as on buying the food he might formerly have produced himself.

Those who did grow vegetables often sold as much as they could to get a highly-prized cash income—again to spend on items other than food —and the minimum amount was left for the family to live on.

Dr Stone said Hurricane Bebe damage, which occurred last October, was also causing prolonged hardship. When they discuss the cost of living, doctors shrug their shoulders and say: "We cannot change the economic situation, or expect the government to change it overnight. What we have to do is to teach people how to make the most of what they have."

Dr K. D. Sharma is convinced education will play a major role in fighting malnutrition. He said mothers, families, village leaders and the community as a whole had to learn about nutrition and prevention of malnutrition. Nurses are already giving simple dietary instructions, with advice and practical demonstrations, to mothers.

Dr Stone said malnutrition hit most often when mothers weaned a child from milk, but did not give it enough of the correct foods. Fijian children suffered particularly because of their starchy diet. Indian children obtained some protein from foods like roti and dhal, even though they could be generally undernourished.

Fijian children develop a severe form of malnutrition, *kwashiorkor*, a protein deficiency. All malnutrition cases recorded at CWM Hospital so far this year were Fijians, although doctors also saw plenty of borderline cases among Indian children.

While young breadwinners in the Suva area are still searching for elusive cash-earning jobs, some of the older people are rediscovering the value of finding their own food instead. In a small Fijian community in suburban Suva, the young men sit at home or search for work while the grandmothers go fishing to feed their families.

Protein-rich fish will keep kwashiorkor from the door for their grandchildren, anyway.

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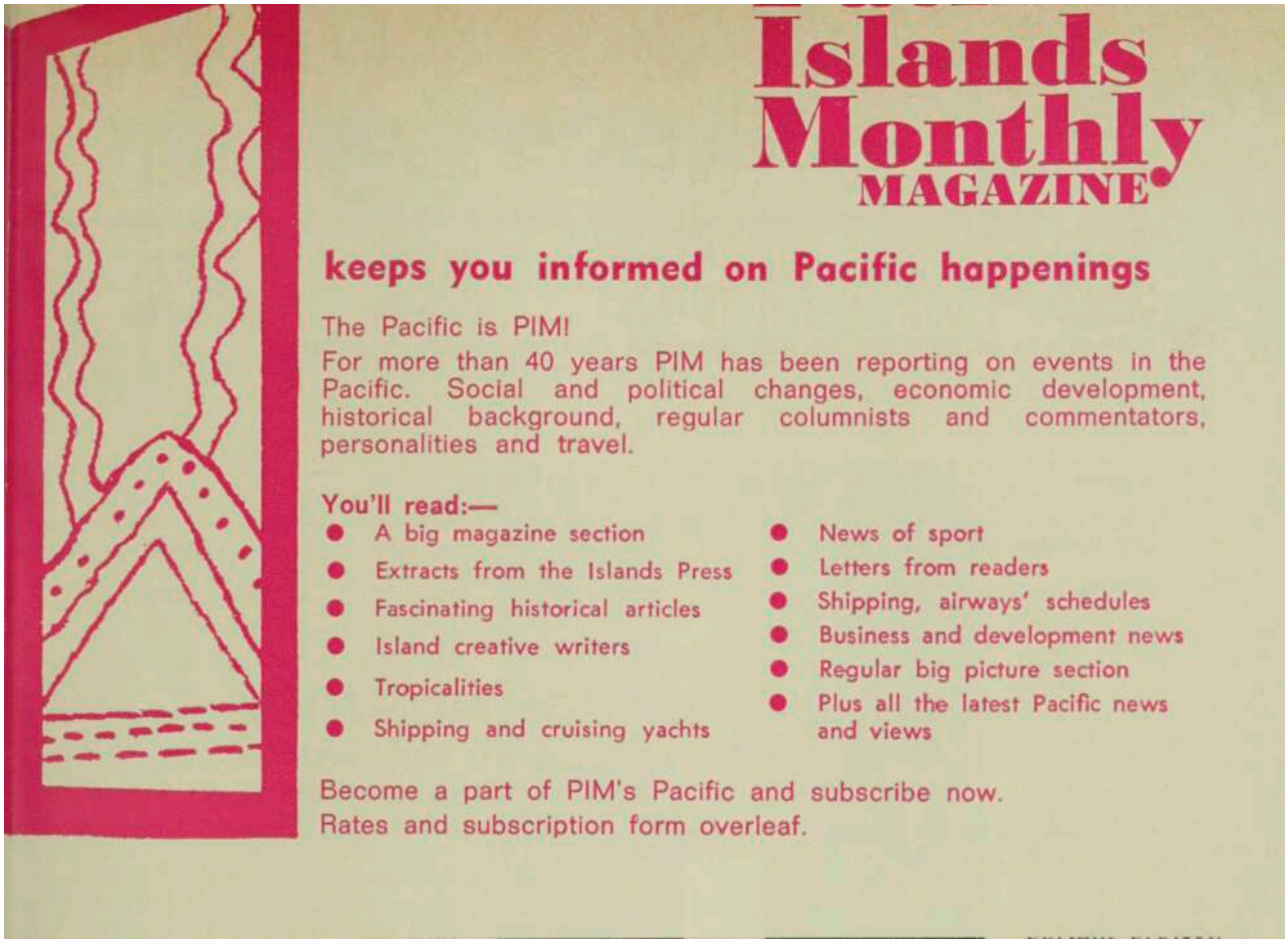

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The Editor's Mailbag

ONGANS IN THE 'BIG SMOKE'

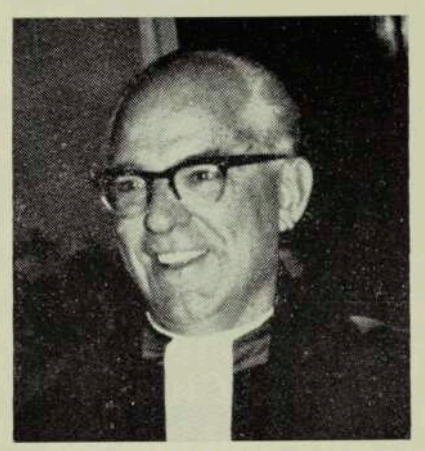
One wonders what my friend John ender hopes to achieve by the rather eeping and wholesale criticism iich he makes of the conduct of ngans in Sydney (PIM, Aug, p 31). hile many of the things he says may ve happened with Tongans in Syd- y we suggest that while the be- viour of a few may be open to ticism this would be typical of a oss-section of any minority group ing in Australia.

To identify the cases of misconduct d write openly about them is not ing to help the situation. It would t be difficult to outline cases of ngans who live happily in the com- unity here and to point out that ere are many who are making a od contribution to the welfare of . These have made many friends re who appreciate what the Tongans ing with their friendly disposition d their joyous outlook on life nerally.

There have been a few fights and me over-drinking but these have en the exception rather than the le and indeed such things have ppened with some Australians who ve travelled in the Pacific areas. e would not want to judge Australia these incidents nor lift them t of their context, nor magnify them I believe John Slender has done this case.

One of the ways to help Tongans Australia is to get near to them and lp them as friends rather than stand and berate them as critics. This ay sometimes not be easy but it not impossible and we should have understanding of the problems d difficulties which they have in aking adjustments from their culture ours, remembering always as the od book says "people who are well not need a doctor but only those no are sick".

In general, we in Australia, neither e people nor the governments, do ry much to assist those coming to from the Pacific to be at home in our mmunity. The Church tries to help. he Rev John Langi, a Rotuman of e Fiji Methodist Conference, has en appointed to work in Sydney as e guide, philosopher and friend of



Rev C. F. Gribble.

the people from the South Pacific. The Tongans have strongly supported his work. This was brought home to us when a Tongan *Misanale* the traditional thanksgiving service was held in Wesley Chapel in Sydney on a recent Sunday. In little over an hour the Tongans contributed over $2,000 towards their pastor's work.

As one saw these Tongans in the chapel, heard their magnificent singing and shared the spontaneous joy of their worship, one wished that something of their spirit could be imparted to the Christian Church in Australia.

While I believe that John Slender has over-emphasised the problem cases in the matter of misconduct I believe that his article may cause those Tongans in Sydney who have been unruly to have a good look at themselves for the good name of Tonga and especially of those Tongans living in Australia.

John Slender has also made some constructive suggestions which we would support. Those who come to Australia on a visitor's permit should return on the expiration of the permit and this should be clearly understood by all concerned.

The Tongan Government too should take care to give exit permits only to those who come here pledged to good behaviour. The Australian Government should be ready to act in returning to Tonga those who break the laws which they on entering promise to uphold.

One of the biggest needs in Australia is for a Pacific Centre where Tongans and others from the South Pacific can get the care and counsel that they so often need. The Board of Missions of the Methodist Church of Australasia is considering establishing such a centre for this purpose and the board would hope for the co-operation of the churches and the government on what is a very important project.

With the strengthening of ties between Australia and the Pacific communities more and more people will be coming to Australia for training and as visitors. Provision should be made for these Pacific Islanders, not only to be hospitably received, (more and more Australians are coming to know what hospitality means in the Pacific) but also to help them in the inevitable problems of adjustment which will arise.

CECIL F. GRIBBLE (Rev)
Methodist Overseas Missions,
Sydney.

Certainly John Slender's article creates a controversy and if people are as sensitive as I am, it disturbs many patriotic feelings. The article perhaps represents a true and fair view of the Tongans' way of life in big cities, yet it also paints a nasty picture of them, as Slender himself suggests.

Honestly, after reading the article I have forgotten all the good things that it said about the Tongans, only the bad things still dwell in my mind. It implies that no matter how good Tongans are, they'd only be involved in the picture that Slender has drawn. Is not that pathetic?

Due to my narrow-mindedness, I would say that Slender's article is a well-written, artistic piece of lampooning, supplementary to last year's

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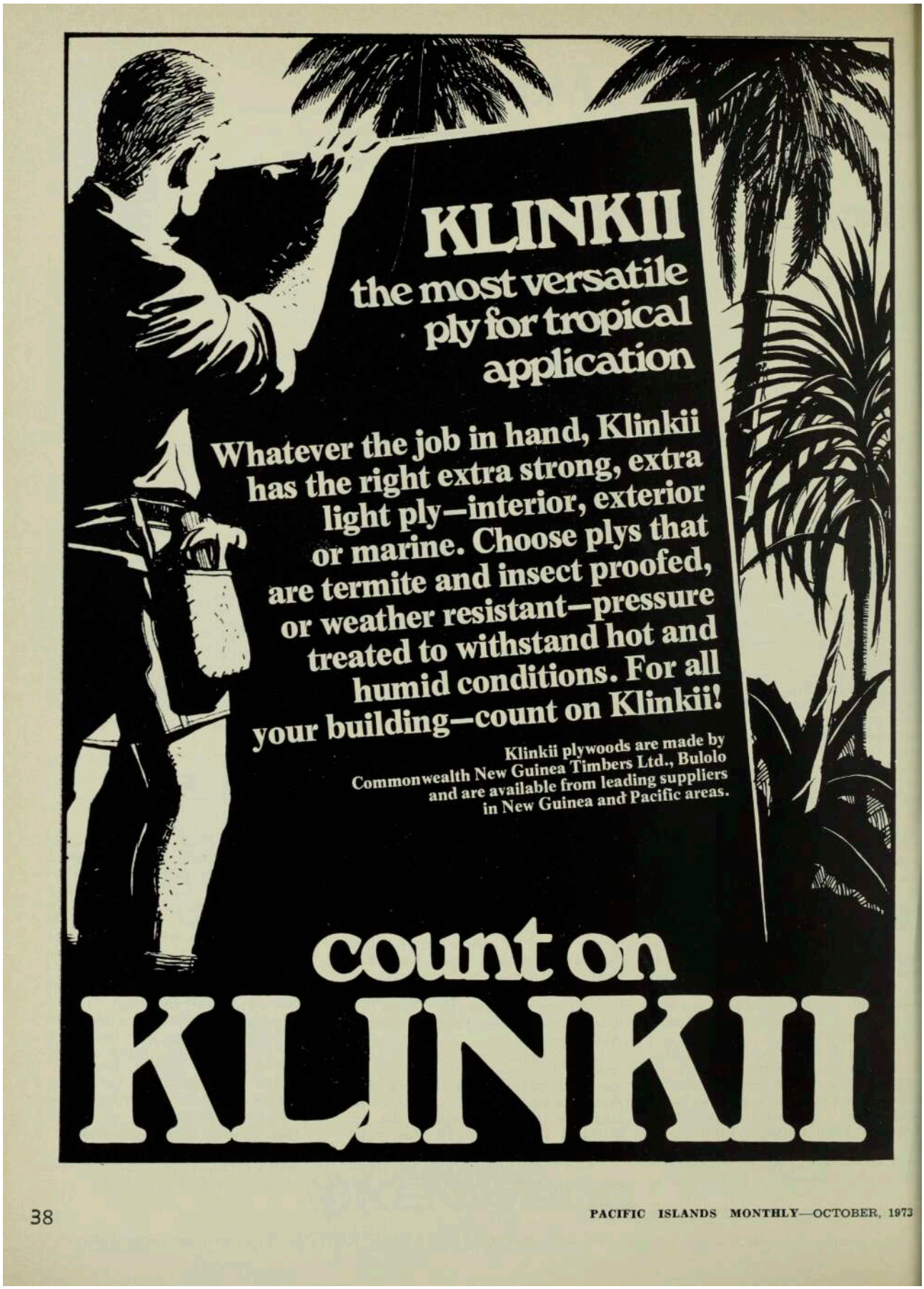

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Letters

rticle in NZ Truth which claimed iat Tongans live like pigs. The article provocative and a menace to Tonans' contact and affiliation with peoe of other countries. I may be wrong ut Tongans, to many who have ead Slender's article, will now be ssociated with stowaways, drinkers, ealers and street-rowdies.

Definitely, the article has no conructive effects. If it was written with ntentions of unearthing problems, ien certainly there were other avenes for doing so rather than this ublic exposure which led to people coffing at many innocent Tongans, g myself. Also, these problems are orld-wide pitfalls as one type of thnic group, culture, country etc, iffers from the other. Let those ho are free from these problems ast the first stones at the Tongans.

I wonder how the Aussies, especilly my dark brothers from the Inerior, would fare in New York, aris or Tokyo? You don't have to e Tongan to have problems with owawaying, drinking, communiation and sex. The prosaic lives that iany people have experienced led iem to their search for something ore fascinating and flamboyant. Maye that's why this ill-defined group f Tongans in Sydney end up this ay. Its a problem of adaptation and ure cultural shock. Maybe that's why ippies cut themselves off from society i many parts of the world. Maybe iat's why many Aussies attempt to art new lives in other countries.

I cannot help thinking that Slender as deliberately tried to establish a ad ethos for the Tongans. Whatver he tried to show in his article e'd only find people commiserating so e has smothered any good reputation iat has been built up in the past. I'm ire I'm not the sole adjudicator ho agrees with this.

I want to elucidate that I'm not epudiating the things presented in the rticle as most of them seem plauble. I only question its salutary ffects, its constructivity and its exediency. The article, in my view, reates consternation and repugnancy. ome people must learn to underand, not to judge.

Fatai, (ie Mrs Slender) congratuations on your appointment as reresentative for Tonga Visitors Bureau. ohn, I hereby appoint you as the ew Tongans' Criminal Record Keeper i the Sydney branch. 'Ofa atu.

LISIATE 'A 'AKOLO
Vellington, NZ.

As a regular reader of PIM I came across an article about Tongan people in Sydney by Mr Slender.

After I arrived in Sydney as a tourist I met quite a few Tongan educated people, hard working and kind. Their hospitality is great and very helpful and makes me feel at home while in this country.

How the individual behaves and where he chooses a home is entirely his own business. (It's a free country in case Mr Slender doesn't know.) The faults mentioned by Mr Slender of stowaways, workers and students are not uncommon anywhere in the world.

He also forgot to mention that his wife entered Australia as a tourist. When her permit had almost expired, not wanting to return to Tonga, she wanted to study nursing, so, with the help of the church authorities, she commenced nursing at Waverley District Hospital.

Honestly, Mr Slender must have known different Tongans from those I've met but, as they say, "Birds of a feather flock together".

My advice to Mr Slender is to mind his own business.

UATESONI LAPU'AHO.
Homebush, Sydney.

● *Mrs Slender came to Sydney to work for the church after meeting its representatives in Papua New Guinea.*

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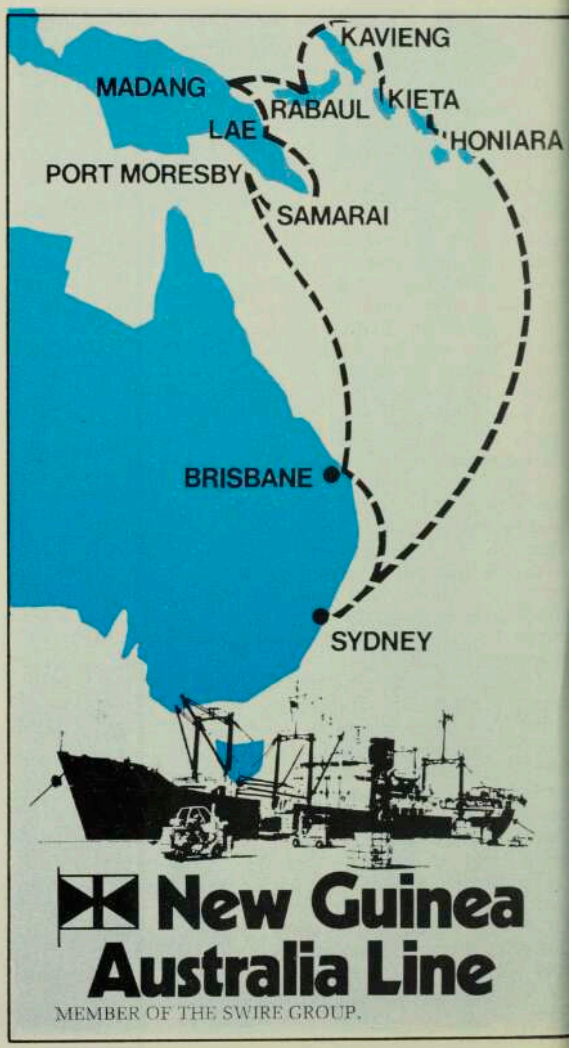

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Letters

their suggestion, she took and pas- a nursing aid course state final amination with distinction. Then she et Mr Slender, returned to Tonga to d out her parents' reaction to her arriage. They approved and she re- rned to Sydney where her husband's rk is. Her actions were never dict- d by a desire to live in Australia.

SEX IN THE TROBRIANDS

I am most grateful to critic Peter vingston for the good reception he s given my paintings reproduced in book Islands of Love (PIM July). Some verification I feel is warranted ncerning his statements about the t describing the Trobriand Islands. Some time ago, while work- g on paintings for a book Papua New Guinea leg- ds I was able to profit from ter's thorough knowledge of the puan Gulf Districts. I now feel that believes customs in Melanesia uldn't be as different as I have scribed.

Although the Trobriands are in- e the ethnic boundaries of Melane- , the Trobriander is only as much elanesian as, for example the peo- of the Mortlock or Tasman Is- nds. To compare the highly-refined cial structure of the Trobriander th the customs of the Goaribari nnot stand a test

According to F. E. Williams, pro- tution was socially approved in the rari Delta and the Goaribari were own to have conducted expeditions neighbouring tribes for the purpose prostituting their wifes for shell naments. Nothing the like applies to Trobriand Islands, where free sex- l expression can only be resorted by the unmarried. Sexual favours nnot be bought; a transaction of bacco or a handful of betelnuts must considered a token of friendship the sign of intention as this could said of the European who presents girl with flowers or chocolates.

t is to answer Peter's question in ard to the sexual aspect of two cieties "Why the Trobriands and t the Goaribari?", that I must plain not having been influenced my choice by the sexual behaviour the Trobriander. But had I rea- ed according to this factor I would o have "picked" on the Trobriander. alinowski's statements on these is- nds do still largely apply, while, I have learned during a stay at okolo, the discriptions of F. E. illiams on the sexual life in the lf District, have drastically been altered through far reaching Mission influence.

Peter wrote further:

"Sex in the Trobriand Islands is no different from anywhere else" and, "I am sure that Kurt Pfund is well aware, 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."

Even the Tahitians or the Knabibu Indians of the Upper Orinoko would not have sexual intercourse as frequently as is the case with the unmarried Trobriander. The act in itself is different to that in other parts of the world.

Most certainly, I am not aware that there exists any other society in Melanesia apart from that in the Trobriands, where it is the rule that unmarried women do not conceive, except for places where a strict tambu on sexual licence before marriage is observed. It follows that I also have never heard of some very simple explanations for this fact.

Malinowski had no answer to what he called "a phenomenon". In 1937, Dr Fritz Kahn described the discovery of antibodies produced by the female of species towards the male sperm (Unser Geschlechtsleben, Keller & Co, A. G. Lucerne). I understand studies are still conducted on this matter, especially in Japan and I was informed by the specialist on the subject at the Medical Faculty in Port Moresby, that this concept has never been applied to any society in PNG as being crucial to its way of life.

Finally, the crux of the matter is that Islands of Love is a book of my paintings on the Trobriand Islands, including a reference to what I learned while living and working for several months in the village of Kaibola.

My explanation of "the phenomenon" has never before been quoted and I have done so in the hope it may induce scientific enquiry and biochemical research into this matter before what Malinowski first described becomes history.

May I add, as a postscript, that I make a strong point in Islands of Love of the fact that the white man who seeks unrestricted sexual bliss in the Trobriands may be sadly disappointed. For obvious reasons, the letter as it is could result in visitors to the islands who would be little appreciated.

KURT PFUND

Boroko, PNG.

THAT 'WESTERN MYTH'

Percy Chatterton's Footnotes (PIM, Aug, p 28) were most appropriate.

It would certainly not be my aim to try to justify all and every action carried out under the name of Christianity, either in PNG in the last 100 years or the world in the last 2,000 years. But it certainly is illogical or ignorant to endorse the opinion, common in PNG, that Christianity is some form of Western myth or cult.

Perhaps an intelligent discussion between Papua New Guineans and Westerners may help both with their problems. The Bible message is contained in real life events, but in an Eastern setting. It's hard for Australians to understand this setting, as we don't have clan and tribal organisations, intricate land tenure patterns and defined marriage alliances. Bride price payments, garden magic, animal sacrifices, sacred objects and carvings, ceremonial initiations, plural wives, harvest celebrations and many other things commonly referred to in the Bible, are practically unknown to Australians.

Until an old man in a Papua New Guinean village had spent hours telling me his lineage back for 11 generations and shown me how this linked up with his land ownership and clan organisation, I thought genealogies were just long lists of names. It's because we haven't understood such lists of names in the Bible or been able to appreciate the background in which the biblical message is set, that many Europeans do have trouble understanding or interpreting the Bible.

It is not coincidence that Papua New Guineans are needed to help our understanding of Christianity. As often requested by the Chief Minister, we need to work together to solve our problems.

BRUCE R. FRENCH

Kerevat,
East New Britain.

DRINKING IN PNG

One could not help but notice the peaceful behaviour of 120,000 Highlanders at the "dry" Mt Hagen show in contrast with the riotous behaviour of a much smaller number of fighting Tolais and Highlanders in Kokopo, at the Tavern, on the same weekend.

This stark contrast of behaviour has led our students and staff to send the following telegram to Chief Minister Michael Somare urging much stiffer laws regulating drinking in Papua New Guinea:

STUDENTS AND STAFF OF SONOMA COLLEGE CONGRATULATE YOU AND YOUR GOVERNMENT AND HIGHLAND PEOPLE ON PEACE AND

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Letters

TY AT MT HAGEN SHOW. WE BELIEVE
I-AVAILABILITY OF ALCOHOLIC LIQUOR
ITRIBUTED MUCH TO PEACE OF THIS
HERING. IT IS SIGNIFICANT THAT KOKOPO
TS AND FIGHTING BEGAN AT THE TAVERN.
BELIEVE TIGHT NATIONAL RESTRICTIONS
LIQUOR SALES COULD HAVE PREVENTED
Y SITUATION WHICH HAS ALREADY TAKEN
) LIVES AND CAUSED MUCH BLOODSHED
FERING AND FEAR. ALCOHOL IS A
OGNISED CAUSE OF VIOLENCE AND LAW-
SNESS. SONOMA COLLEGE STUDENTS
ENTLY SURVEYED 2283 PAPUA NEW
NEANS ON GAZELLE PENINSULA, 64 PER
T SAID THAT ALL LIQUOR SALES SHOULD
P, 91 PER CENT SAID THERE IS TOO MUCH
NKING AND 53 PER CENT HAD AT SOME-
E BEEN HURT BY SOMEONE WHO WAS
INK. WE BELIEVE THAT THE TEMPORARY
AL BAN ON LIQUOR SALES MAY HELP
URGENTLY REQUEST GOVERNMENT TO
RAGEOUSLY CURTAIL NATION-WIDE LIQUOR
ES. . . .

The telegram refers to some figures
tained in a random survey of 2,283
ligenes in the Gazelle peninsula.
fuller tabulation of the result of
s survey appears below:

91% of those questioned believed that there is too much drinking.

80% stated that there should be greater restriction on the sale of liquor.

64% said that liquor sales should be stopped altogether.

53% stated that they had at some time been injured by someone who was drunk.

52% said that someone else in their family had been injured by someone who was drunk.

50% reported being short of food, clothing, etc, at some time because money had been spent on drink instead of providing more necessary items.

K. D. MORGAN
ial Science Dept,
noma Adventist College.
kopo, PNG.

GOLDEN COURTESY

have studied the account (PIM, g, p 10) of the funeral of Ratu Edward Cakobau with interest and preciation slightly tinctured with satisfaction.

There is meat here for the archivist, meat, too, certainly, for the eral reader. But I'm less sure that could describe that article as a dial for drooping spirits. What body seems to have bothered to ntion was the extraordinary cour- of Ratu Sir Edward shining round like a golden light.

How very well do I remember my last encounter with this elevated gentleman! 'Elevated' in many more senses than one. Absolutely by chance I happened to learn one afternoon earlier this year that the acting Prime Minister was in Savusavu, and had just left the township boundaries, and was on his way back to the airport. Decorum seemed to indicate that as a member of the small local Advisory Council (struggle with rural development) I should be seen among those assembled to bid farewell to the great man.

I drove over to the airport, stopping the car a discreet distance away. The acting Prime Minister was certainly there. Ratu Sir Edward stood out like a mountain among a collection of anthills. A little sheepish and self-conscious I advanced towards him with the intention, so soon as civilities had been exchanged, of retreating at high speed into the background. But this was not to be.

Ratu Sir Edward noticed me at once: came forward and shook me warmly by the hand. Ratu Sir Edward, filled with enthusiasm, seemed to be all over me. So I heard how 'Sir, the government means to take a strong line over Nadi airport' and, too, how 'Sir, the government intends to adopt fresh tactics.' He went on to explain that 'Sir, the government

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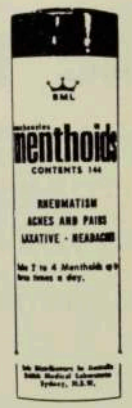

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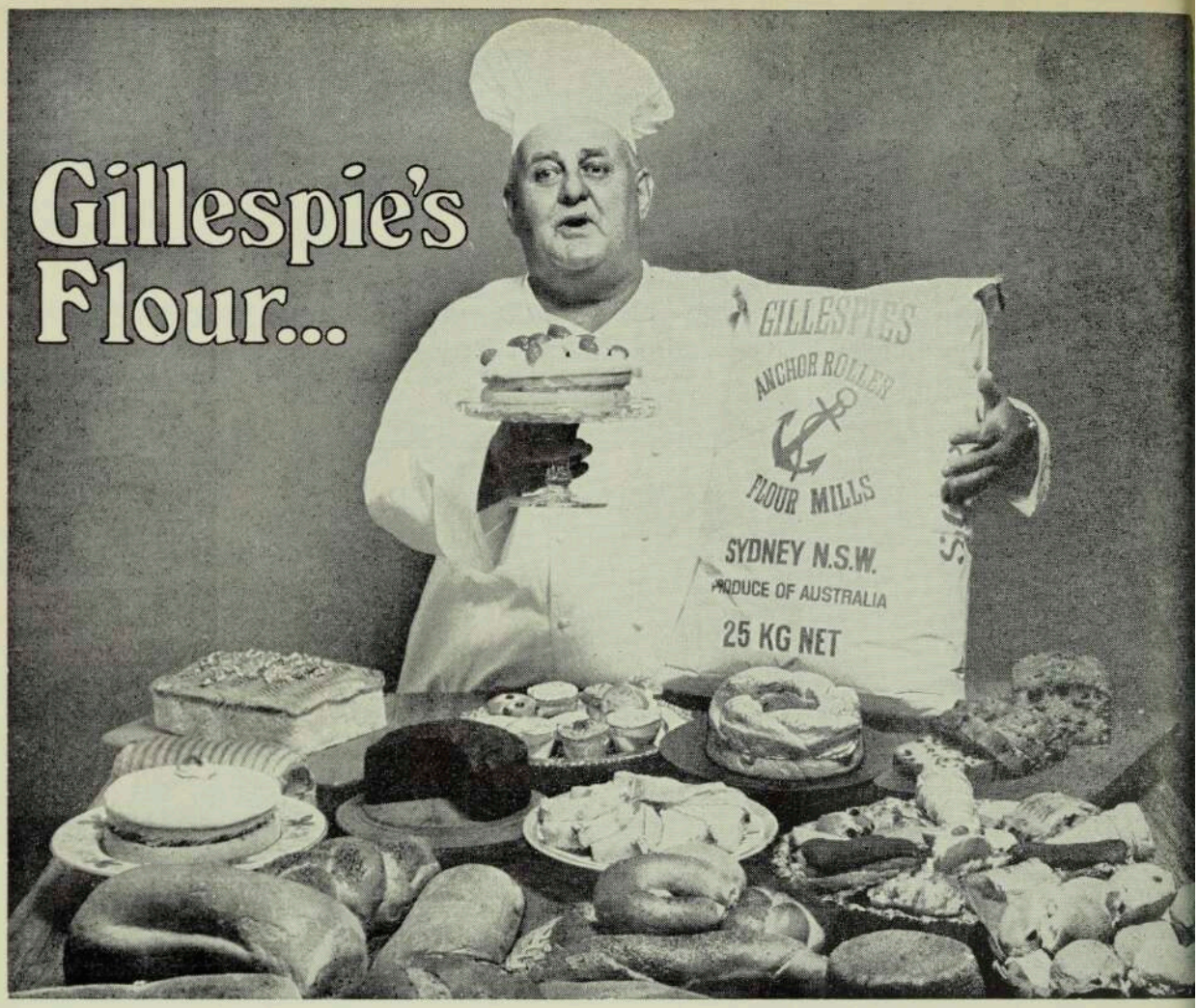

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Letters

l plans for something else' while o 'Sir, we are proposing to go ead with some other course.' Mark u, it was 'Sir, this' and 'also, Sir, t' the whole time till after about quarter of an hour, with a genial ve of the arm, he placed his lengthy l distinguished person inside the craft and flew off.

Comparing that incident with peo-'s verbal expressions today, I nder whether the reason so many med doubly sad at the loss of Ratu Edward was a vague kind of feel- that they might be attending two erals. Together with the one taking ce before their eyes, a second rial, I suspect, could have been curring. So far as Fiji is concerned, l Ratu Sir Edward carry with him o the grave the use of that short rd 'Sir'?

M. E. BASDEN (Rev)
usavu, Fiji.

INTO THE WAHGI

After tramping around the New inea Highlands for a couple of rs before the Administration had n become aware of their existence, ssing the country from north to th down the Purari River, dis-vering and reporting the existence the Wahgi-Hagen Valley to the lministration in 1933, I note we are w relegated to being LED into the gen area in 1933 (ref PIM, Aug, 53, article on Fr Ross by "A Port resby Correspondent").

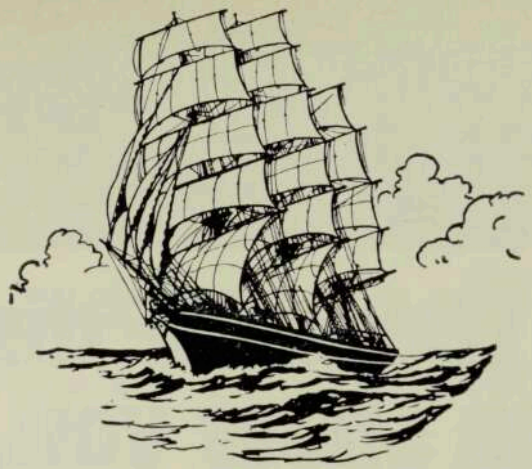
But for Jim Taylor's personal thusiasm and interest when he was tioned in Kainantu, in all pro-bility the discovery and potential the Highlands would have been nored by the Administration for rs.

But—Jim never LED us anywhere, d he has NEVER claimed to have ne so. He was always an en-siastic and congenial member of New Guinea Goldfields-Admini-ation joint 1933 expedition into Wahgi-Hagen area.

I would suggest that your Port resby correspondent checks the ts in his sloppy reporting—and ps the record straight!

MICHAEL J. LEAHY.
nag, PNG.

● *Apologies to pioneer Leahy for sloppy use of words. We note with tisfaction that his own use of words as direct as ever.*



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Magazine Section

While Captain James Cook, the great navigator and explorer, was in the Tongan Group in 1777 he ssed out on two things which could have changed the whole course of Pacific history. Because of a lie he lled to add the Vava'u Group to his impressive list of discoveries. Because the liar, a Tongan chief, could t agree with others over a plot to murder him, Captain Cook lived on to make more discoveries.

CAPTAIN COOK MET A LIAR SO VAVA'U 'FELL' TO A WEARY SPANIARD

From PATRICIA MATHESON in Vava'u

OWARD the end of May, 1777, the great Pacific explorer, Captain mes Cook, was in the Ha'apai group the Tongan islands. He had com-eted most of the surveys from which charts were to be made, had rned much of the natural history of e islands and of the culture and stoms of the natives and was ready r fresh sights.

By his side was Finau, a high chief o ever since he had met Cook d professed the greatest friendship r him. That the friendship was mething less than genuine is proved the fact that only a few days fore Finau had joined with other iefs in a conspiracy to assassinate e captain and his officers.

The plan fell through because the iefs disagreed among themselves out the most propitious time of the y to make the attack and Cook, o fondly called Tonga, "The Fri-dly Islands", never heard of it. amelessly Finau continued to smile his English friend, but perhaps, ter all, his conscience smote him d he felt a need to get away for time. At any rate, he told Cook, a w days after the abortive attempt agree on a murder plan, that he s going to make a trip to Vava'u ich lay two days' sail to the north Ha'apai. He would, he said, bring ck a fresh supply of hogs and some the highly-prized red feathers of e frigate bird.

Cook heard his proposal with such terest that he felt a desire to ac-mpany him. In his Journal he wrote, thought this a good opportunity get some knowledge of Vava'u d proposed to him to go thither ith the ships, but he seemed not to prove of this and by way of divert-g me from it, told me there was ither harbour nor anchorage about it. I therefore consented to wait his return where I was and he immediately set out."

Anyone who has ever been to Vava'u will realise at once the immensity of Finau's lie. The long, land-locked main harbour contains dozens of good anchorages and the shallow waters of Neiafu tahi which in these days of steam are no longer used, were deep enough to provide safe anchorage for any number of sailing ships. In addition, most of the outer islands would have provided adequate shelter.

Was Finau, indeed, suffering from shame caused by a guilty conscience or was he merely the first of a long line of Vava'uans who wanted to protect their home islands from an invasion by tourists? No one will ever know, but whatever its cause, his falsehood kept the great navigator from adding Vava'u to the list of his discoveries.

For four years after Cook's desire to see it was thwarted, the archipelago of Vava'u was safe from the outside world. Then on March 5, 1781, the Spaniard, Francisco Maurelle, anchored off the west coast of the main island at a place he thankfully named Port of Refuge. As if to refute Finau's lie, he wrote of it, "There cannot be a more secure place of shelter in all weather: let the winds blow ever so hard, the sea would remain unruffled, and even a hurricane would spend its fury in vain."

Unlike Capt Cook, Maurelle was no explorer with well-equipped ships

● **Maurelle, a tired and worried man, found little rest in Tonga, but 12 years later, his countryman Captain Alejandro Malaspina visited Vava'u. This drawing of Vava'uan women dancing, by one of his artists, reproduced here with permission of the trustees of the Mitchell Library in Sydney, shows that he found both beauty and entertainment.**

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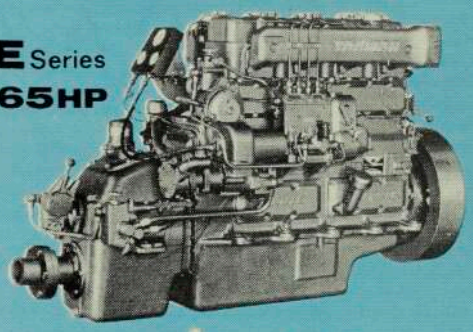

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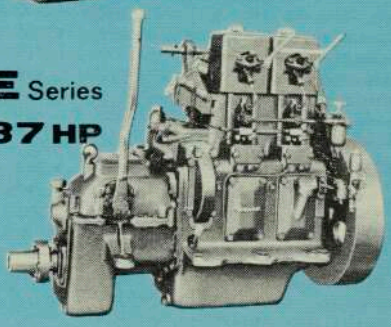

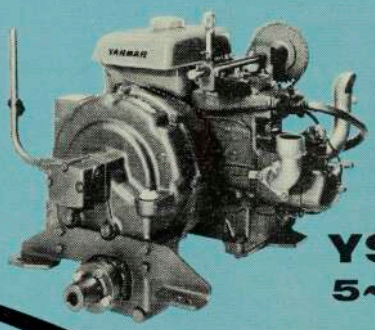

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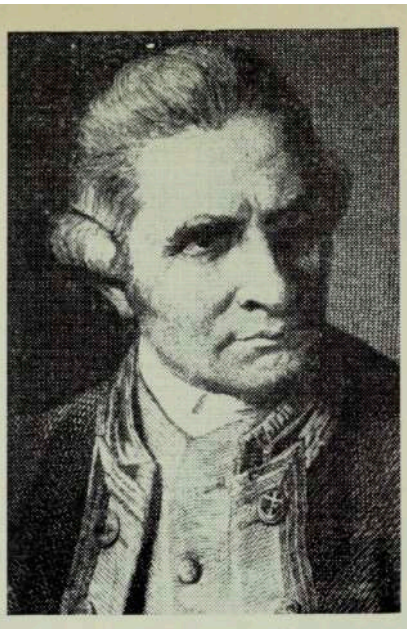
d trained scientists. He was simply able navigator on the old Spanish n between Manila in the Philippine ands and San Blas in Mexico. In ugust of 1780 he had been put in mmand of the frigate Princesa. It as an old ship in poor repair with hastily-assembled crew and an inequate supply of food and water. is orders directed him to go far to e south to try to pick up a favourle wind which would carry him ong the coast of South America Mexico. In following them, he had ped to make a landfall in the lomon Islands—there to repair his ip and refresh his crew, but unvourable winds carried him to the uth-east.

The first place he reached was the lcanic island of Fonualei, 40 miles rth of the Vava'u group. It must ve suffered an eruption shortly bere his arrival because he reported at there was not a single tree on it, r could he find any anchorage ere. In despair because the isnd provided neither the food nor the ater he had hoped for, he named it margura (Bitterness) and went on to te, another volcanic island, west Vava'u.



Captain James Cook.

The natives there brought him gifts of food, but he could find no safe anchorage about the island so he sailed on to the mainland of Vava'u. He would gladly have remained much longer in his Port of Refuge, for he found there an abundance of food and plenty of good water, but the terms of his commission forced him to go on after only two weeks' stay.

An earnest and intelligent man, Maurelle recognised that the natives were interesting and that their culture deserved study, but he was conscious of not having with him any trained men in linguistics, the natural sciences, or sociology. He was, too, well aware that his own worries about the Princesa's decaying fittings, about the cockroaches that had consumed almost all his supply of ship's biscuits, about the uncertainties of the far southern route, kept him from feeling in Tonga that delight in the place and the people which Capt Cook and other more fortunate explorers had known. He gave the archipelago the name of Don Martin de Mayorga and went on his way.

So it was that the honour of discovering the most beautiful of Tonga's island groups was denied to Capt Cook and fell to the weary Francisco Maurelle.

The man who lived before his time

By PETER CORRIS

Timothy George was one of the any hundreds of children born of elanesian parents in Queensland in e 19th century—in the days of the ueensland labour trade. His father, olimcane, was recruited from an and in the Langa Langa lagoon off e west coast of Malaita by the ueensland schooner Fearless in the id-1880s.

He served three years in Queensnd and returned on the same vessel find that the woman it had preously been arranged for him to arry had married another man ring his absence. Disappointed, he ned on again for another term in ueensland. There he married a oman from South Malaita, and mothy George, born in the Burnett strict around 1892, was one of the ree children of the marriage.

Tolimcane and his family were embers of the Queensland Kanaka ission, the evangelical organisation unded by Florence Young (sister the proprietors of the Fairymead gar Company) at Bundaberg for e purpose of christianising the anders.

The mission had great success ong the indentured Melanesians, particularly among the Malaitans. Tolimcane became a teacher in the mission and he must have realised the value of education for Timothy George (then known as George Mahratta, the last word being a common corruption of Malaita) attended three schools in the Burnett district and three in the Isis district, according to the movements of the family.

The author, a Research Fellow at the ANU's Research School of Pacific Studies, met Timothy George in the Solomons in 1968 in the course of field work for his thesis on the history of Solomon Islands labour migration for which he gained a PhD.

Although eligible to remain in Queensland, as one who had lived there for more than 20 years and who had children born and educated there, Tolimcane elected to return to Malaita in 1906 or 1907 along with the thousands of islanders being deported at that time under the provisions of the Commonwealth's White Australia legislation.

According to Timothy George, his father was then operating a small sugar cane farm near Bundaberg, running a few head of stock, employing several labourers, had a little money saved and was 'well along'. Tolimcane foresook this prosperity to work as a missionary for the South Sea Evangelical Mission on Malaita.

As both Tolimcane, who was known as Thomas in Queensland, and his wife Makeni (Maggie) were literate and well-versed in the scriptures, they were welcome to the SSEM which had taken firm root on Malaita through the agency of christianised islanders returning home through the 1890s and had consolidated its position in the aftermath of the mass repatriation of 1906-8.

The family settled in South Malaita, though not at the first place they selected because the 'big man' of the area was resolutely pagan and forced Tolimcane to leave. Timothy George, who had no island name but acquired the 'Timothy' from a missionary to distinguish him from the numerous other Georges, began attendance at the SSEM school at One Pusu on the west coast of Malaita.

Finding that he was expected to

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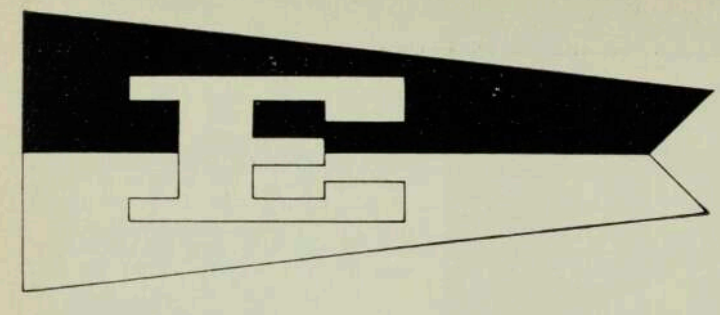

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each rather than be taught, he left he school after six months. With bout 10 years of Queensland school-ng behind him, Timothy George read nd wrote English with fluency and as a sound arithmetician, but he was nxious for more education and it was disappointment to him for the rest f his life that he was unable to btain it. He spent the following ears in a variety of occupations, ccasionally in offices, but mainly at ea.

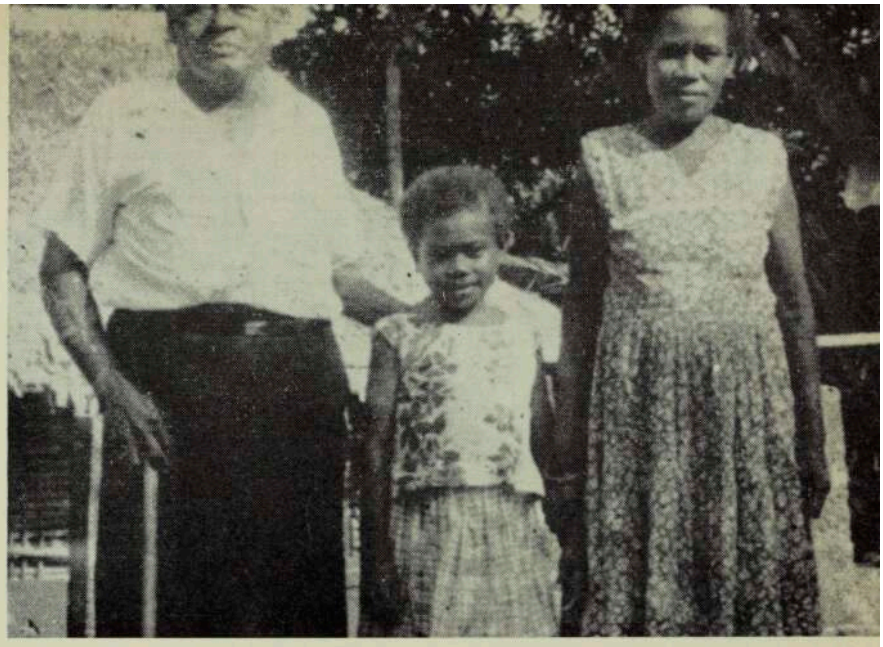
He worked aboard SSEM and Malayta Company vessels and on hose of Levers Pacific Plantations td where he eventually reached a osition of responsibility. In these ears he travelled extensively through-ut the Solomons and beyond—to Australia and New Zealand in 1913 here he witnessed dock strikes and ay have picked up some pointers on ndustrial action.

In the 1930s, Timothy George was village headman on South Malaita, very influential and somewhat eared man, who performed various ervices for the administration and he SSEM. But he was dissatisfied ith his lot, feeling that he had been enied the chance to make the best ses of his abilities.

He resented his status as a native hich brought lower wages and in-erior conditions of work than those f white men whose equal he felt imself to be. It amused him to come board a ship and (keeping out of ight) address the 'masta' in his luent, cultivated English and then ob-erve the surprise on the European's ace at finding that the speaker was ot of his own kind.

His education, acquaintance with he administration, experience of the ider world and personal discontent-nent, made it inevitable that he ould be a participant in the March-ng Rule Movement which developed n Malaita in the aftermath of World War II. The real nature of the move-nent, its base in Malaitan society, ts organisation and aims have so ar been only partly studied. Timothy George became the Marching Rule hief for the Areare district of South Malaita and, eventually, the nominal ead chief. He expressed two strands f the movement's programme (and erhaps the most important ones to im) in a letter to me in 1968:

"The MR were against 'cheap abour and against being *bullied* and *ll-treated* and *beaten by Europeans* tc etc, bad accommodation when orking either on land or sea. The rder given by the Head Chiefs of Are are to all other sub-districts ere to make or build big villages nd not live scattered anywhere or everywhere thru the bush, but to have villages along and around the coast."



This picture of Timothy George was taken about a year before his death in 1969. With him are his wife and youngest daughter.

While there is evidence that Marching Rule had some roots in traditional Malaitan legends and cults, it was clearly an anti-colonialist political movement in the mind of Timothy George.

Along with other Marching Rule leaders, Timothy George was imprisoned in 1947 and served three years, but he was later installed again as a village headman and took an active part in the affairs of the South Sea Evangelical Church, as the SSEM was re-named following the 'localisation' of its structure.

Jonathan Fifi'i of Kwaio, on Malaita, former Marching Rule leader and friend of Timothy George. He was elected to the Governing Council in the recent elections and is the oldest member of the new United Solomon Islands Party.

He remained an anomaly all his life, a misfit as an educated, articulate Solomon Islander at a time when the colonial administration provided no proper outlet for energies and abilities such as his.

He saw to it, however, that his children's lives would not be characterised by frustration as his own had been—as a result of their receiving the best education available in the Solomons, several of his descendants now occupy responsible educative and administrative posts.

Timothy George died in April, 1969. He had been a part of the three most important forces in recent Malaitan history—the labour trade, the development of an indigenous island church and the Marching Rule Movement.

His courtesy and assistance to historians and anthropologists who travelled to Ro'one village, South Malaita, were extended generously, and deserve more recognition than mere acknowledgement in the prefaces to their books. When a history of the Solomon Islands comes to be written, Timothy George will deserve notice as an outstanding Malaita man who lived before his time.

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Yesterday

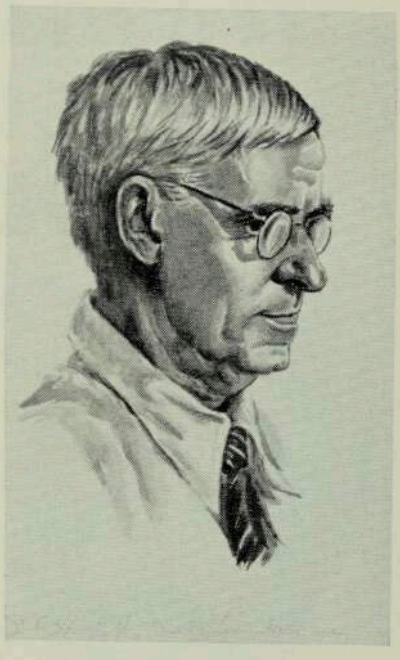
Fiji had some tough times in the 1950s, what with the pick of the Fijian men being away fighting terrorists in the Malayan jungle, and visitations which insurance men call Acts of God—hurricanes, floods and even earthquakes. The bad hurricane of 1952 was followed the year after by an earthquake which claimed eight lives. PIM of October 20 years ago featured the earthquake, or one result of it, right on the front cover. An intrepid businessman, whose name wasn't given, saw from one of the rear windows of the Bank of NSW a giant tidal wave racing towards Suva in the wake of a terrifying earth tremor. Instead of racing for safety as 99 per cent of the populace did, he grabbed a camera and took a remarkable picture of the huge wave crashing over the reef. It made PIM's October cover. The reef partially broke the force of the wave but it was still strong enough to sweep across Victoria Parade to the east and damage docks and shipping to the west.

Suva which showed it could "take it" from both hurricane and earthquake, and make a remarkable recovery, was about to become a city. The Fiji Governor, Sir Ronald Garvey, told Fiji's newly constituted Legislative Council at its first meeting after the 1953 elections, that Suva would become a city as soon as the necessary proclamation could be prepared. He paid a tribute to those who had kept essential services going after both disasters, and had kept the public informed of the actual facts. It was not reported what the governor's reaction was when, 24 hours after his announcement, five Indian members of the Suva Council staged a walk-out saying the Mayor, Mr D. M. N. McFarlane, had insulted them and the whole Indian community by describing their opposition to a motion ordering demolition of sub-standard property as "foolish".

Bishop John Rogers, a New Zealander, now Roman Catholic Bishop of Rarotonga, 20 years ago was appointed Vicar Apostolic of Tonga, succeeding Bishop Blanc. Fathers Rogers, SM, as he then was, was posted to Tonga in 1941.

Papua New Guinea in the 1953-54 Australian Budget, was granted a little more than £6½ million ($13 million). Twenty years later, through growth and inflation this was up to a whopping $178,527,000, plus $36,239,000, which is the value of assets which will be handed over when PNG achieves self-government, something undreamed of in that not-so-long-ago.

The Joyita mystery was still more than two years away when the ship became a mail boat for Canton Island, then the refuelling point for aircraft between Nadi and Honolulu. The US Post Office refused Pan American Airways permission to carry mail stamped at surface mail rates for Canton, creating quite a problem to get that class of mail to and from the island. Arrangements were made for Captain "Dusty" Miller, who ran a fishing business at Canton to carry surface mail south at regular intervals in the Joyita.



One of Brett Hilder's well-known profiles of Island identities—Solomons pioneer missionary Dr Charles E. Fox. It appeared in PIM 20 years ago with an outline of his career as a missionary which, 20 years ago, covered 43 years. At the time he was writing a history of the Melanesian Mission's first century. Twenty years had been added to the 43 years when Dr Fox finally left the Solomons earlier this year to live in Hawkes Bay.

The season did not matter—sport was booming in Papua New Guinea 20 years ago, with football possibly the most popular. If it was played down south it was good enough for PNG, even if the oval was like cement and the temperature was close to 100 deg. Fahr (37.8 deg C). But with the season drawing to an end (it had to give way to cricket!) a number of inter-town football matches were played in New Guinea. From these a team was to be selected to play a team from Papua. There was no subsequent report of any riot like that in Port Moresby a few weeks ago following the annual New Guinea-Papua Rugby League clash.

Sunday observance came before the economy when Maui Pomare called at Rarotonga one day 20 years ago to pick up a cargo of badly-wanted tomatoes for Auckland. It was a Saturday morning and the tomatoes were waiting. Because of rain, they were not loaded. The labour would not work the next day, a Sunday, and the tomatoes started to ripen. When eventually loaded on the Monday, many of them were rosy red. A government official interested in the prompt despatch of the cargo on behalf of the people was heard to remark, "Pure in Raro—puree in Auckland". (A pure is a prayer meeting). It was reported a high official of the LMS at Rarotonga personally made a circuit of the island, commending his people for refusing to load the Maui Pomare.

Tonga was delighted when it was announced that Queen Elizabeth and the Duke of Edinburgh would stay in the kingdom for two days, instead of only six hours as originally scheduled. It was arranged that they should fly in a TEAL (now Air-NZ) Solent flying-boat, instead of sailing in the Royal yacht, Gothic. That would take only 2½ hours, compared with 24 hours by sea. The new arrangement got Tonga out of a small difficulty. The six-hour visit would have been on a Sunday, and Tonga had to decide whether or not to break the Sabbath in favour of feasting and dancing. By flying, they would get there on the Saturday, and the Sunday would be observed in the usual way.

Papua New Guinea is on the threshold of self-government. But 20 years ago there was an area of 7,000 square miles in the New Guinea Western Highlands which was surveyed preparatory to bringing it "under control". It was evidently part of the Australian plan to bring the whole of New Guinea into contact with western civilisation within the next few years, PIM commented in October, 1953.

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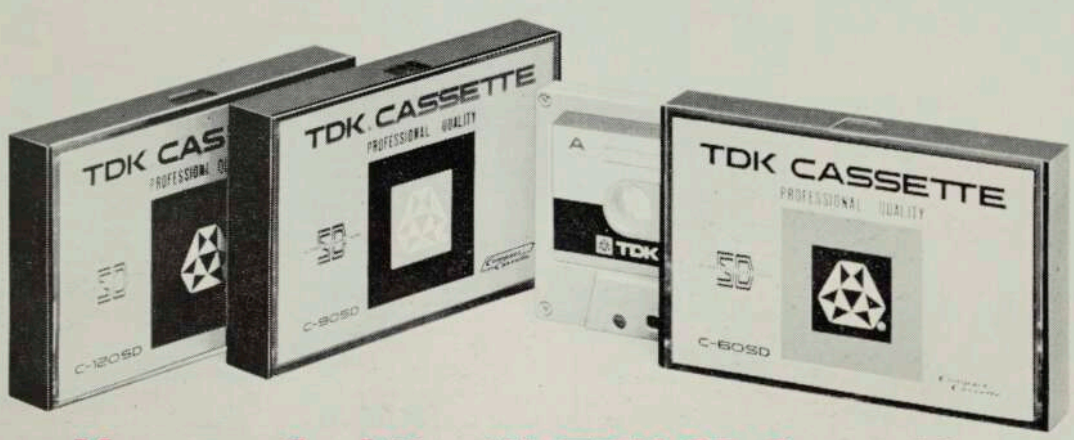

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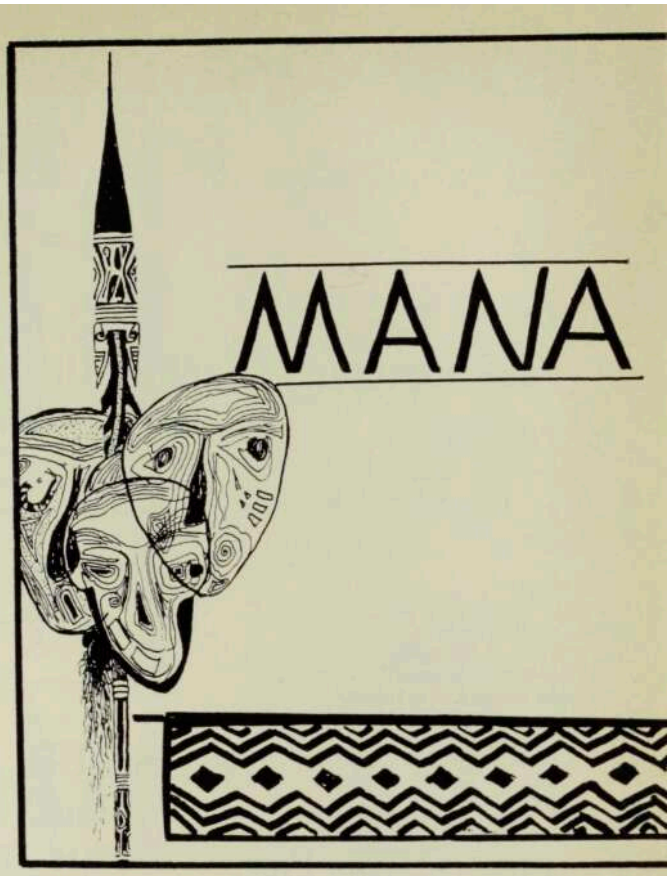
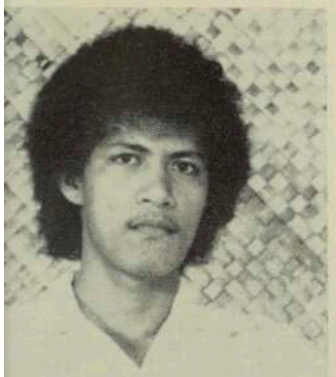
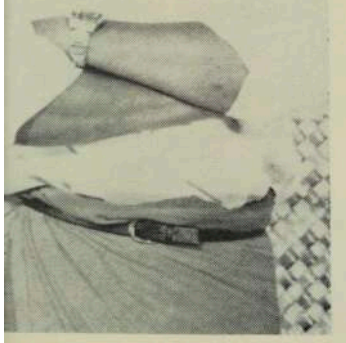


It's a Western Samoan issue of MANA this month, edited by Samoa College principal, Albert Wendt, who also contributes. The emphasis is on poetry, with works by ex-college students Eti Sa'aga, who contributed to the very first MANA; Ruperake Petaia; and Tautalatasi Malifa, at present in New Zealand training to be an air traffic controller. This month's Pacific Personality is teacher, musician and composer, Ueta Solomona, interviewed by Albert Wendt.





Ruperake Petaia (pictured) is the author of the two poems below and at right. He left Samoa College two years ago and is now a clerk at the Public Service Commission.

Blue rain

One day in Apia, I ran
out of the blue rain
onto the veranda of a large
department store. On it,
set up against an expensive
display window, sat an old woman,
a vendor, her hands folded
in a peaceful cross. Before
her lay her life: three hand-
woven baskets, wooden pairs
of earrings, and a turtle
shell ring.

I escaped her accusing
poverty back into blue rain
falling.

War images

In the breaking hours
of crippled mornings, mutilated
barefeet scramble for safety.

The sun rises through crucified
visions of orphan boys, stray dogs,
and gun barrels.

Creatures crouch motionless,
metal gods bowed in endless prayers
will break out in violent sermons.

In the churning sun, young
green warriors move, eyes
blink and shut like brown beetles,
their blood will sprout
like crimson wine
from their punctured bodies.

Slowly I walk
into my execution.
As smoke rises
the flame dies.

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SAMOAN SONGS AND POEMS FOR CHILDREN

Translated by ALBERT WENDT.

Si Fee (Poor Octopus)

Octopus! Octopus!
Touch your head
and see what's on it.
But the octopus glares at me:
he is angry with what
has happened.

Aue! Octopus,
his tentacles have been
eaten by the **sugale,**
the way of the **sugale**
is to hide and ambush
the eight-tentacled octopus.

O le Alili (The Alili, a shellfish)

The alili is a small creature
who lives in a shell.
He's not big but small
and is good for children.
The alili lives in the reef
and is seen when the tide recedes.
He doesn't have wings
and he doesn't know how
to cling tightly.

Toloa (Swamp Hen)

The toloa, the toloa e,
is a bird of the forest
but lives in the swamp.
He's afraid of people,
dives underwater looking
for fish, and eats mud.
His usual habit, his usual habit,
he only cries when he journeys
out to the world.
He's like a bus or a seaplane.

Pea Pulepule (Spotted Flying Fox)

Spotted flying fox, take pity on us,
we came hungering after
your ribs and kidneys.
The way of the flying fox,
is to eat with suspicion.

Moa Uli, Moa Sina (Black Rooster, White Rooster)

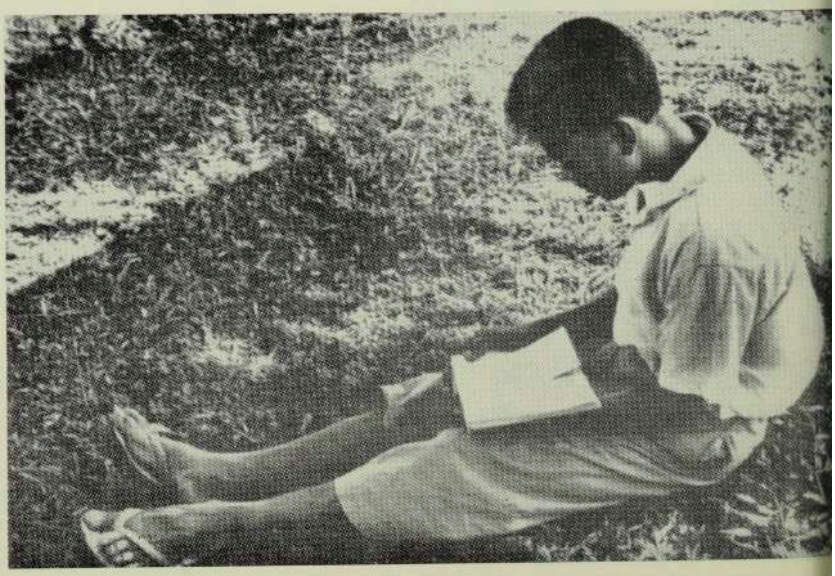
Rooster e,
I came to let my rooster fight!
Black Rooster!
White rooster!
The rooster is angry
and wants to fight.

O le Lulu (The Owl)

This gentleman the lulu has deepest eyes
he hides in shady trees,
eats lizards and moo
and the hearts of fat-rich chickens.
This bird and his way:
when it's evening he cries piercingly
but the truth is he wants to know
the trees where the chickens are sleeping
This bird looks like an aristocrat
because when he flies all
the small birds scream,
But we don't know whether
they are happy or laughing at him.

O le Gapia

Came from the inland
saw four flying-foxes hanging,
a flying fox for your father
and a flying fox for your mother,
leave four flying foxes
to make enough the **gapia.**
Iaia! Iaia!



O le Sue (The Sue, a fish)

The sue *wakes in*
early morning and lights
his stone oven,
Chastised by the avaava
for trying to use
wet palm fronds to light the fire.

A COMIC LOVE SONG

ALBERT WENDT collected and translated this song from the smallest inhabited island in Western Samoa, Apolima.

Ou te le tala ole,
Silisili tama o le lole.
E alaala poo fai sau sofesofe.
Tunu faavave sau kofe,
Aua lou moa nei mole.
Tamoe tele vave ma le ofe
Seu mai se atule ma se safole,
E tali ai o lou popole.

Tuu lou ata i tama,
Tamaiti ula leaga,
Nei ou mao alu atu i se malaga
Soli mai ou tofaga.

Tiga ona e vae vale
Faitalia au ma lolase.
Pe ta te o ane i le falemai
E tui ai ou paumasi.

E ui ina lafa lou ulu
Ma poupona lou gutu,
Ae ou te tautino atu,
Ou te le musu,
Faitalia au ma fufulu.

Tali: *Tago maia e fusi atu au*
E faamafanafana i lou fatu.
Ona ou tago alu lea
Fusi mai oe
Ma popo faamoemoe.

I'm not boasting:
the boys of the candy
are the greatest.
In the evening cook some sofesofe,
boil some coffee quickly
in case your stomach suffocates.
Run swiftly with the fishing rod
catch some *atule* and *safole*
to satisfy your worry.

Stop smiling at other boys,
boys who misbehave badly,
or I may come on a trip
and trample all over your bed.

Even if your legs are bandy
I'll straighten them,
or we may go to the hospital
and get your yaws injected.

Even if your head is ringwormed
and your mouth is dotted with sores,
I'm telling you truly
I won't refuse,
I'll wash your sores.

Chorus: Reach out and embrace me
to warm your heart,
and I'll reach out and embrace you
and pat you to sleep.

How it will be

By ETI SA'AGA

This is how
I think it will be,
When the cool
Virus of Progress
Spreads slowly over
These islands,
Covering the warmth
Of the healing sun,
The face of every man:

That is,
When the phallic towers
Pierce the womb
Of the skies,
And jets,
Like mosquitoes,
Hum my dreams
Into nightmares
Of sterile materialism;
Where mountains crumble
Under a synthetic green,
Whose serenity
Will not again chant
The hymns of the ages,
But vomit only a sweet fragrance
Of burnt plastic waste;
Where seas harvest
Only shadows
Of dead fish,
And dry fingers of coral
Will be corroded
Into white sand
By acidic waves.

And I
Shall take my counselling
From movies,
And instructions
From advertisements
In daily newspapers.
Then half-baked
With a thin veneer of culture
And a smattering knowledge
Of technology,
I shall send
My children
To the temples
Of the money worshippers
To learn the gospel
Of the miracle makers
And give praise
To all papalagi
Who come in
With cameras.

Then aged
And highly decorated
For a fake loyalty
To the country's culture,
I shall cherish
These islands
In the common graveyard
Of a polluted wilderness.

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Little fale

By ETI SA'AGA

THIS
LITTLE BOY
IS STANDING ALL
ALONE, IN A LITTLE WHILE
HE WON'T BE ON HIS OWN. HE'LL
GET A LITTLE EDUCATION, AND MAYBE A
LITTLE DEGREE TO GIVE HIM A NICE LITTLE JOB.
AND HE WILL MARRY A NICE
LITTLE LADY TO MAKE HIM
A PROUD LITTLE MAN. HIS
LIFE WILL THEN BE
AN EIGHT TO FOUR-THIRTY JOB
THEN HOME TO THE LITTLE WIFE, IN THE LITTLE FALE.

'Brown Pakeha'

By TAUTALATASI MALIFA

He is our kin conned into believing
a new era existed in this foreign land.
Borrowed ideas and westernised views
have created mud pools of confusion,
but salved by visions of easy money.

Road blocks, traffic lights,
the bridge across the River Kwai
of sophisticated New Zealand.

Days find him behind wheels
of heavy machines, levelling
the good earth into smooth rolling
lawns of cold highways.

His life wears on into a dark cell,
into a dark corner, into the next
day shivering.

Compulsive living ferments
a new car, a television home,
until what remains is the physical
being yet to be whitewashed—
he falls into category of citizenship
number 17414480 ALPHA.

. . . . black hair, black eyes,
brown skin still flourishes
although he has grown fat . . . .

. . . "sophisticated New Zealand"—Auckland.

Pacific Personality

Ueta Solomona: Teacher, Musician, Composer

The following interview is with Ueta Solomona, who has composed, among many other things, the first Samoan opera, Jephathah, which was performed in the South Pacific Festival of Arts, 1972. Half way through the series of interviews between Ueta Solomona and Albert Wendt, Ueta had to leave suddenly for Hawaii where, for the next six months, he is to do further studies in music. Consequently only two-thirds of the interview is an actual transcript of their verbal interview. The rest of the article has been written by Albert Wendt and is based on notes made by Ueta.

A.W.: Your aiga is the most well-known family in Samoa in the field of music, especially church music, choirs, and brass bands. Would you outline your aiga's history in this field?

U.S.: Before the Great Influenza Epidemic which swept Samoa in 1918, my grandfather Solomona was the pastor of the LMS Church in Apia. (The church in Apia today was built during his time as pastor). At this time, there was a missionary couple (whose name I forget) at Malua Theological College; they were childless but they knew my grandfather in Apia. The missionary couple came to Solomona, my grandfather, and asked him if they could adopt his eldest son whose name was Karauna. Solomona agreed and Karauna was taken to Malua.

It is told in my aiga, that the missionary was an excellent musician (probably an instrumentalist) and his wife was a qualified teacher of English. It was from this missionary family that my aiga got this gift of music which has come to me even today. The missionary taught Karauna music, while his wife taught him English. Karauna grew up and learned a lot of music. The Malua Printing Shop had a brass band which was conducted by the missionary, and Karauna played the first cornet in that band. Karauna was later appointed to lead the band.

Eventually, Karauna became preoccupied with a young love life, and he escaped quietly from Malua back to Apia. The missionary family tried to get him back but he escaped from one place to another. Karauna is the whole start of music in my aiga.

Karauna started teaching his own brothers—Taime, Karene, and Pene (who is my father). While in Apia, Karauna started a brass band for that village. He moved to Vaimoso and set up a brass band there as well. The Vaimoso band, under his direction, entered the first brass band competition in 1921, and won first place. He also started the Afega village brass band which my father took over from him.

During the political struggle with New Zealand in the 1920s, Karauna became a very strong member of the Mau Organisation. Karauna led the brass band which led the Mau demonstration against New Zealand, the very demonstration during which Tamasese Lealofi was killed by New Zealand troops.

Taime also taught music and directed the Sapapali'i village brass band and many church choirs. He was especially noted for his trumpet playing.

Karene was well known as a teacher in the Malifa and Avele schools, and as a musician. He directed church and school choirs. Many of his students living today remember him well as a fine person and a fine musician. He was noted for his piano, violin, and xylophone. He was the composer of Robert Louis Stevenson's Requiem.

Pene Solomona (Matautia), who is my father, is the youngest of the original Solomona brothers. He picked up his music from his older brothers, and taught himself from then on.

Their three sisters, my aunts, were also musical but in the field of voice. They all possessed good soprano voices.

To this day, my aiga believes that our talent for music is a gift from God. And it is a gift we are very proud of.

A.W.: Your father, Matautia Pene Solomona, is the most famous composer in Samoa, especially of religious and band music. In the whole Pacific he has perhaps composed the largest body of religious hymns. Would you tell us something about him and his work?

U.S.: Though my father learned music from his older brothers, he remains to this day largely self-taught. He plays many different musical instruments and, as you say, he is widely known for his many compositions. Certainly, he has composed a large body of hymns but a lot of it has been lost, especially his early compositions which were not noted down in more permanent form.

A quick glance at his sacred compositions—I would divide them into three periods.

In the early period, I can see fast, restless, multi-interesting ideas, some complete, some incomplete. Some are defined, others a little disorganised. Much of it was written in conventional form and harmony but melodious with a little touch of the South Sea air.

The middle period is quieter and more subtle. More pleasing in harmony and even more expressive in melodies. A representation of this period is the hymn book of the Congregational Church of Jesus in Samoa, a hymn book written by my father for this particular church after he broke away from the LMS church.

(Continued over)

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Ueta Solomona . . .

(Continued from p 65)

The present period is much more influenced by Roman Catholic chants. Much slower rhythm with little change in harmony. I cannot say much about this period because he is still tapping and developing a new vein of inspiration.

I think the differences of these styles of writing are due to different influences in religious beliefs and customs of the different denominations to which he has belonged. He was born and raised in the LMS Church. The middle period starts with his breaking away from the LMS and joining the Congregational Church of Jesus in Samoa in about 1940. The present period is heavily influenced by Roman Catholicism; he became a Roman Catholic in about 1961.

My father has also written secular songs in a light and happy mood, mostly love songs. He has composed a lot of music for brass bands in different styles—marches, novels, dances and a little jazz.

My father continues to surprise me with his boundless energy and devotion to music. He is a self-taught musician and has never trained overseas. He still composes, trains brass bands and church choirs. He does all this in his spare time as he works as a fitter and turner in the Public Works Department. I think he has offered a lot of music to our country, not only in the form of music but through the musicians he has trained.

A.W.: When did you learn music? Did you teach yourself how to play the many musical instruments that you play?

U.S.: I began to play the piano when I was about five years old. This I remember because I played the piano before I started primary school at the Marist Brothers School when I was six years old.

Like many other people who were started off by their parents, so my father started me on the piano. Later, I continued to teach myself the piano until I went to university in the States on my 23rd birthday.

I taught myself the basic techniques of many musical instruments but my knowledge of band and orchestral instruments was certainly improved while studying at university. I learned better methods at university.

A.W.: When did you start composing your own music?

U.S.: I started composing before I was 20 years old. I wrote some hymns in conventional and homophonic style. Even tried some brass band music and songs. At that time, I used to accompany my father when he went out to teach brass bands and church choirs. Sometimes, he composed the hymns and songs, and I taught them. I used to spend every Sunday playing the organ in church. I also used to play in my father's brass bands. I think I owe my father nearly all that I know about composing and teaching music and singing.

At university, I really began to write music in a more sophisticated way. Up to now, I continue to compose vocal, choral, and instrumental music. At university, one of the things I wrote was a Piano and Violin One Movement Sonatina—it won second place in the Music Composition Competition at university. Just one of those happy memories about university.

In 1959, Ueta Solomona was awarded a Fulbright Scholarship to study music at the State University of New York. In 1963, he graduated with a BSc degree in music, the first Samoan to do so. When he returned to Western Samoa, he was appointed Music Specialist for all government schools; a position he holds up to now. From 1964 to 1970, he also taught music over the radio to all primary and intermediate schools in the country.

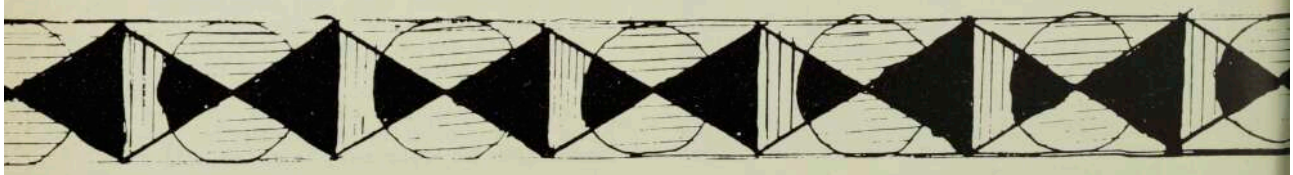
In 1964, he founded the first Ecumenical Easter Service which was produced by the combined choirs of two schools and the Teachers' Training College. Two years later, he organised and produced the first Music Festival involving choirs from all the high schools in Western Samoa. He still directs the music festival every year. Still two years later, he helped promote and establish the Mafutaga a Aufaipese (Fellowship of Church Choirs) which is made up of 15 choirs from the Congregational Christian Church. Besides workshops, this organisation has given many live sacred music concerts.

At the same time and up to now, Ueta Solomona has lectured about music to many organisations and groups. He has also directed and still teaches church choirs and village brass bands. He has been one of the main judges in the Samoan Traditional Singing Contests and Band Contests in national celebrations both in Western and American Samoa. At present, he is helping to revise and re-edit the Congregational Christian Churches hymn book.

He has composed, arranged and transcribed hymns and Samoan traditional folk songs for choirs and bands. He still does this today. Perhaps the most recent highlight of his creative activity is the first Samoan opera he composed based on a biblical theme. This opera was performed at the South Pacific Arts Festival in Suva, 1972. Ueta Solomona directed his own opera at the Festival. At the moment he is working on a new opera to be called Vaea and Apaula which is based on a well-known Samoan legend. He has completed the first part of this two-part opera.

In 1972, he started to build an orchestra which he hopes to expand into a real standard symphony orchestra. This year, the beginnings of this orchestra gave its first public performance. The establishment of the orchestra is a major undertaking as Samoa does not yet have the musicians needed for a symphony orchestra. Ueta Solomona knows that he will have to train musicians himself, and he has already started on this work. If he succeeds he would be giving Western Samoa its first symphony orchestra.

Apart from all this activity, he gives private piano lessons to 60 students, the youngest students are five years old. This group gives regular public recitals.



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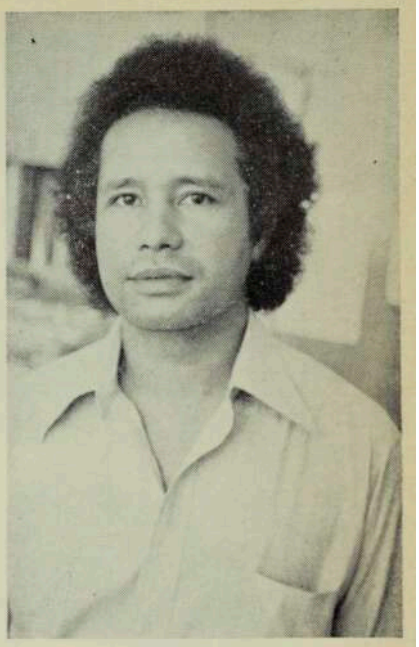
MANA CONTRIBUTIONS

MANA is a vehicle for Pacific Islands' writers and artists to publish their work. It is an organ of the South Pacific Creative Arts Society. Its editorial committee comprises Islanders from Western Samoa, Tonga, Fiji, New Hebrides, the Solomons, American Samoa and the Gilbert Islands. Material for publication must be sent direct to MANA's editor, Marjorie Crocombe, South Pacific Creative Arts Society, Box 5083, Suva.

ALBERT WENDT should, by now, be a familiar figure to MANA readers, having contributed to previous issues and been interviewed by Marjorie Crocombe (June and July). On this page is a selection of his poetry.



Random thoughts

A spell of feathers
to charm Cinderella:
my son wants wings for Xmas.

★

Slow suck of thought
sprouting green voices
out of our tongues

★

the day dying—
white moths trapped
in glass lantern flame

★

sleep brother
in the banyan shade
lazarus will rise again

★

in a church by a river
a man prays into silence
the river spills into the sea

★

in my palms no nail marks
just mountains and valleys
the eroded geography of fate

★

my father dances in
his loneliness to tunes
of coins tinkling in his mind

★

above my mother's grave
ancient pua *trees gossip*
the wind is sick of their chatter.

Legislation

Once upon a time, a government in
my country passed legislation
banning rain. It didn't rain
for their three-year term
of office, and, in
the drought of a general
election, they lost in
a landslide.

The new government passed
legislation banning
landslides. (The Prime Minister
was a scientist who
believed in miracles.)

From lack of oxygen

One day, a stranger
visited our house.

We ate the light away.
Before he left, he told
us he was God.

I believed him
but my children
didn't—God, they said,
had a long white beard
and lived in heaven
where men, like that
stranger, would die
from lack of oxygen.

in memory of jim baxter

in the moon's shadow
horned rhinoceros beetle burrows
into sweet succulent heart
of the palm, measuring
our dreams for that dawn
when the longtailed tropic bird
will hug the immaculate calm
in the whirlwind's eye,
and we won't be afraid
of our burdens of great
pain, great cold, great darkness
and have it no other way, Jim.

Weather forecast

a convergent zone
lies over the soul

in the absence of faith
fantasies of innocence
crumble petal by petal

the parasitic worm
of terror will continue
to feed on the heart's sinews

no change in the weather
until the 21st century
and the birth of aquarius

(we must however remind
our listeners that meterology
is not an infallible science)

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Kids love them.

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From the Islands Press

A letter from Tev Teufolau in the Tonga Chronicle:

I wish to submit a request to People's Representative Taniela Manu and Hon Ma'afu to please realise that his Majesty and nobles are not the only ones requiring a raise in their emoluments. There are civil servants who are suffering under rising costs today, and a perfect example is that mutton has gone up from 17 to 37 seniti a pound.

From the British Newsletter, New Hebrides:

Large quantities of custom poisons or nakaimas were thrown into the sea round south-east Ambrym following a campaign by a Presbyterian Evangelical team led by Lay Pastor Jimmy Anson, says a report from Ulei. People who possess nakaimas may use it either for guarding themselves from danger, or to kill enemies. Pastor Anson and his team of 48 people are carrying on with their successful efforts to persuade people to throw away their poisons and lead a new life. They hope to complete their work in south-east Ambrym villages by next week.

The Tohi Tala Niue commenting on a statement by the retiring Resident Commissioner Mr Wilson that Niueans had, at last, learnt the art of social drinking:

Alas, he was a little too kind. The fact is that quite a number of the drinking population have not, and we might also add that they don't know when to stop. Drinking 24 bottles of beer on your own in less than two hours, or a mouthful of a mixture of gin, whisky and rum every five minutes, cannot by any stretch of the imagination be called social drinking. It appears also that an all-day all-night session has a particular attraction to some.

From a letter by J. A. Arnott in Atoll Pioneer, GEIC:

The Otintai Hotel is not the only, nor necessarily the best, restaurant in South Tarawa. There are several on Betio, one of which, for my money, is streets ahead of the Otintai Hotel. For those who are interested, its toilet facilities are vastly superior to anything the Otintai Hotel has so far been able to provide.

From The Fiji Times:

Famous British character actor Robert Morley expressed surprise when a Nadi businessman, Mr Mahendra Patel, of Motibhai and Co Ltd, recognised him in a group of passengers passing through Nadi Airport. Mr Morley, well-known for his upper-crust accent and evocative facial expressions, has returned to Britain with souvenirs of Fiji—Mr Patel gave him some Fiji police dolls.

From the Arawa Bulletin, Bougainville:

Arawa may be thousands of miles away from the fashion houses of the world, but the girls here are not lacking in imagination. At a Tuesday night social evening at the Davara over Easter the natural look was certainly predominant, with the eye-catcher of the evening being Mrs C. Bissett's magnificent flared matador pants in the military colours of red, white and blue.

From a letter by R. C. B. Clark in Atoll Pioneer, GEIC:

The Rest House (at Abaokoro) is more true to its name than the place which bears an eclectic title in Bikenibeu. It's less than a two-hour launch trip from Betio, and offers the peace of an outer island, and an escape from the noise and dust of Urban Tarawa. Admittedly, there is no stove, lamp, cutlery, table and bed linen in the Rest House, and there are rats in the roof . . . And don't expect to find a current copy of the Atoll Pioneer. It usually arrives there two weeks after publication.

Mr W. T. Bai, acting Commissioner for Corrective Services in PNG Post-Courier:

Mistreatment of detainees in legal custody in Papua New Guinea is not and never has been condoned by the correctional services of Papua New Guinea. However, all human beings can, and sometimes do, err.

From Private Eye in Unispac, the USP students' newspaper:

To solve our accommodation problem at USP, the Director of Student Services has suggested students volunteer to get married so that two can share one bed. Application should be addressed to the office of the Director of Student Services.

From Group Radio News, New Hebrides:

The 5th of May was a special day for some people round the southern parts of Malekula. Report from Medical Assistant at South West Bay, Mr Willie Anson, said that in the three villages of Bonvar, Wintua and Lawa over 100 people gathered in each village to celebrate the New Yam feast. At Bonvar village more than 100 yams went to the feast. Wintua had over 120 people with one bullock and over 100 yams to eat. But Lawa village could not manage a bullock, and provided two pigs for the meat and also many yams for the feast.

From Joe Murphy's Pipe Dreams column, Pacific Daily News, Guam:

As you drive down Marine Drive this Friday afternoon, are you thinking the same thought as I am, which is, are our Guam auto dealers having the same banner this year that they had in 1972? The fact that the number of private autos on Guam jumped by 11,042 in a single year has been pretty widely publicised. You've got to assume that additional thousands died along the way, although you can also figure that the military brought in a few of the new ones. From 1963 to 1967 the average growth rate was about 1,000 cars a year. In 1971, the jump was 5,000, and the last year it leapt dramatically to 11,000. I think they must have learned to reproduce.

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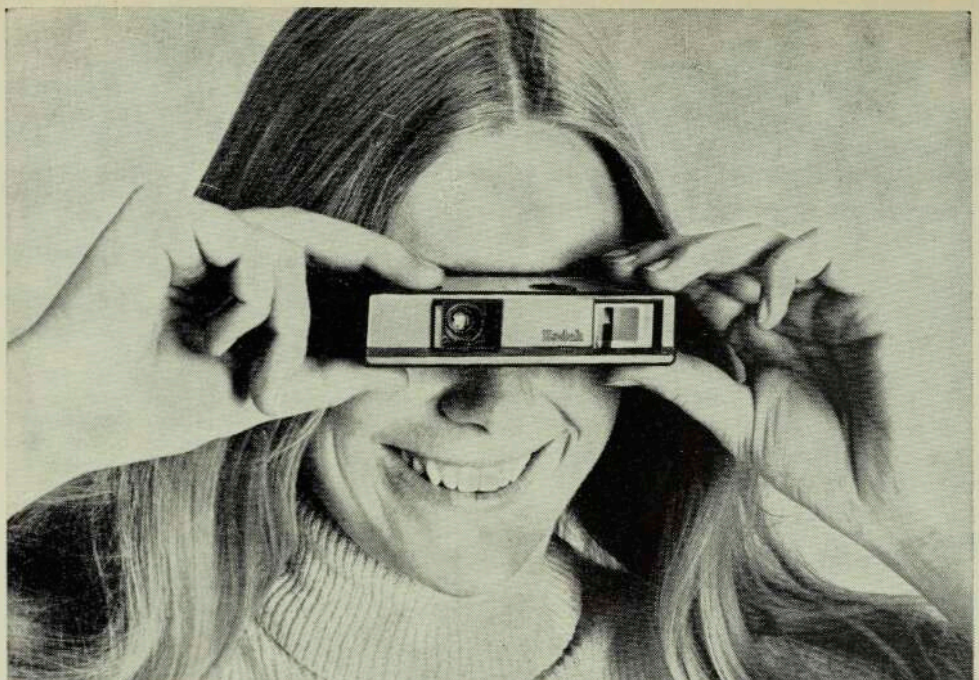

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Books, Reviews, Writers

CRANK ENGINEER'S DREAM SOLVES THE SECRETS OF THE SEA-BED

With much interesting, hitherto unpublished information regarding most Island regions of the Pacific, compiled by authors from several nations and assembled into this large new volume, The Western Pacific-Island Arcs, Marginal Seas and Geochemistry is a recent concensus of general scientific knowledge.

Its editor is no stranger to the peoples of Melanesia where he, with his colleagues Dick Stanton et al, shared the hardships and triumphs of pioneering discovery, with hammer, hand lens and bag—the tools with which the frontiers of Empire were being mapped 20 years ago.

The changes since then—and the contents of this volume—have been primarily due to developments in electronics that have been little short of astonishing. Data has been collected and processed at a tremendous rate. Individual pigeon-holes of 20 years ago have had their partitions disintegrate through sheer activity; each subject has been rejuvenated by other branches of science. In particular geology has been transformed by the impact of geophysical and geochemical findings by land, sea and air.

After lying on the shelf for 120 years as the dream of a "crank" engineer, computers have become a reality. A university master's degree in mathematics is said to deal with knowledge only to the year 1904. The full implication of computer availability to earth scientists boggles the imagination.

In the 1950s, a sea gravity survey required a submarine; each single reading was a separate naval operation involving a star-sight for location and a dive to lie at 200 ft so that two pendulums could be swung in opposition on the same bar, and timed. Today, shipboard gravity meters make continuous recordings —teething troubles had been ironed out by the time of the Solomons Sea Gravity Survey by HMS Dampier in 1965. Magnetic measurements used to involve cumbersome equipment. Today it involves an ordinary plastic bottle of water with an intermittently-activated coil of electric wire around it, held by hand or towed in a "fish" by a ship or in the tail "stinger" of an aircraft—with continous recording.

In the Solomons in 1960 a seven-year Tellurometer survey began with distance being measured to a fraction of an inch in 40 miles. In 1967 these measurements were extended beyond the horizon by three army-manned mobile satellite tracking stations—with satellites sent up specially from Cape Kennedy.

Aerial photography permits the most precise measurement of river widths, bank heights, tree and grass heights and contoured maps. Side-look radar can produce maps by electromagnetic responses that closely resemble aerial photos—taken through impenetrable cloud cover as though it does not exist. Similarly—and it is described in this volume—towed vehicles travelling close to the sea-bed exploring valleys and plains are equipped with side-look sonar that plots sea-bed outcrops and structures to 1 km on each side. The American Government has presented countries around the world with World Standard Seismological Stations and all accoutrements—this has helped us immeasurably in earthquakes studies by providing more accurate hypecentres.

Developments have been startling in any language, making such a volume as this possible.

Heavily dominated by the so-called "New Global Tectonics" or "Plate Tectonics" hypothesis referred to sceptically by one writer as the"Conveyor Belt Theory", Coleman asks whether this aspect of the volume is essentially an American phenomenon. Nearly all scientists have come to accept that the ocean floor is being added to out of mid-oceanic rises because magnetic surveys show strips of matching magnetism, signifying comparable volcanic extrusions equidistant on each side of these mid-oceanic rises. But "Plate" supporters say that Earth does not expand and there must be comparable "conveyor belting" of crust down into the trenches ("subduction")—the present fashionable hypothesis.

Only one contributor, Professor Sam, Carey, throws very heavy, well-reasoned doubts, believing it to be a passing fad, pointing out that earthquake profiles below the trenches do **not** show thousands of km of crustal shortening but rather expansion of the Earth: recent work in New Britain and Solomons seems to lend support.

In 1939 "continental drift" was similarly denied and supporters were scorned until the mid-fifties. Today, while proclaiming this separation of continents, geophysicists deny expansion, insisting on "subduction" into the trenches, while most geologists rush to concur and will **not** look at contrary evidence. Why is expansion so unspeakable?

Space will not allow treatment of individual papers by a distinguished collection of authors, well illustrated

TEAMWORK IN THE MISSION FIELD

● Since May 1891 the Methodist Church of Australasia has published without a break a missionary journal —The Missionary Review, a mine of information concerning the growth and development of the Christian church in the Pacific area and also a record of the missionary work of the church in Asia and other areas. More and more these volumes are being used by research students studying Pacific affairs.

The Review is published quarterly and this year the Congregational Council for World Mission, Australia and New Zealand, previously the London Missionary Society, has joined with Methodist Overseas Missions in the publication of the journal. The Missionary Review is now the official organ of Methodist Overseas Missions and the Congregational Council for World Mission.

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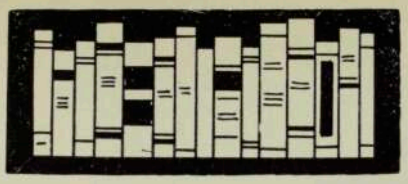
by maps and sketches.

A list of Collected References contains all references named by authors. Although seismicity of the New Hebrides is a subject, the absence of mention of Blot's papers from a decade of five-dimensional studies by ORSTOM is notable. It would also seem that most workers are not aware of the five volumes published by the British Solomon Islands Protectorate Geological Survey and other publications by the ensuing United Nations Project. Fortunately, the works of Woollard, Laudon, Rose and Furumoto on this critical area have received honourable mention.

A useful comprehensive index concludes the volume.



Those involved in island arc or marginal field studies or in teaching earth sciences would do well to possess a copy of this volume as a convenient reference to current thinking.

John Grover.

(THE WESTERN PACIFIC-ISLAND ARCS, MARGINAL SEAS AND GEOCHEMISTRY. Edited by P. J. Coleman. Western Australian University Press. $24).

Pick of the paperbacks

THE GODFATHER PAPERS, by Mario Puzo, who evidently believes that, if you've got a good thing stick to it. Which is what he does with this account of how his best-seller The Godfather, the shock novel about the Mafia in the United States, came to be written and filmed. It's also a warning against being too successful. (Pan, $1.40.)

COME INTO MY WORLD, by Buster Lloyd-Jones, is an ex-society vet's reminiscences of the animals and people he met during his career, a career which polio ended for him. As a sequel to his first book The Animals Came in One by One, it is another treat for animal lovers, though there's nothing sugary in it. It's hard to say who made his job so humour-filled, animals or humans—or ghosts! (Fontana, $1.00.)

THE WRONG PEOPLE, by Robin Maugham, is something entirely different from one of his previous books about the Joyita mystery, which he wrote after buying, then selling the successor to the Marie Celeste, Joyita, which ended its days on Levuka's beach. The Wrong People, to some, will be the wrong people. It's a discretionary story of a repressed homosexual schoolmaster's passion for an Arab boy. Ugh! (Pan, $1.40.)

ONWARD VIRGIN SOLDIERS, by Leslie Thomas, is a lusty sequel to his first best-seller The Virgin Soldiers, which was all about love and war during the Emergency in Malaya. This one's about love (lust) and army life in Hong Kong. Unlike the adventure in Malaya, there are no narrow escapes from bandits, only from cuckolded husbands. (Pan, $1.50.)

A CHANCE TO SIT DOWN, by Meredith Daneman, is described as a "heady insight into a woman's deepest feelings". As the author's a woman, she should know what she's writing about—the career of a ballet dancer, on the stage, in the dressing-room and in bed, several beds. It all adds up to a problem which some women have faced since the day after the dawning of time—whether to enjoy one's career, or one's men, or motherhood. (Pan, $1.00.)

ANTHROPOLOGY IN PAPUA NEW GUINEA, edited by Ian Hogbin, is subtitled Readings from the Encyclopaedia of Papua New Guinea, and in fact is a collection of anthropological papers from that massive tome, but updated. As Professor Hogbin points out, some of the pieces were first prepared by their authors as long ago as 1967, and much has happened since. Melbourne University Press, which published the encyclopaedia, also publishes this large format paperback, which includes pieces on PNG social structure, child rearing, sorcery and witchcraft, traditional political organisation, land tenure, religion, magic, and many others. There is also a glossary of anthropological terms and an invaluable list of Papua New Guinea groups and where they live. Who would guess that there are Yam people (they come from Astrolabe Bay, Madang)! (Melbourne University Press $5.70.)

THE MICKS, by Peter Verney, should appeal to all Irishmen, and others, in the South Pacific. It is the story of the Irish Guards in the two World Wars and in cleaning-up operations in some of the post-war trouble spots. (Pan $1.65.)

There's money and soup for sea farmers

I had not realised until I read Australian Sea Turtles that turtle soup is not made from the fleshy parts of the beast but from a substance called calipee prepared from its lower shell.

To slay a turtle weighing some two or three hundred pounds for the sake of a few ounces of heavily-flavoured gelatin might be accounted a wanton sacrifice but, of course, a turtle also yields a good quantity of meat and oil as well as excellent leather and shell. So it is a much sought after creature, and since human demand continues to rise, one is not surprised to learn that in many parts of the world turtle populations have been drastically reduced.

The Australian region is one of the few happy exceptions, but as the author, Dr Robert Bustard, points out, it is only a matter of time before the rookeries of the Barrier Reef and the Torres Strait islands will be as heavily pressured as most others.

He argues in this book that now is the time to take steps that will not only preserve our local populations but also help to restore the global population to its former high level. If we were to do this, harvesting could continue without danger of bringing turtles to the point of extinction.

Much of Dr Bustard's book deals with the general biology of turtles. Since the seven species are widely spread throughout the warmer seas of the world, the title of the book is at first sight something of a misnomer. But, as Dr Bustard indicates, a significant section of his subject matter deals with methods and results of his surveys and estimates of turtle population numbers, rookery sites, and so on, around the Queensland coasts, and hence there is some justification for giving a national bias to the title.

So do not be misled: while the book is a specific contribution to Australian natural history it is also of considerable interest to anyone concerned with turtles, whether from a biological or an economic point of view, anywhere in the world.

The final section of the book deals with the prospects of conserving turtle populations, and even of farming them. Dr Bustard is very keen on farming them and after discussing

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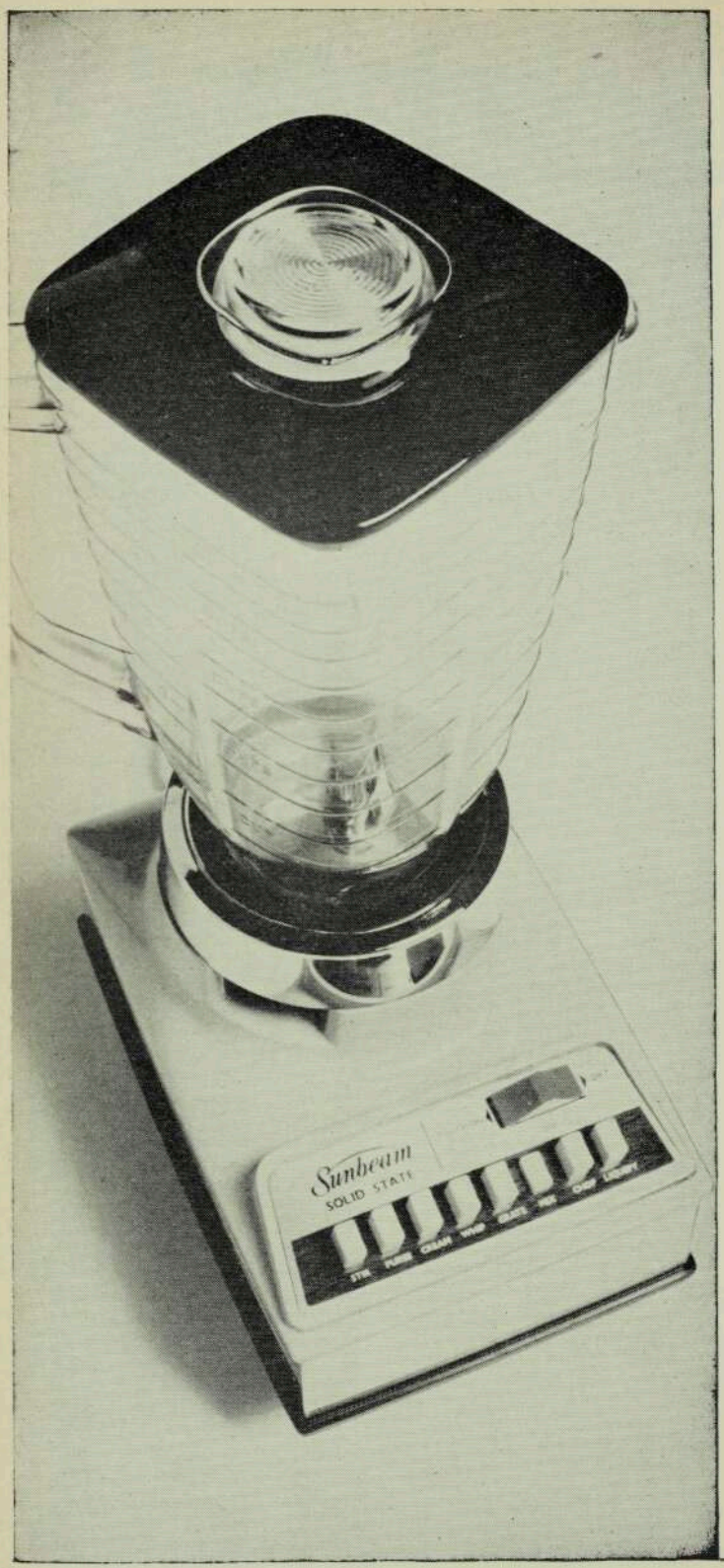

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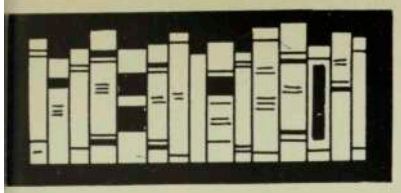

some of his own pilot schemes operating on Darnley and Murray islands, as well as the experience of the world's first turtle farm in the British West Indies, he comments that "it may not be long before the green turtle is added to the short but growing list of animals domesticated by man".

He points out that those factors of turtle biology that make them susceptible to human predation are the very factors that make them ideal creatures for farming. The problems are not technical but economic, legal and political.

Dr Bustard is well qualified to write this book. He is well-known to Australian zoologists as a herpetologist and they have followed his work on reptiles in general, and turtles in particular, with keen interest. This book, well written and handsomely illustrated as well as containing a good bibliography and index, will be received by them with considerable gratitude.—*John Simons.*

(AUSTRALIAN SEA TURTLES. By Robert Bustard. Collins. $5.95).

A FORMIDABLE PEOPLE THE CHIMBUS!

What a valuable book Paula Brown has written with The Chimbu, but how many will read it? I mean residents of New Guinea, both black and white. There are those who say there is a sort of contest between the Tolai and the Chimbu for control of New Guinea.

The proponents of this theory might find much they did not realise in Dr Brown's book, and, read in conjunction with the Epsteins whom she quotes, might make an interesting comparison between the Tolais' concern with the past and the Chimbus' attachment to the present. To say that Dr Brown's work is useful is the best compliment I can pay, for I think the work of anthropologists now should be of practical use. I think Dr Brown's work is useful, and I hope use is made of it.

What a formidable people the Chimbu are. Paula Brown should know since she has been finding out about them for 15 years. For instance, what other people are there who "did not readily compartmentalise their activities as 'before' and 'now', or 'old Chimbu' and 'white man's'; rather they lived in the present, recognising that the only constant is change." A unique people? I think so, and therefore a people to be reckoned with.

Dr Brown has covered what seems to me to be every aspect of the life and living of the Chimbu people. Of course, such a work must contain some of the jargon of science, but The Chimbu is much more readable than many such books. I need hardly say it deals with the people who are really Chimbu and not those from other parts of the Highlands dubbed *Chimbu* by ignorant coastal people.

To many, the Chimbu will emerge from the book a people very different from what imagination has made them. The chapter on their prehistory is fascinating. It is a pity there is not a Paula Brown for every ethnic group in New Guinea for this is a book which might be read with advantage by those about to take over the government of Papua New Guinea.

The white administrators have been badly informed about most of the indigenous people of New Guinea, but then so have the indigenous people about their fellow New Guineans.

Peter Livingston.

(THE CHIMBU. By Paula Brown. Schenkman Publishing Co Inc, Cambridge, Mass. USA. Distributed by General Learning Press, Morristown, New Jersey).

There's no dry history here

Few people, who were post-adolescents in Britain in the dark days of 1940 when the "phony war" exploded into the real thing and the French Republic, in its shameful collapse, was revealed as a corrupt institution, riddled with treachery and intrigue, will forget that tense, worried look, almost fear, which most people wore on their faces.

What went on in France at that time? Why should the Third Republic, with a seemingly impregnable Maginot Line and months in which to complete its defence plans, have collapsed like a pack of cards? The answers lie in the history of the republic from 1871 onwards as told by American author and historian William L. Shirer, who needs no introduction other than that he was the author of Rise and Fall of the Third Reich.

The Collapse of the Third Republic, a fat Pan paperback ($2.30), is no dry-as-dust history. He puts drama into his facts, and he writes of many incidents—the rape of Czechoslovakia, the Nazi-Communist pact which left the way open for Hitler's invasion of Poland, the invasion of Norway and the fall of France—through the eyes of many witnesses, the famous and the unknown, those who recorded events before they too were overtaken by them and perished, and those who lived to tell the tale.

The whole is immensely readable; an index and an extensive bibliography add to the book's value.—JC.

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Pacific Shipping

PNG waterfront workers hope for Aust unions' help in wages fight

Port Moresby waterside workers returned to work on September 8, after a five-day strike for higher wages and improved conditions. But it was an uneasy peace, and experienced waterfront men said there could be further disruption.

The men were on strike while the Australian Council of Trade Unions was holding its biennial congress in Sydney. That congress carried a resolution aimed at helping the trade union movement in Papua New Guinea to develop, with unions in Australia helping PNG unions industrially whenever called on.

Three days later, at a luncheon in Canberra, PNG's Chief Minister, Mr Michael Somare, said he did not want to see Australian unions taking action in conjunction with unions in PNG. His government was concerned about interference by Australian unions.

"I think if Australians realise that we have our own problems and leave the problems for us to solve, it would be better than poking your nose in and trying to intervene in other people's affairs", he said.

He added that he hoped to see the president of the ACTU, Mr R. J. Hawke, to sort out problems of union action between the countries.

Back in Port Moresby, the striking watersiders, who are members of the Central District Waterside Workers' Union, called for an Australia-wide ban on all goods for Burns Philp, Steamships Trading and W. R. Carpenter, the main employers of waterfront labour in PNG, if the strike continued for more than a week.

The union secretary, Mr R. McAlister said the union would hope for direct support from the Australian Waterside Workers' Federation. The union had promised support in the past.

Then the union bickered over the composition of a tribunal to deal with the dispute. It did not want two labour Department officers on the tribunal. The suggestion to nominate two Labour Department Officers followed a refusal by the Employers' Federation to nominate a member for the tribunal. In such a deadlock the issue is referred to the Administrator for a decision.

The Minister for Labour, Mr Rea, said the government would not stand idle if publicly stated intentions of organising massive strike action were implemented. (Other unions had threatened strike action in support).

Mr Rea accused left wing groups of Australian unions of trying to get a foothold in PNG. PNG welcomed financial and technical assistance from Australian unions, but those unions were going too far when they tried to carry out negotiations, he said. Negotiations concerning PNG workers should be carried out by PNG unions.

The union claimed:

- A rise of 14c an hour from the present 40c;
- Three weeks annual leave (two at present);
- Ten days sick leave;
- A 40-hour week (44 at present).

Through Australian union intervention 12 Papua New Guinea seamen serving in the Pacific Gas, owned by Liquefied Gas Carriers, will receive $520 each for a period the ship recently operated on the Australian coast. Three Australian maritime unions placed a black ban on the ship —"forever" if necessary, the union

ome of the islander crew of the Sofrana-Unilines, Capitaine Cook, posed here or PIM while they anchored at the Sydney wharf on their way to Newcastle for the econd shipment of wheat for the new flour mill in Suva. A Sofrana-Unilines pokesman said that the company had signed a new contract to carry 50,000 tons of grain a year from Australia to Fiji for the new flour mill.

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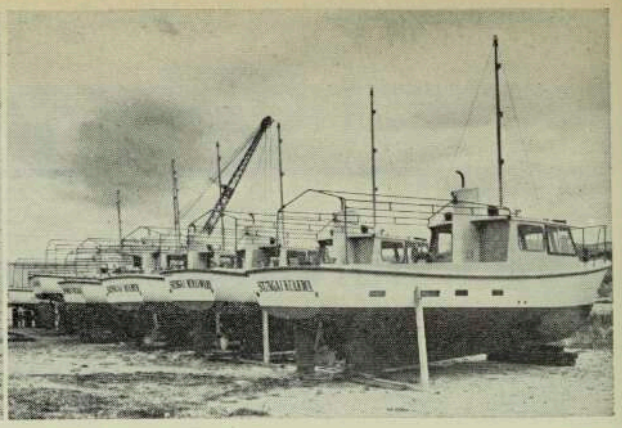

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aid—to get Australian rates of pay or the seamen.

Mr Pat Geraghty, Australian Seamen's Union assistant secretary, said he money would be paid into the men's bank accounts. Those on leave would have their money paid through he PNG Overseas Seamen's Union.

Other unions concerned in the ban, which tied the ship up for six days, were the Foremen and Deckhands' Union and the Merchant Service Guild.

Mr Geraghty said the seamen were etting from $90 to $120 a month. The Australian rates are up to $8,817 year for seamen and $14,000 for aptains.

He said the union's policy was to emand Australian rates for ships arrying coastal cargoes. His union as a particular interest in assisting NG seamen. It would help them to et "proper rates of pay" under international conditions.

"The Papua New Guinea Overseas eamen's Union considers the Minium Wages Board decision unsatisactory, and so do we," Mr Geraghty aid.

The Minimum Wages Board fixed e following rates for seamen, to perate from June 12: Seamen—$66 $70 a month in first year; $82 to 90 a month in second year; $82 to 120 a month after two years. Bosun -$150 a month.

REIGHTER BECOMES JI CRUISE SHIP

A cargo ship built in 1967 for the orth Sea trade is being converted to a luxury passenger ship to perate cruises in Fiji, covering Viti evu, Ovalau, Vanua Levu and aveuni. The ship of 2,540 tonnes ,500 tons) will carry 140 passenrs in two-berth air-conditioned bins with private facilities.

The cruises, which will introce a new element into the ji tourist industry, will be erated by Fiji Line Ltd, owner the ship, in which the huge UK transport group, John Swire, will have a 25 per cent interest. An international merchant bank will also take up 25 per cent. Other investors are Mr Peter Chase, an Australian businessman who spent three years planning the project, 15 per cent, Fiji Investment and Development Corporation Ltd and Mr Jack Smith, former owner of Castaway Island resort, 10 per cent each. Shares will also be offered to the public.

The company will run a local competition to find a suitable name for the ship.

The ship will leave Suva each Friday for Levuka (stay overnight), then cruise to Nananu-i-Ra Island, off Rakiraki, Lautoka, Savusavu and Taveuni before returning to Suva. A seven-day cruise will cost $290. A three-day cruise will cost about $125 and a four-day cruise about $165. Passengers will be able to join or leave the ship at Suva, Lautoka or Savusavu.

JET PLANES WILL TAKE OVER MOANA ROA'S JOB

The Moana Roa, the only New Zealand passenger ship trading out of New Zealand, is expected to be withdrawn from the Auckland-Cook Islands run soon after Air-New Zealand inaugurates its jet service to the new Rarotonga airport on December 2.

The regular air service will make the Moana Roa passenger service unnecessary. The 40-passenger Moana Roa went on to the service in November, 1960, replacing the Maui Pomare. It is possible she will be converted into a naval survey ship.

The Moana Roa working account showed a loss of $516,325 for the year ended March 31, compared with a loss of $273,995 in 1971-72. Passenger occupancy in the ship from New Zealand to the Cook Islands was 69.72 per cent and from the Cook Islands to New Zealand 90.83 per

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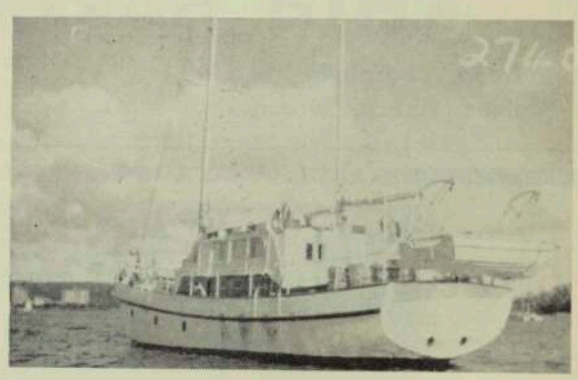

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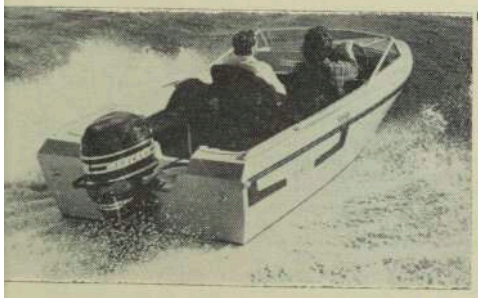

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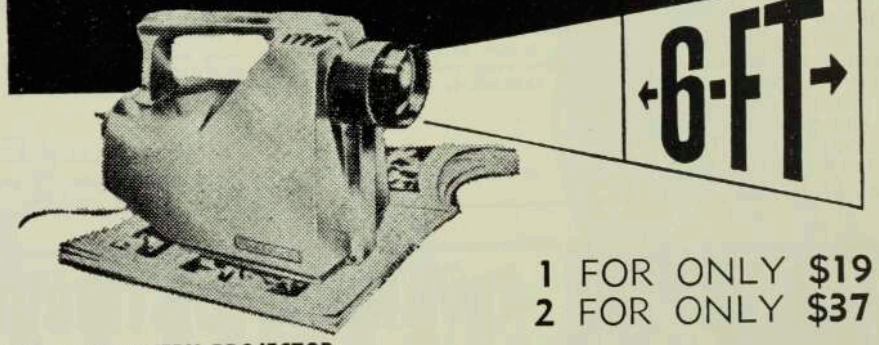

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cent in 1972-73. In 1971-72, the occupancy rates were 81.5 per cent to the Cook Islands and 99.25 per cent to New Zealand.

BOOM TIME IN PAGO HARBOUR

The Department of Port Administration in American Samoa earned revenue of $656,792 in the 12 months to June 30, an increase of 33 per cent over the previous 12 months. Increases were recorded in 11 major categories of the department's activities, including water transport charges which increased by 82 per cent to $79,539. Most of the other substantial increases reflected a 6 per cent increase in the number of vessels entering Pago Pago harbour—from 1,091 in 1971-72 to 1,166 in 1972-73. Other increases included (1971-72 figures in brackets): Dockage, $66,014 ($35,031); pilotage, $44,333 ($31,250); tonnage tax, $148,096 ($114,645); wharfage, $287,863 ($213,076).

KARLANDER STEPS UP FIJI SERVICES

Karlander (Aust) Line has stepped up its services into Fiji from Australia. The Salamaua is now taking in Fiji after calling at the New Hebrides and two ships of the Mexican line, Mardina, for which Karlander is Australian agent, are now calling at Suva and Lautoka. These are the Lastragoni and the Mardina Exporter, which carry refrigerated cargo between Australia and Mexico. Both ships will also call at Papeete on the way from Australia to Mexico. Karlander also services Fiji with the Nevik.

Karlander recently sold the Slembe, which was on the Australia to Wewak, Manus and Dayapura run to Far Eastern interests, and replaced with the Alderjo.

● Fourteen Samoan seamen left the Samoan Bay at Suva in August because the ship was not calling at Apia. The Samoan Bay, operated by United Steam Ship Ltd, of Vila, was on a "shakedown" return trip to Fiji from Sydney. She did not have enough cargo to warrant a call at Apia. The Samoans were replaced by 13 Fijians.

● Without so much as "by your leave", two Japanese trawlers "invaded" GEIC territorial waters recently without clearance from the authorities, and the crew of one ship, the Tonyso, which anchored at Benualanga Islet, went ashore on Nukulaelae and took some coconuts. They visited the main village where their request for pork and chickens was refused.

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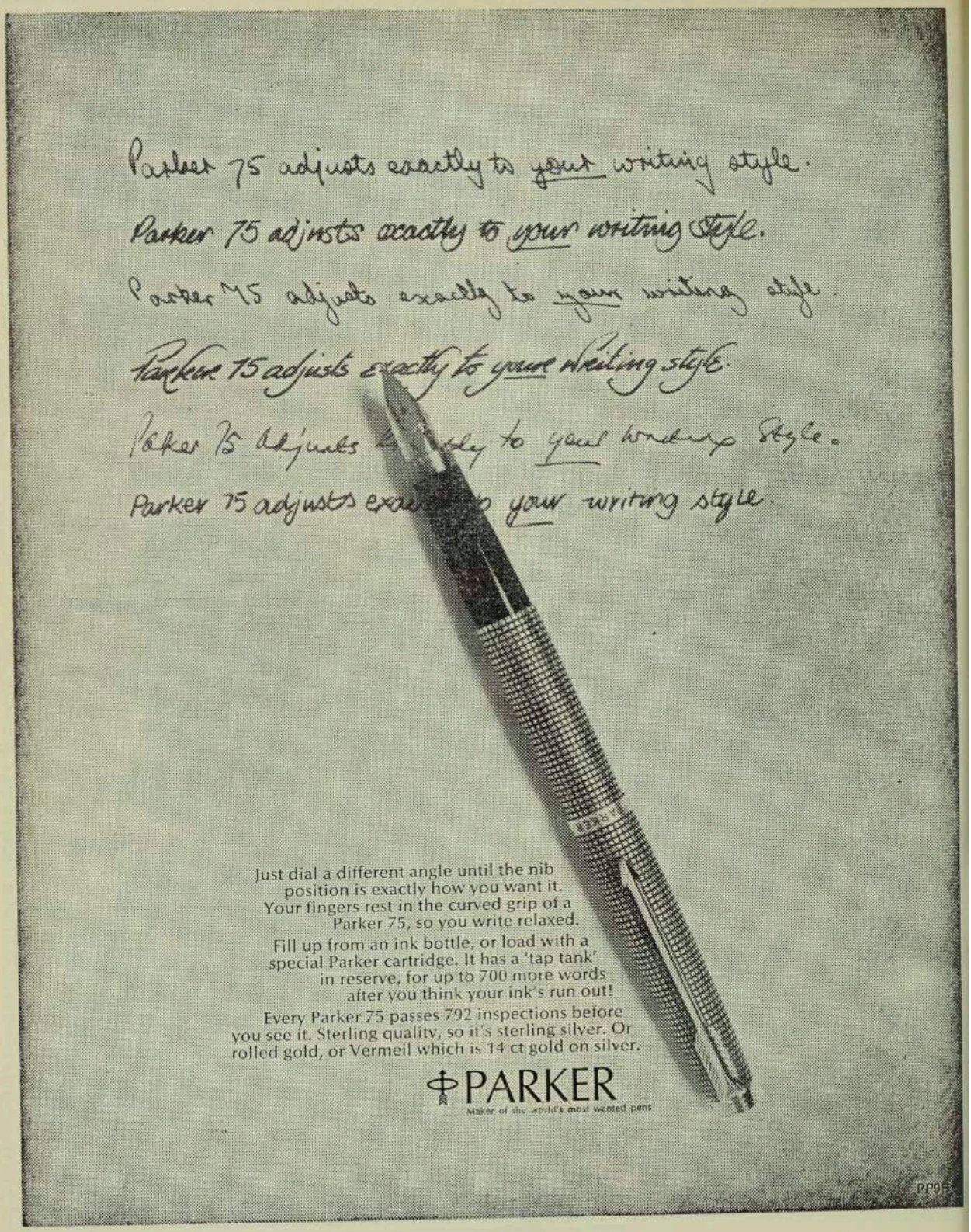

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Islands face more freight rate rises

Freight rates in a number of Pacific reas are about to rise, or have risen, ith one refreshing exception—Trans-ac Lines Inc substantially reduced em for rice, flour and milk for licronesian consignees from Septem-er 1.

American Samoa is bitterly con-sting attempts by Pacific Islands ransport Line (PITL) and Poly-esia Line Inc (PLL) for increases s high as 25 per cent on the US est coast-Pago Pago services.

The Cook Islands Shipping Co fted its rates by 10 per cent, from ugust 22, for cargo carried from ew Zealand to Rarotonga. Cargo om the Far East (Hong Kong, aiwan and the Philippines) for apua New Guinea, plus Australia d New Zealand will cost 15 per nt more from December 1, accord-g to a decision by the Australian d New Zealand Shipping Con-rences. Both these rises were attri-ted to increased handling charges d ship costs.

The general manager of Transpac, r Douglas Echols, said that in mak-g its decision to reduce the freight arges on staple items, the board had oked at the rising cost of those mmodities in Micronesia. Before anspac went into container cargoes, nsignees paid $26 a ton. That ount was reduced to $16 with the roduction of containers.

"About the same time it happened us that the price of rice in the rld market went up," Mr Echols d. "With the rising cost of staple ms in Micronesia, we're trying to ure out what to do. We don't know . It's too early in the game to have ough experience on the actual eco-mics of the container and how re doing it, but we hope to have t pretty soon, but as a matter of icy, we in Transpac want to make exception for the three commodi-—rice, flour and milk from the st coast."

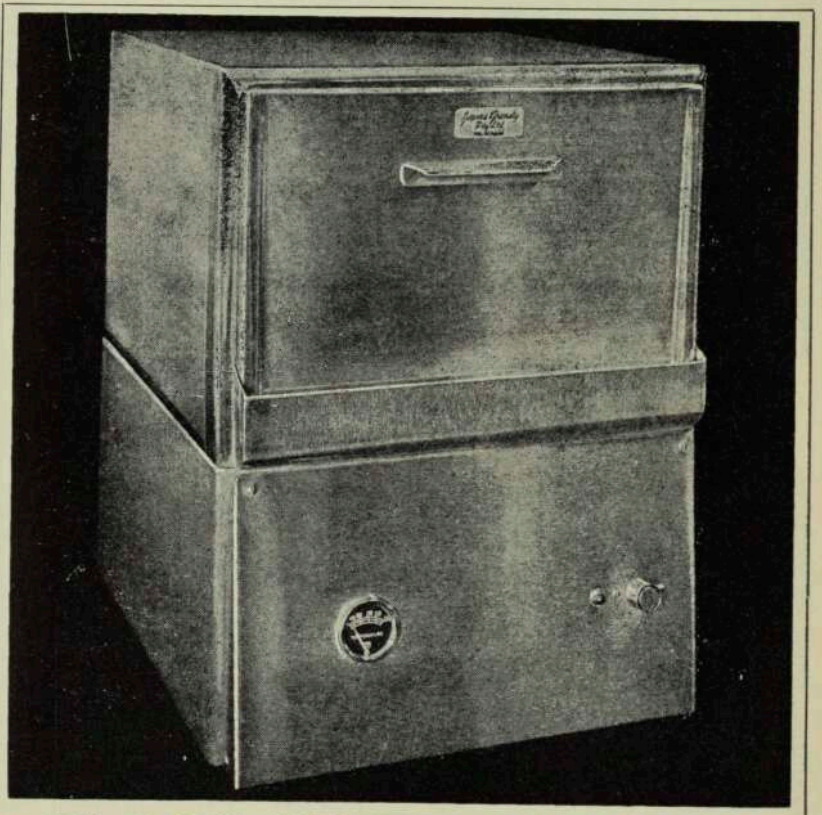
Mr Echols said that to offset the uctions, Transpac would "readjust" euphemism for "increase") rates on er cargo.

Governor John M. Haydon and the erican Samoa business community ed forces to fight PITL and PLL. L sought an average increase of per cent with certain exceptions westbound cargo, such as 6 per t for refrigerated cargo and ber and 40 per cent on the mini-m bill of lading for motion picture s and advertising matter. PLL ted to lift rates by 24 per cent some cargo, both eastbound and tbound.

The Federal Maritime Commission, in response to protests, postponed increases till August 13, in compliance with an order by President Nixon to freeze prices. The commission then ordered a further suspension of any increase and a public investigation and hearing to see whether increases were "unjust, unreasonable or otherwise unlawful" under federal statutes.

There will be a hearing before one of the commission's administrative law judges. Governor Haydon has also asked that Pacific Far East Lines (PFEL) be included as a respondent because of reports it proposed to increase freight rates.

The commission has ordered that individuals and firms, who made such a vigorous fight against the increases, be named as complainants in the proceedings. These are American Can Co, American Samoa Chamber of Commerce, Ivi S. Pele, Senate President Salanoa, acting House Speaker Fa'asuka Lutu, Senator Tagaloa, Representative Seufagafaga Langkilde, Sawyer Sifoa Co, Mrs W. R. Seacord and the US Department of the Interior.



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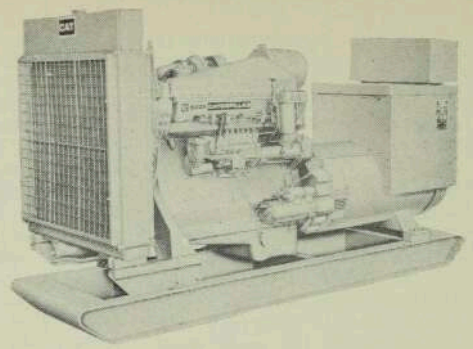

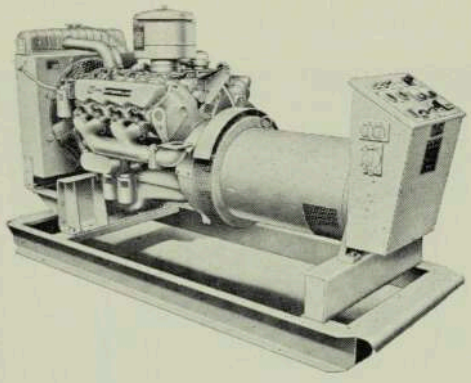

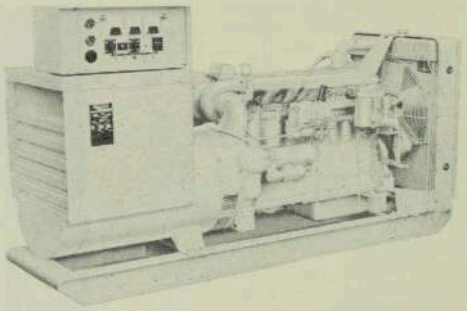

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		60 Hz	50 Hz	60 Hz	50 Hz
3145	V-8	50 @ 1800	40 @ 1500	125/216, 230-460	115/200, 230/400
3150	V-8	60 @ 1800	50 @ 1500	125/216, 230-460	115/200, 230/400
3160	V-8	75 @ 1800	60 @ 1500	125/216, 230-460	115/200, 230/400
D330C	4	55 @ 1800	45 @ 1500	125/216, 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-8	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.

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Cruising Yachts

● *LEA UI*, 52 ft American ketch, egistered at Honolulu, arrived at arotonga from Papeete and Bora ora with skipper Webster Larsen and Vilma Larsen on July 26. The Lar- ens left in *Lea Ui* for Tonga on ugust 9.

● *BUTTERCUP*, 32 ft sloop, rrived at Rarotonga from the Society slands on August 14 with solicitor revor Coleman, his wife Jane, and eir son Nicholas. They sailed from ondon about a year ago for New ealand where they hope to stay for vo years. Calls were made in France, pain, the Canary Islands, Barbados, amaica, Panama, and the Galapagos nd Marquesas islands. After 10 days Rarotonga, plans were to call at itutaki and Palmerston islands, iue, Tonga and Fiji, reaching New ealand in mid-October.

● *FORTUNA*, a New Zealand oop, arrived at Rarotonga from ahiti on August 6 with owner- ipper Ken Furley and crew Dave e Gray and Jeff Lareau. *Fortuna* left uckland in 1968 on a world cruise nd dropped anchor in Indonesia, outh Africa, South America, outhern states of the US, Caribbean orts and Panama. Fiji will be visited efore the return to New Zealand. Ir Furley has sailed *Fortuna* in the ydney-Hobart yacht race on seven casions.

● *DODO II*, 36 ft ketch, arrived Rarotonga on August 23 with ngle-hander owner-skipper Stanley rummond. Mr Drummond built the acht and sailed her from San Diego, alifornia, last May, calling at the larquesas, Tahiti, Moorea, Raiatea, Tahaa and Bora Bora. He planned to sail to New Zealand with a possible call in Tonga. He is an ex-school teacher and a Merchant Navy skipper who served in North Africa during World War II. He is one of many disillusioned Californians, he says, who is seeking somewhere else to live.

● On right is the Gitana Del Mar, 42 ft ketch-rigged trimaran, pictured at Kwajalein, the United States top security anti-missile missile base in the Marshalls, before sailing to San Francisco in late August. Skipper MacDonald had sailed to the base from Roi-Namur. He called at Rongelap atoll on his way to San Francisco which he hopes to leave later this year for a round-the-world trip.

● *VALAURANNE*, a Piver Lodestar trimaran, has returned to Cairns

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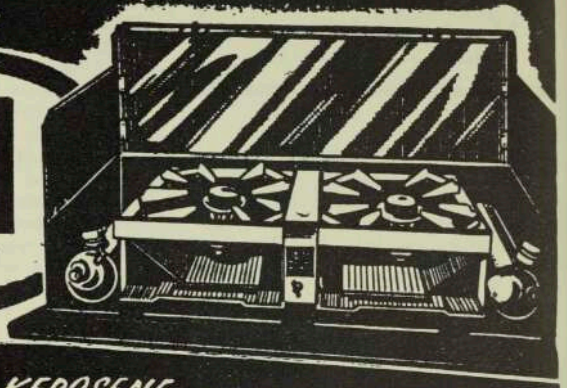

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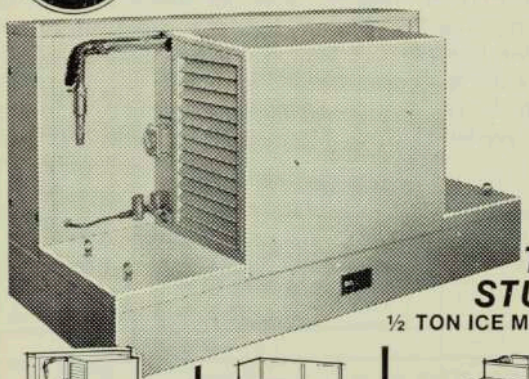

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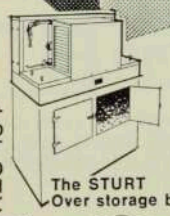
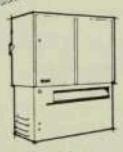


The STURT
Over storage bin



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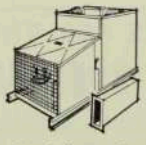
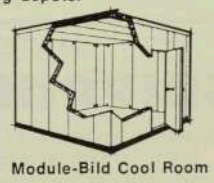


Block-ice maker



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after cruising for 20 months through Papua New Guinea calling at East New Britain, Buka and Bougainville then the BSIP with Val and Ray Goldston.

● *PANDEMONUM*, motor ketch, has arrived at Cairns with Keith McCarthy after a cruise along the Papuan coast. On the return to Australia the *Pandemonum* visited Daru and Thursday Island. The ultimate destination is the Gold Coast.

● *KOHATU*, a ferro-cement ketch from Auckland carrying Terry and Maxine Paterson passed through Port Moresby in early August on her way to the Indian Ocean.

● *WILD GOOSE*, a 32 ft Atkins design ketch from California arrived in Port Moresby in early August. This trip has taken Ken Matson, his wife Lu and son Mark from Brisbane up through the Barrier Reef to Cairns then across to Port Moresby.

● *OKERE* is a 58 ft immaculate ferro-cement Herreshoff design ketch from Auckland. She sailed in the Auckland-Suva race, then came on to Port Moresby via Fiji, New Hebrides and the Solomon Islands to arrive in mid-August. After a few weeks stay, *Okere* with Jack Hargraves, Jon Olsen, Mike Gardiner, Bill Galbraith and Jocelyn Adams sailed for Indonesia and South Africa.

● *SANDRA II*, a 27 ft fibreglass sloop with Dima Grinups on board, sailed from Kristinehamn, Sweden, in mid-1971 to arrive in Port Moresby late August after an interesting trip through the Pacific. After a couple of weeks stay, he plans to sail to South Africa via Christmas Island.

● *WHITE SQUALL II*, with Ross and Minene Norgrove, last mentioned in these columns in August, after having made a run for Fiji as a result of a violent storm off Tonga, finished the repairs at Millers yards, Suva, in early September. They also took the opportunity of making some improvements to the 70 ft schooner which for many years they ran as a charter boat in the Caribbean, where Minene was born. They look like making a permanent home in Fiji now.

● *SOUNION*, a 28 ft sloop sailed by single-hander Herman Jansen, arrived at Rarotonga on September 7 from Tahiti. Mr Jansen sailed from Amsterdam and called at the Canary Islands, West Indies, Panama, Galapagos, Marquesas and Society Islands. He planned to visit Fiji then spend the hurricane season in New Zealand.

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PACIFIC JET NEWS

WITH ROBERT OTTAWAY TO SOHO, THE UNSQUARE MILE

Soho has a raffish reputation, largely because it is so obviously devoted to the pleasures of eating, drinking, and entertainment—and a square mile appealing to the senses does not give it much hope of respectability. But it is a unique part of London with a romantic history, and an illustration of one of Britain's better characteristics—its tolerant welcome for foreigners.

It has been reckoned that you can find representatives of more than a hundred different races working or living in Soho, and perhaps its most typical shop is a newsagent in Old Compton Street where you buy newspapers of five continents.

Traditionally, Soho is the area bounded by Oxford Street in the north Coventry Street in the south, Regent Street to the west, and Charing Cross Road to the east. But in recent decades its restaurants have spread to the north of Oxford Street—and they include such famous ones as the Greek White Tower and the French Etoile.

Yet however you define it, the off-centre heart is Soho Square, and it is here that the district's life began, when the Duke of Monmouth built himself a mansion in 1681 and established the area as one of the most fashionable in London and a favourite address for ambassadors.

It had been a place of fields and trees, undeveloped until this late date because it was a recreational retreat for the lords who lived in grand houses in the Strand.

That rural past, highly surprising when you look at its modern neon, is remembered in its name—for 'Soho' was the cry when you wanted to call off the hounds after a day's hunting.

Its European connections began very soon after. When the Edict of Nantes was revoked in 1685, a stream of French Protestants sped to safety across the English Channel and settled in Soho. It was the first of many small migrations, all of which may have helped to give this part of London its cosmopolitan stamp. Karl Marx lodged in Dean Street, brooding over its sins. Theodore, King of Corsica, dislodged from his throne, came and died in poverty, earning an epitaph from Horace Walpole. Poles, Hungarians, Italians, Swiss, Spaniards—all have arrived to add to the medley of accents and the variety of cuisines. The most concentrated group are the Chinese, who have turned Gerrard Street into London's Chinatown, a shopping place for the community.

Although Soho's character owes very little to any outstanding architecture—its best church, St Anne's, was gutted by bombing in World War II—there are many hints of past elegance. In the south-east corner of Golden Square, once crammed with noble houses but now the home of the woollen cloth trade, there is a solitary carved doorway of the 18th century. And the statue in its centre is of George II, togged out like a Roman.

Earlier houses come in a terraced row in Broadwick Street, and there are two good survivors on either side of Soho Square. In the square, where it joins Greek Street, is probably the district's finest single building, the House of St Barnabas, a charity that helps London's destitute and homeless. It occupies a mid-18th-century mansion, with carved woodwork and intricate plasterwork.

And Soho is haunted by literary and artistic memories. Because it has an ease of social contact and a freedom from convention, it has always attracted poets and scholars. At one time, Soho Square was the scene of the scientific get-togethers of the Royal Institution.

John Dryden, poet, lived in Gerrard Street. Canaletto came from Venice to paint London, and took rooms in Beak Street. Thomas Sheraton evolved his furniture in Wardour Street, now the business centre of the film industry, and William Hazlitt, critic, came to live in Frith Street.

Blue plaques on the wall mark the houses where the famous have slept,

Typical market scene in Rupert Street, Soho.

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and a little street named Manette, off Greek Street, recalls that Dickens sent the doctor to live here for the purposes of the plot of Tale of Two Cities.

Handy for theatres, especially the four in Shaftesbury Avenue, which bisects Soho, its restaurants are its chief attraction for visitors. Any guide to the best food in London will include more entries for Soho than for any other district, so it is a daunting business to make a choice among them. Some, like Kettner's and Gennaro's, have proud culinary traditions going back to Edwardian days; more recent restaurants, like La Terrazza, have come along to share in their popularity.

But perhaps it is the brisk bustle of its street life, its clamour of tongues, and its sudden switch of mood that distinguishes Soho from any other part of London. There is a vivid and noisy street market in Berwick Street, where office workers shop for their evening meals. There is the best jazz in London, at Ronnie Scott's, often given by celebrities like Oscar Peterson or Stan Getz. Above all, it doesn't go to sleep till the early hours of the morning, when the last stragglers are disgorged from the cabarets.

The Duke of Monmouth, who began it all, is merely remembered now by a small street. His house was destroyed, and the aristocrats moved west.

More British Airways-BOAC Jumbo Services

British Airways-BOAC is to increase its 747-jumbo jet services from Australia to London from six to eight a week when the airline's new schedules start on October 28.

There will be daily flights from Sydney to London—all by 747 except on Mondays which will be by VC10.

Melbourne 747 flights to London via the Orient will be increased from two to five a week, plus one VC10. These are in addition to the five VC10 services to London via Nadi, Honolulu and Los Angeles, which will continue as at present.

Brisbane services will be operated by VC10s, twice weekly. They will originate from Brisbane and will be the only air services linking the Queensland city with London. Both flights will call at Darwin.

Down by the Riverside: Pubs and Laughing Voices

By WILLIAM INGLIS

When friends come for the first time to Richmond, I usually take them on a guided tour—a not-too-arduous walk round. for in any metropolitan area, there can't be many pleasanter places to live.

It's so near to London: "VIII miles from Hyde Park Corner" says an old milestone. Visitors to London should escape there for a while.

They will find "countryside", a stretch of river with a seaside atmosphere, and an old town with many fine buildings, a long history of royalty and riches, an attractive old theatre, an international range of restaurants, and one of the finest views in England.

First there is the Green, a few minutes' walk turning left outside the railway station. The immediate impression is of a village green criss-crossed with paths. In the centre is the cricket square. If the sun is shining, deckchairs will be out, and there may be a match in progress.

A second longer look at the Green's tall terraces, its trees and its spaciousness, and it becomes too stately for a village. You can feel yourself in the 18th century among the Queen Anne and Georgian houses. Just off the Green are lanes which are a magnet for lovers of antiques and bric-a-brac.

In the south-east corner, pleasant and leafy, is the Little Green, facing the splendidly ornate Richmond Theatre. The original "Theatre on the Green" was built in the north-east corner around 1765 and the present one—recently equipped with comfortable new seating—in 1899.

Sometimes it has the excitement of a pre-London try-out. After the show, round the corner in the Cobwebs you can often rub shoulders at the bar with people you have just seen on the stage.

On the west side of the green is the imposing and elegant Maids of Honour Row, built in George I's time for ladies of the Court. Next to it is all that remains of the Old Palace, built by the first Tudor, Henry VII, around 1500. In those days

The Watermans Arms, Water Lane, Richmond.

the Green was part of the Palace grounds, a scene of pageants, revels and jousting.

An archway facing the Green still bears the time-worn arms of Henry VII. Behind it a peaceful courtyard leads out to Old Palace Lane, where once-humble cottages are now much-sought-after residences. Down the lane is the Thames. Turning left along the towpath is an inspiring view of the handsome, five-arched, 18th century Richmond Bridge with the Terrace Gardens and Richmond Hill heaped handsomely behind it.

A stroll along the towpath is like being at the seaside. Pleasure steamers and boats for hire. Deckchairs and ice cream. Pubs with open court-

yards and laughing voices. Much ado about very little as the world and his wife and family escape from the big city.

Underground trains from the centre of London take just over half an hour, and fast trains from Waterloo main-line station only 15 minutes. But if there is time to spare, the happiest way to do the journey is to take the 2½-hour pleasure steamer trip from Westminster Bridge.

The journey from Westminster takes in the winding Boat Race course from Putney to Mortlake where brawny young men from Oxford and Cambridge meet every year in lung-bursting challenge.

Up the river from Richmond to Hampton Court, by Teddington Lock and Kingston, is a restful vista of gardens sloping gently to the river-side, creeks almost hidden by weeping willows and craft to match all pockets bobbing gently at their private moorings.

Beyond the landing stage grassy stretches of riverside invite soporific sunbathing, and, on the other side of the towpath, a passage under Petersham Road leads to the Terrace Gardens, where the colourful cultivation and the splendour of the views seem to ease the climb to Richmond Hill. Many stop at a tearoom halfway up.

The Terrace at the top is a broad promenade offering the famous and much-painted view of the Thames as it sweeps majestically round a tree-laden bend. On a clear day you can see six counties, they say though I have never tried to count them.

From the "seaside" to the "countryside" Richmond Park, a vast green expanse first enclosed by Charles I as a hunting ground, still a royal park, with red and fallow deer running free in its 2,358 acres. Fourteen miles of its roads are open to motor traffic (speed limit 30 mph), but the Bailiff of the Royal Parks has steadfastly refused to open up the central roads. So the park has large areas where people can walk in peace away from their cares, and even when it is invaded at weekends, they can still find solitude.

NEW BA/ANZ DEAL FOR THE PACIFIC

British Airways-BOAC and Air New Zealand have signed a commercial agreement aimed at improving vastly the two carriers' ability to attract a larger share of the rapidly expanding traffic between New Zealand and the UK.

Representatives of both airlines met recently in London to discuss ways of exploiting the new pact which will also, it is hoped, increase market shares of South Pacific traffic in general for both airlines.

Under the agreement each airline will promote the connecting services of the other between London and New Zealand via the USA. Air New Zealand now has daily services into Los Angeles from New Zealand which connect with BOAC services to London.

These include the three direct Los Angeles-London services a week which BOAC introduced in April and which will be increased to a daily frequency in May next year.

With the introduction of the new low fares between New Zealand and the UK, traffic on the route has been increasing at a rate of 50 per cent a year.

Mike Osborn, marketing manager Western Routes, said after the meeting: "There are no signs of this increase in traffic stopping and we are delighted to have reached this agreement which, I am sure, is going to be a great mutual benefit to both BOAC and Air New Zealand.

"It is important to both airlines to win as much of this new market as we can and this is a positive step towards doing just that. We could not have wished for a better partner on this route."

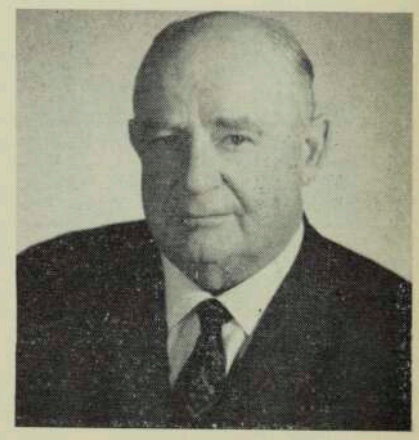
THE NAME OF THE GAME! It had to happen some time! With all that vast network of routes around the world who else could BOAC appoint to be their man in Peking but—Chris Cross. And for extra measure, guess who is district sales manager in Cairo —Mr Kamel.

Sir Keith: stepping down

Air New Zealand chairman becomes IATA president

Sir Geoffrey Roberts, chairman of Air New Zealand, is to succeed Sir Keith Granville, deputy chairman of British Airways, as president of IATA.

Sir Geoffrey will take over the presidency at the opening session of the 29th annual general meeting of IATA in Auckland on November 12.



Sir Geoffrey: taking over

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British Airways - BOAC PACIFIC JET NEWS

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COMING EVENTS IN BRITAIN

Some highlights of the next few months

December

1 **National Cat Club Show** Olympia, London.
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.
30 **National Student Drama Festival** Cardiff, to 4 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.
15 **English Folk Dance and Song Society Festival** Royal Albert Hall, London, and 16 February.
16 **Rugby Football: England v Ireland** Twickenham, Middlesex.

March

4 **Celebrations for the 150th Anniversary of the Foundation of the Royal National Lifeboat Institution** various venues in Britain, to 7 January 1975.
5 **Daily Mail Ideal Home Exhibition** Olympia, London, to 30 March.
12 **Spring Antiques Fair** Chelsea Town Hall, London, to 23 March.
16 **Rugby Football: England v Wales** Twickenham, Middlesex.
16 **Matthew Flinders Bicentenary Festival** Lincolnshire, to May.
30 **Horse Racing: Grand National** Liverpool, Lancashire.

April

20 **Royal Scottish Academy Exhibition** Royal Scottish Academy, Edinburgh, to 4 August (provisional).
24 **International Dairy Farming Event** National Agricultural Centre, Stoneleigh, Kenilworth, Warwickshire, and 25 April.

May

4 **Royal Academy Summer Exhibition** Royal Academy, London, to 29 July.
9 **Royal Windsor Horse Show** Home Park, Windsor, Berkshire, to 12 May.
11 **Rugby Football: Rugby League Challenge Cup Final** Wembley, London.
22 **Chelsea Flowed Show** Royal Hospital, Chelsea, London, to 24 May (Private view—21st) (provisional).

June

5 **Horse Racing: Epsom Summer Meeting** Epsom, Surrey, to 8 June (provisional) (The Derby—5th; the Oaks—8th).
15 **Tennis: Wightman Cup: Ladies' International: G.B. v U.S.A.** Wimbledon, London, and 16 June.
18 **Horse Racing: Royal Ascot** Ascot, Berkshire, to 21 June (provisional).
21 **Bath Festival** Bath, Somerset, to 30 June.
24 **Lawn Tennis Championships** Wimbledon, London, to 6 July.

July

10 **Royal Tournament: Displays by the Armed Forces** Earls Court, London, to 27 July.
26 **County Landowners Association Game Fair** Stratfield Saye, Hampshire, near Reading, Berkshire, to 27 July.

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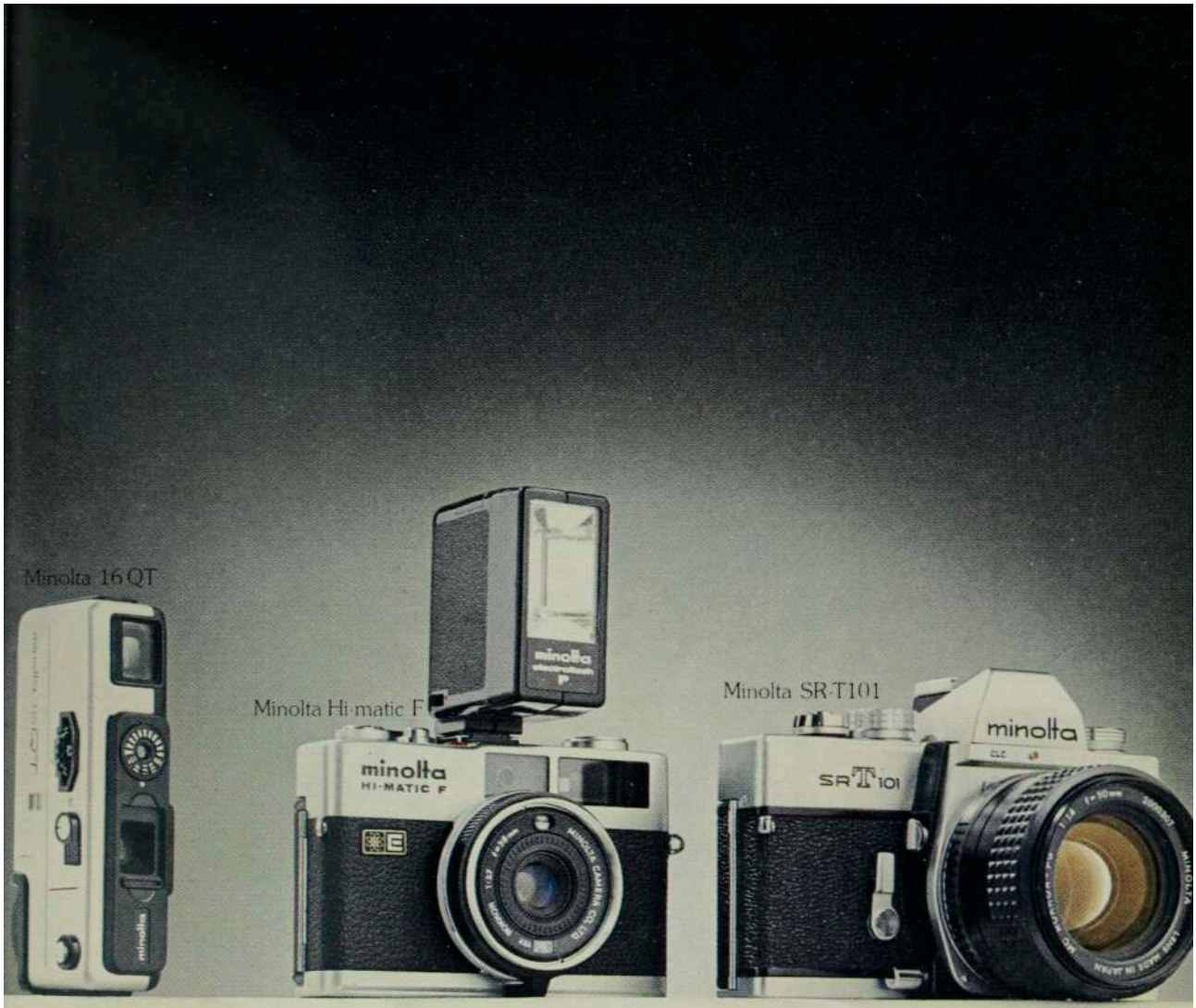

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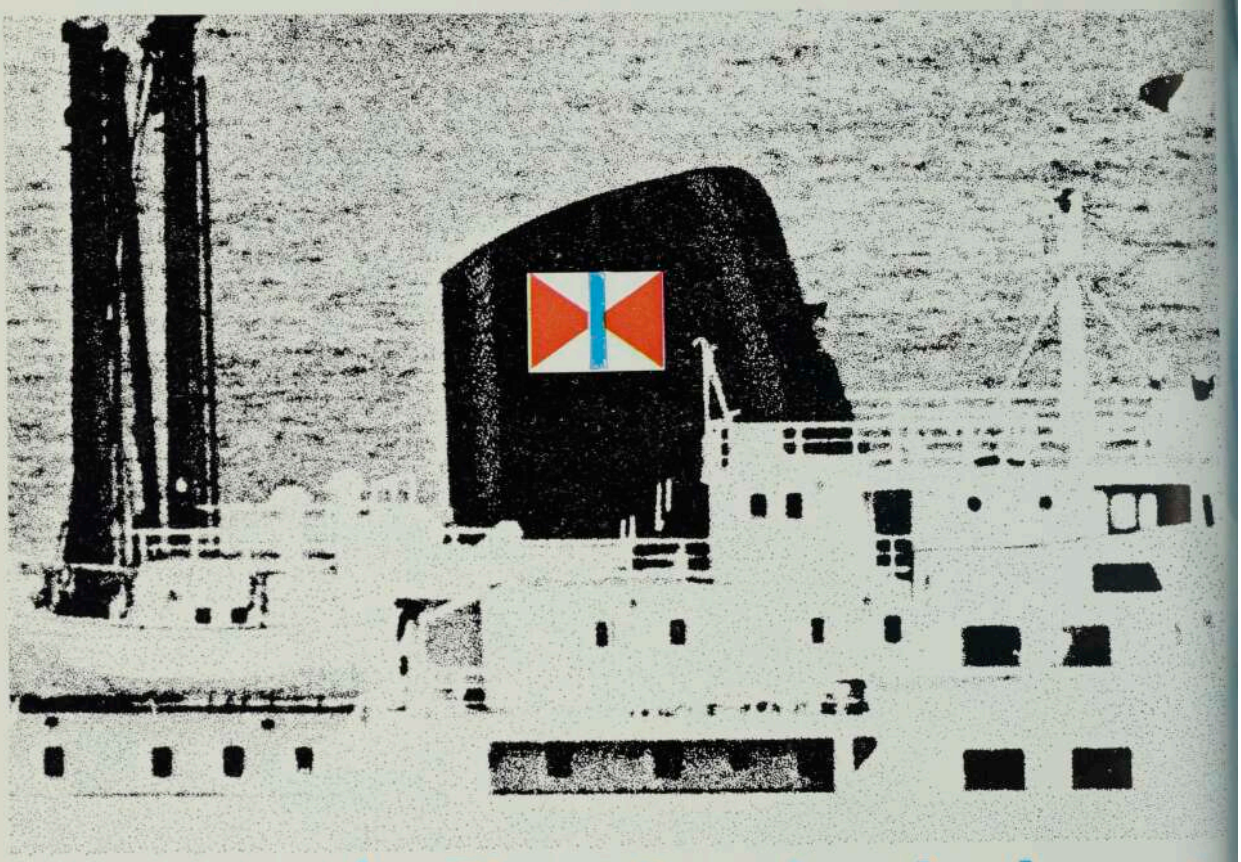

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Business and Development

ANZ REVALUATION HITS ISLAND FAMILIES IN THE BREADBASKET

The New Zealand (10 per cent) and Australian (five per cent) revaluation of currencies on September 9 had the immediate effect of sending up the cost of imported food in a number of Pacific countries and territories already battling hard to combat the world-wide problem of inflation.

Overall the effects were varied. Fiji had something of a "mixed grill" as it announced at the same time that preferential tariffs were to be abolished in January, 1974, in favour of a single line tariff. And on September 10, Fiji revalued its currency by five per cent to offset higher prices for a number of key commodities and appliances it imports from Australia, her biggest supplier.

Papua New Guinea was in a cleft stick as it operates within the Australian monetary system. PNG trade with Australia was unaffected. Primary producers will now receive less for their goods which are sold to the US, the UK, Europe and Japan. Copra and cocoa planters are enjoying high prices at present, although lower than those of three months ago. Coffee and rubber prices are fairly good, but the tea market is depressed, and the revaluation is another knock to growers.

On the importing side, Papua New Guinea will pay less. Two of the main suppliers, apart from Australia, are Japan and the UK.

Bougainville Copper, overall, will probably gain from the revaluation. A gain of five per cent on loans of about $203 million is worth more than $10 million to the company. Shipment and treatment charges, paid in US dollars, mean another saving. The sales contracts are written in US dollars which, theoretically, means a drop of five per cent in earnings. But a forward cover for six months at pre-revaluation prices will offset much of that loss.

New Caledonia and the New Hebrides which are big customers of Australia, now have to pay more for imports, or cut them to the same monetary value which operated before revaluation.

Fiji has been struggling hard to combat galloping inflation, particularly in food prices. That was one of the country's reasons for abolishing the preferential tariff as a number of importers found they could land food more cheaply from the US, than Australia and New Zealand.

By revaluing five per cent Fiji wiped out any possible adverse effect on imports from Australia; but it is still five per cent worse off in relation to New Zealand, from where it draws most of its meat, and a proportion of butter, cheese and ghee.

The tourist industry will suffer to some extent. There will be no change for Australian tourists, regarded as the biggest spenders, but Americans will have to pay more, which may cause them to look elsewhere. New Zealanders will have cheaper holidays in Fiji.

The Cook Islands will be unaffected in trade with New Zealand. Western Samoa, too, will not be affected much in dealings with NZ, but will have to pay more for Australian imports.

Tonga will have to pay more for imports from Australia and New Zealand, which are two big suppliers. French Polynesia has been attracting a growing interest from Australian and New Zealand exporters, and will have a bigger import bill with those countries.

Mr Julius Chan, the PNG Finance Minister, said the Australian dollar had, in effect, been devalued by more than 5 per cent since February because it was tied to the US dollar. The latest move merely redressed some of the effective devaluation.

The prices of most of PNG exports were much higher than a few months ago. The revaluation would cause problems to one or two industries, but the government would keep those problems under review.

A. Samoa may get refinery

A $US300 million oil refinery is a possibility for American Samoa. Governor John M. Haydon is against it as an environmentalist, but as an administrator he has to consider the impact of a refinery on the territory's economy. The Office of Samoan Affairs will be asked to find out from the people just what they think about it.

Should the project go ahead it will eliminate Samoa's dependence on the United States for money. A Texas firm, Guam Oil Refining Co, has in-

Land buyers lose in New Hebrides

Joint legislation by the British and French resident commissioners in the New Hebrides to control land speculation by refusing applications for sub-dividing land has been upheld by the French National Court sitting at Vila.

The court rejected an application by Mr Martial Huguet, of Santo, for a declaration that the legislation was invalid. Mr Huguet, who was also refused damages by the court, bought a block of land at Hog Harbour from the Hong Kong-based company Lokalee Limited. After paying for the land, he found that the title deed would not be registered by the Registrar of Land Titles because the land was part of a section for which sub-division was refused by a decision of the resident commissioners made on January 19 this year.

Mr Huguet agreed on January 30, 1969, to buy the land from Lokalee. The company applied on June 27, 1972, for sub-division approval and this was refused on January 19 this year.

Under the regulations, the Resident Commissioners have rejected applications for six major sub-division schemes involving 5,500 acres at Lokalee, Cape Queiros and Palekula on Espiritu Santo.

Other buyers have indicated that they would challenge the validity of the legislation in the British High Court in London.

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dicated it would like to go ahead with the refinery as soon as possible.

Some of the benefits would be:

- Employment for 1,500 for two years;
- Permanent employment for 300 to 400;
- Revenue of about $14.6 million a year.

The plant would be able to refine 200,000 barrels a day. An offshore pumping station for tankers of more than 250,000 tonnes would need to be constructed a mile from the coast between Leone and Vailoatai. The company would be expected to construct a $1.5 million boat harbour facility at Leone, not only to serve tankers, but to provide a terminal for inter-island vessels. As a side benefit, this would cut nearly one-third off the run to Western Samoa.

Also to be considered in the plan is a fair rent for 900 acres of land involved, crop losses and the relocation of people living in the area. Only a small area of the land would be used for the plant. The remainder would be used for offices, warehouses, water treating basins, and a large tank farm. Some would be held for future use.

Under American Samoa law the land can only be leased for a maximum of 30 years, with an option to renew.

BUYING BACK THE FARM . . .

By HARRY JACKMAN

Next to inflation, buying back the farm continues to be the big economics issue in Canada, Australia and several other industrialised nations. It is, or soon will be, a very hot political potato in those Pacific countries where foreign interests own and/or control the greater part of industry, commerce and banking.

Papua New Guinea, with its widening trade deficit and the likelihood of less liberal external grants, has a growing need for capital investment if anything like the economic growth rate of the last decade is to be maintained.

The present coalition government knows this. In December, 1972, the Chief Minister, Mr Michael Somare, said that foreign investment and self-employed New Guinean businessmen are the backbone of the economy. The retention of the 'mixed' economy is indicated by the Improvement Programme, the new economic plan announced last March, but there are to be considerable changes in its structure.

To quote the first of the programme's eight basic aims, there is to be "a rapid increase in the proportion of the economy under the control of New Guinean individuals and groups, and in the proportion of personal and property income that goes to New Guineans".

New Guineans are currently receiving no more than 36.4 per cent of monetary sector income and, unless they gain a growing share in ownership, this percentage must decrease as technological progress requires increasing capital-intensity in just about every industry. Therefore, it is not surprising that the Minister for Finance, Mr Julius Chan, praised the Investment Corporation Fund of Papua New Guinea's first share issue on September 1.

The investment corporation itself, a statutory body, began in 1972 to acquire equity in locally-based large enterprises on behalf of New Guineans. The corporation now has holdings valued at $10.3 million. The fund, which it has set up and manages, will use the money it receives from its shareholders to buy

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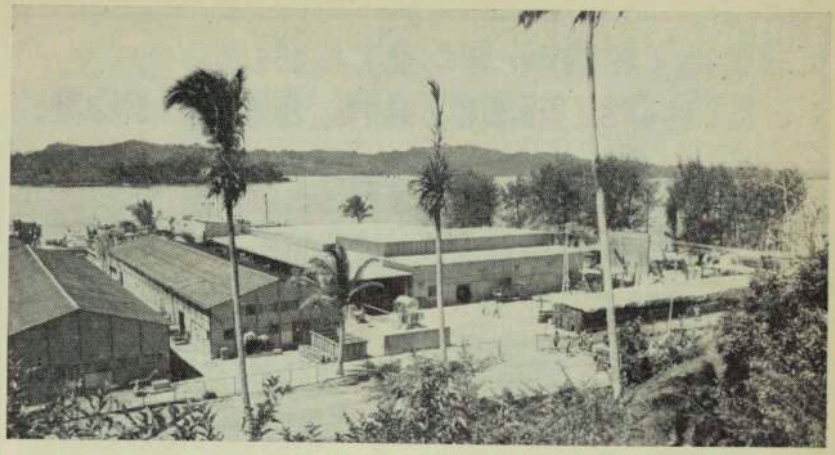

—Photos: BSIP Information and Broadcasting Services.

On right is the Solomons new Taiyo fish factory and shore base at Tulagi. The cannery is on the left, with the freezer, cold storage and ice-maker at centre. The two men on the left are newly-trained fishing masters Simon Tomisina, of the Shortlands (left) and Philip Mamu, of Malaita.

quity investments already acquired y the corporation. Among these are 6 per cent of equity in Burns Philp NG) Ltd, 35 per cent in Commonwealth New Guinea Timbers Ltd, 0 per cent in John Lysaght (NG) td and 45 per cent in Watkins roperty and Investment Corp Pty td, giving a spread over several ndustries.

The first issue of one million hares, each of $1 par plus 5 per cent e, is only available to New uineans. Not only individuals but lso councils, co-operatives, religious odies and other groups are expected subscribe in what the corporation's hairman, Mr E. S. Owens, regards a medium-term investment. Shares e offered in minimum parcels of 00, and shareholders may sell their oldings back to the fund or to other ew Guineans. It is hoped to pay a ividend of at least 8 per cent.

In the past, New Guineans have rely responded to offers of equity enterprises floated or controlled expatriates, and where they have one so, they have often lost their oney through chicanery or mis-anagement not of their own making. he investment corporation fund, a nit trust with minimal risk, will be good pointer to current investment titudes among the people.

Some observers believe that arm's-ngth investment in ventures owned d managed by New Guineans in eir own district have a greater peal than a unit trust, and see a ed to give such ventures priority seeking the people's money.

None will, however, surely fail to cognise the ICF's first share issue a most significant step towards fective control by New Guineans er the economy of their country.

. . . AND SELLING IT OFF

From a Honiara correspondent

Bicycles on Tulagi from October 1 must have seats, bells, brakes and lights and their riders must begin obeying traffic regulations. Three policemen were sent to Tulagi to open a post early in August.

In these two small moves are the signs of Tulagi joining once more the mainstream of Solomons life, after being a backwater since the destruction of the pre-war capital during the Japanese invasion.

The Japanese brought Tulagi's destruction, and now bring it boom times with the building of the Solomons' biggest factory, the Solomon Taiyo Limited freezer, cold storage, canning and arabushi (smoke-dried fish) base, the first to be built since the government and Taiyo agreed to the go-ahead less than a year ago.

The police and new bicycle laws follow the increase in heavy traffic, population and—as yet minor—evils of industrialisation. The traffic regulations, by the way, are operative only in Honiara, Auki on Malaita, Gizo (Western District) and on tiny Tulagi which is only three miles around with less road than that.

Sleepy Tulagi's fine, safe harbour, which brought to it the government slip-way and the R.C. Symes slipway, also made it Taiyo's almost automatic first choice after Honiara, since the government was keen to decentralise the skipjack fishing industry as much as possible. If the fish can be found, other shore bases might follow, but this probably depends on the results of trials in fishing methods other than the present pole and line and, thus

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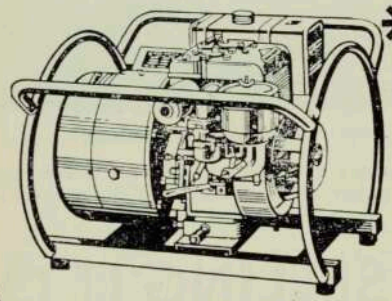

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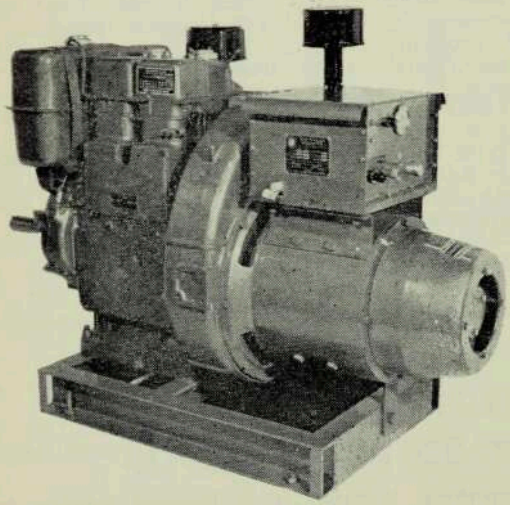

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The BSIP has a 25 per cent interest in the cannery as part of an agreement made with Taiyo in November, 1972. The government has the option to buy up to 24 per cent more of the shares.

Taiyo has invested about $1 million. When the factory is fully operational it will employ a staff of 150, producing 1,000 cases of 48 227 g (½ lb) cans a day. It is expected to be working near peak capacity at the start of 1974. At present it is producing at the rate of 100,000 to 150,000 cases of 48 227 g cans a year.

That amount caters for about one-third of the catch. The remainder, frozen, will go to either Japan or American Samoa for canning. Some of the catch may be sold in the BSIP, depending on distribution arrangements. Overseas marketing will be handled by Tokyo companies. Special arrangements will be made for the Pacific if there is a demand.

on a new agreement between Taiyo and government.

At present, Solomon Taiyo is restricted to 30,000 tons of skipjack a year, but nobody is saying whether that much is being caught. All the indications are that it is not, although catches would have to be far below that to interfere with the profitability of the joint venture.

The opening of the factory was quite a day. Taiyo chartered half a dozen small ships to take its invited guests over in comfort, with particular government officials going on the showpiece Shinpo Maru, crewed virtually by Solomon Islanders.

Large flags of all nations filled the boulevarde between the freezing and cold storage works and the nearly finished canning factory with its mixture of new and second-hand Heath-Robinson devices. A few small piles of cans, shiny-gold inside, were lying near the machines to give people some idea of what would happen. Taiyo officials later told how 150 people would shortly set the cannery into steaming, clattering life.

The biggest thrill of this carnival day for Solomon islanders was to dash from the 87 degrees Fahr outside air through the freezer doors, a rubber curtain, a completely fogged up ante-room, then another rubber curtain into the huge cold-storage room—minus 19 degrees. Sweaty clothes helped the impression enormously, and some came hurtling back out through the curtains.

Afterwards, there was a feast of

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local and imported foods laid out on tables 30 yards long under heavy yellow plastic sheeting. All the food and drink disappeared very rapidly with the dozens if not hundreds of gate-crashers, but nobody minded too much. Naturally, the beer was good and cold and everyone enjoyed themselves.

Besides, there were the celebrations at Taroniara on the main island of Gela, for the Diocese of Melanesia's Sister Christine Woods who was celebrating her 40th year in the Solomons with the honour of a revived custom dance in which she appeared as the long-gone Queen of Gela (the Florida Islands). Sister Woods was Matron of the Central Hospital for 10 years, then "retired" to the service of the Anglican Mission where one of her self-appointed tasks was the care of pioneer missionary Dr Charles E. Fox until he finally returned to his New Zealand home at the age of 94 in March this year.

Gela had not been so lively in a long time.

Fiji's multi-million dollar land deal

Some of Fiji's best cattle country, at Navua and Naitonitoni, about 30 miles west of Suva, has changed hands. W. R. Carpenter (South Pacific) Ltd will receive $4.2 million over three years for the Naitonitoni land, held in the name of Morris Hedstrom Ltd, and for their 54 per cent share of the Fiji Pastoral Co's land at Navua. The remaining 46 per cent in the Fiji Pastoral Co was held by private shareholders. One of these was Mr J. M. Hedstrom, a Carpenter director whose interest was 25 per cent.

The purchaser was Property, Development and Agricultural Co of Fiji Ltd, which, according to Mr Charles Scott, whose company, International Lands Developments Ltd, was agent for the transaction, is owned mainly by local businessmen.

The transaction involved the 5,818-acre Fiji Pastoral Co dairy and beef cattle farm on the western side of the Navua River, and 1,048 acres at Naitonitoni, between Navua town and the Navua Hills. The Naitonitoni property has a long beach front.

Mr Lyle Cupit, managing director of the Carpenter group in Fiji said the $4.2 million would finance further development of the group's operations in Fiji.

Castaway Island resort on Qalito Island in Fiji's Mamanuca group, has been bought by a Hong Kong Company, Castaway Resort Ltd, for $1 million. The resort was built 14 years ago by Sydney businessman Mr Richard Smith.

A number of other Fiji properties have sold at high prices recently. Overseas buyers have paid from $300,000 to $412,000 for three 1,500 to 2,000-acre coconut plantations in Taveuni, and $550,000 for 437 acres of freehold land at Momi Bay on the south-west coast of Viti Levu. Another property near Momi was sold to three Californian investors for $461,000.

Strike trouble for Nauru Centre

Construction on the 51-storey Nauru Centre in Melbourne has fallen behind schedule through a dogmen's strike which has hit all the city's major high-rise building projects. It now seems certain that the first tenants will not move into the lower sections of the Nauru Centre tower until early next year, rather than in November or December as had been planned originally.

The strike followed rejection of a claim by 50 dogmen—the daredevils who swing at the end of cranehooks manipulating loads—for a 30 per cent increase in pay. This would have brought them into line with crane drivers who make $A135 for a 40-hour week, but often double that with their overtime earnings.

The main problem for Nauru is that the strike may result in their having to adjust the project's cash-flow. For every week the cranes aren't working (the crane drivers went on strike in support of the dogmen's claim) it is costing Nauru about $A13,250.

Before the strike the project was running slightly ahead of schedule. It is doubtful that the time lost through the strike will be made up, although the vague mid-1975 completion date talked about by Nauru government officials still seems well within the bounds of possibility.

The other question-mark hanging over the whole project is the escalation of building costs. When the project began it was estimated that it would cost $A30 million, but if inflation runs at 10 per cent over the next two years the total cost is more likely to be $A36 million to $A37 million.

Fiji shops out of sugar

Sugar is Fiji's number one industry, but for weeks the country's shop shelves were sugarless.

Just before the beginning of the annual cane crushing season, local supplies of Fiji-produced sugar often run short, but there is usually enough to get by if consumers do not panic, and shelves are re-stocked as soon as crushing begins.

This year, however, a three-week strike by the Fiji Sugar and General Workers' Union caused a real shortage. Some local sweets and soft drinks manufacturers had to cut production because their stocks ran out, and a brewery nervously watched its supplies dwindle dangerously low.

Disgruntled consumers complained: "First rice was unavailable. Then there was no flour. Now we can't buy our own sugar." Long-awaited shipments of flour, sharps and rice relieved the shortage of these

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basics, but sugar remained in short supply until well after the 2,700 strikers went back to work.

In spite of the inconvenience, and the high cost of buying imported castor or lump sugar, most people sympathised with the strikers.

They opposed the idea of the government stepping in as it had in a strike of airport workers at Nadi, when it recruited volunteer labour to replace those who walked out.

They felt such a move would aggravate the situation and wreck the mills. Certainly, the mill workers did skilled jobs.

Most believed the union was justified in its claim for an increase from 40c to 50c an hour, and felt the award of 3c handed down by the chairman of the Prices and Incomes Board, Dr Norman Ross, the sole arbitrator was miserably small.

The strike cost $330,000 in lost sugar exports, the Minister for Agriculture, Mr Doug Brown estimated.

This money now comes out of Fiji's pocket, not some overseas-based private company.

Harbour study in the Cooks

Engineers recently visited Atiu Island in the Cooks to study the possibility of establishing a harbour. In the team with New Zealand public works engineers Don Haliburton and Donald Matheson were Colonel J. Harman, chief engineer in the NZ Army, and Squadron Leader R. Padamson of the RNZAF.

The two defence department engineers also inspected the airstrip on Atiu to see how much work would be necessary to make it capable of carrying C-130 Hercules aircraft. If the strip can be strengthened adequately it is thought army engineers, explosives and heavy equipment could be flown in.

● Credit for a gift of $60,000 for a chair of administrative studies at the University of Papua New Guinea was given by PIM (Sept, p 43) to the tobacco firm of W. D. & H. O. Wills (Aust) Ltd. In fact charity began at home. The giver was its relation, Wills (PNG) Ltd which employs more than 400 Papua New Guineans with less than 10 expatriates.

● Wuvulu Holdings Pty Ltd is advertising one acre beachfront blocks on Wuvulu Island, PNG, for $10,000 in Sydney newspapers. The company was formed in 1970 to develop the island as an exclusive retreat.

Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Australian dollar (September 17) equals New Zealand, $1.0094 (buying), $1.0054 (selling); Fiji $1.1715 (buying), Western Samoa. T0.9093 (buying); US, $1.4900, $1.4850; UK, 61.7856 np, 61.3308 np; French Pacific 116.73 (buying), 114.95 (selling) 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 per metric tonne, delivered main ports, were: hot-air dried, $200; FMS, $197; smoke-dried, $195.

FIJI:—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Prices recently were: 1st grade, $258.50; 2nd grade, $248.50; CAS, $227.25.

WESTERN SAMOA: — The board makes payments to producers through its agents—local firms—and sells the copra on the open market with a portion to Abels Ltd., NZ. Recent prices per ton fob: 1st quality, $123.50; 2nd quality, $109.50.

TONGA: — All copra is sold to the board which sends it to Europe and the open market. Recent prices to growers were T$198.40 1st grade, and T$186.40 2nd grade, per ton. Per coconut 2.5 seniti.

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: hot-air-dried, $165; smoke-dried, $151 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 August 30 was $90. Marseilles 134 French francs (per 100 kilos) September 7.

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 $NZ177.09 1st grade, hot-air dried, $NZ175.27 1st grade, sun-dried, and $NZ173.90 standard grade.

US TRUST TERRITORY: Price per short ton $US 112.50 (grade 1), $US 102.50 (grade 2), $US 92.50 (grade 3), delivered district centres; $100.00 (grade 1), $90.00 (grade 2), $80.00 (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.

'Bird's eye' (under ¾ in.) sun-dried, FAQ Grade Raba Raba, up to 30 cents per lb (Eastern Papua). Other grades are Long and U/FAQ 15-19 cents per lb.

COCOA.—Islands rates are based on Ghana prices. Ghana price on September 17 (July/September shipment) was spot £stg 677 ton, c.i.f.; UK, Continent.

September 18. In store Rabaul, export quality, $890 per ton delivered ex wharf Sydney $980.

Solomons.—Delivered to Agriculture Dept. offices in Honiara and Auki 25 cents per lb. dried beans first grade, 20 cents second grade.

COFFEE.—PNG: Good quality, A grade, 45c per lb; B grade, 42c, C grade, 40½c, Y grade, 39c (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.

PAPUAN GUM DUMAR.—Steamships Trading Co Ltd, Samarai, quotes $A200 per long ton FOB Samarai.

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. del. 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 kilo bags, $128.00 per metric tonne. Vitamin enriched white, 25 kilo bags, $141.50 per metric tonne, all f.o.w. Sydney/Melbourne. **Pacific Islands: Calrose med. grain, white, 56** 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 RSS (Malayan cents a kilo f.o.b.), July, 191.00-149.00; August, 185.50-165.00; September, 181.50-162.00.

SANDALWOOD.—New Hebrides, landed on the beach, Vila and Santo, $180 per ton "on consignment".

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

TROCHUS.—BSIP 7-10 cents per lb. Fiji 8-9 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 $7.40, c.i.f., Sydney Tonga.—$T4.20, f.o.b., Nukualofa; $T4.50, Melbourne.

UK, US QUOTES

COPRA.—LONDON, August 31, Philippines, in bulk, $US394.82 per long ton, c.i.f.

EXCHANGE RATES

FIJI.—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank. Sterling £ on Fiji $, buying £1 = $F1.8675, selling £1 = $F1.8925. Aust. $ on Fiji $, buying $A0.8536 = $F1, selling $A0.8708 = $F1.

WESTERN SAMOA.—Through Bank of Western Samoa, controlled from NZ, $WS. Tala 1 = $A1.0997 (buying), $A1.1170 (selling).

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

FRENCH PACIFIC COLONIES.—Pacific francs (CFP) are used in New Caledonia, New Hebrides (Jointly with Australian dollars), Wallis and Futuna Is., and Fr. Polynesia. French Bank, Sydney, on September 18, quoted: Selling, Noumea and Papeete, Pac francs to the $Aust., 114.10 (commercial—export and import transactions), 115.78 (financial)—nearly all other transactions. Paris-London: Buying 10.2500 francs go the £ (commercial); 10.4200 francs to the £ (financial). Also £ = 186.2727 (buying), 186.0909 (selling) Pac. francs; 5.50 CFP to 1 metropolitan franc.

Banks should be approached for daily quotes.

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Shipping & Airways Information

SHIPPING

AUST. - WEST IRIAN

Karlander New Guinea Line operates cargo service every nine weeks from Sydney to Jayapura.

Details: Karlander (Aust.) Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301).

SYDNEY - NZ - FIJI/TAHITI - UK

Chandris Lines maintains a twice-monthly passenger service from Sydney via NZ, Suva or Papeete.

Details from Chandris Lines, 135 King Street, Sydney (28-2451).

Sitmar Line 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 the above ports. Passenger accommodation available.

Details from Karlander (Aust.) Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301).

Chargeurs Caledoniens operates two-weekly cargo service Sydney-Noumea.

Details: Hetherington Kingsbury Pty. Ltd., 37-49 Pitt Street, Sydney (27-1671).

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 liners 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).

Sitmar Line operates a South Pacific cruise programme to include the above ports plus PNG and the Solomons.

Details from Sitmar Line (Australia) Pty. Ltd., 22-30 Bridge Street, Sydney (27-4521).

AUSTRALIA - NEW CALEDONIA - NEW HEBRIDES

Sofrana-Unilines' ships call regularly at Melbourne, Sydney, Brisbane, Noumea, Vila and Santo.

Details from Sofrana-Unilines, 37-49 Pitt Street, Sydney (27-2031).

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)

AUSTRALIA - FIJI

Sofrana-Unilines operates Melbourne-Fiji monthly and Sydney-Fiji fortnightly.

Details from Sofrana-Unilines, 37 Pitt Street, Sydney (27-2031).

Nauru Pacific Line operates cargo/passenger service to Fiji and South Pacific ports.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Interocean Swire, 8 Spring Street, Sydney (20-522).

United Steamships Ltd. operates a monthly service Sydney/Suva and Lautoka.

Details: Hetherington Kingsbury Pty. Ltd., 37-49 Pitt Street, Sydney (27-1671).

AUSTRALIA - FIJI - TAHITI - MEXICO

Karlander (Aust.) Pty. Ltd. operates three weekly cargo services from Melbourne and Sydney for Suva, Lautoka, Papeete and Mexico.

Details from Karlander (Aust.) Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301); F. H. Stephens Pty. Ltd., 554 Flinders Street, Melbourne (62-3333); Burns Philp (SS) Co. Ltd., Suva and Lautoka.

AUSTRALIA - NEW CALEDONIA - FIJI - TAHITI

South Pacific United Lines have started this service again, following industrial trouble, to New Caledonia and the New Hebrides.

Details from France-Australia Holdings, 261 George Street, Sydney (241-2872/6).

AUSTRALIA - PNG - BSIP

Conpac Pacific Express (Burns Philp and AWP Line) operates three-weekly passenger-cargo service from Melbourne, Sydney and Brisbane to Port Moresby and Lae.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

New Guinea Australia Line's vessels operate from Sydney and Brisbane to Port Moresby, Lae, Rabaul, Kavieng, Honiara, Kieta, Gizo, Madang and Samarai.

Details from Interocean Swire, 8 Spring Street, Sydney (20-522).

New Guinea Express Lines with two ships operates three-weekly Melbourne Sydney, Brisbane, Port Moresby, 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, 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 - 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 make monthly round voyages from Melbourne, Sydney and Brisbane calling at Port Moresby, Manila, Hong Kong, Keelung, Kobe, Yokohama (Tokyo), and Rabaul.

Details from P & O Australia Ltd., 55 Hunter Street, Sydney (2-0317).

FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express (CNC, MOL, RIL) operates a three-weekly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaoshiung, Keelung, Hong Kong.

Details from Interocean Swire, 8 Spring Street, Sydney (20-522).

Royal Interocean lines operates monthly passenger/cargo service with three ships from NZ to Bangkok, Pt Kelang, Singapore, Djakarta to Fiji (alt. months) and NZ.

Details from Interocean Australia Services, 261 George Street, Sydney (2-0573); Burns Philp (SS) Co. Ltd., Suva and Lautoka.

FAR EAST - PNG - BSI - NEW HEBRIDES - NOUMEA - TAHITI - SAMOA

China Navigation Co's vessels operate a regular cargo service from Hong Kong to Rabaul, Wewak, Madang, Lae, Port Moresby, Honiara, New Hebrides, Noumea, Papeete and Samoa.

Details from Interocean 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 Interocean Australia Services, 261 George Street, Sydney (2-0573).

NORTH EUROPE - NEW CALEDONIA

Hamburg/Sued operates monthly cargo services from Dunkirk and Le Havre to Noumea, via Panama.

Details from Columbus Overseas Services Pty. Ltd., 333 George Street, Sydney (29-2101).

Messageries Maritimes operates five cargo services a month from north and Mediterranean European ports to Papeete and Noumea.

Details from Messageries Maritimes, 332 Pitt Street, Sydney (61-6664).

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JAPAN - GUAM - FIJI - SAMOA - N. CALEDONIA - N. HEBRIDES

Daiwa Line runs a monthly cargo service from Japan via Guam to Suva, Lautoka, Pago Pago, Apia, Vila, Santo and Noumea.

Details from Burns Philp (SS) Co. Ltd., Suva.

NEW ZEALAND - COOK IS.

Lorena, owned by Cook Islands Shipping Co. Ltd., operates three-weekly freight service between Auckland and Rarotonga with occasional calls at Aitutaki and Lyttleton.

Details: Silk and Boyd, Box 131, Rarotonga, or CIS Co., Box 448, Auckland.

NZ - FIJI - TONGA - SAMOAS - NIUE IS. - TAHITI

Union Steam Ship Co of New Zealand operates a fully containerised service Auckland, Suva, Pago Pago, Apia and Nukualofa every 14 days.

A service is operated Auckland, Tauranga, Lautoka, Suva, Apia, Nukualofa, Auckland approximately every four weeks.

Papeete, Niue, Pago Pago, Apia, Nukualofa, Auckland are serviced at 26 day intervals.

A weekly service is operated by the Company from Onehunga to Suva and Lautoka.

Details from any office of the Union Steam Ship Co., Fiji, Tonga, Samoa, Auckland.

NZ - NORFOLK - N. CALEDONIA - AUST.

USS Co. vessels operate 26-day cargo service Onehunga, Suva, Norfolk Is., Bundaberg, Onehunga.

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 to Vila and Santo; to Honiara and New Guinea; and 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 Agencies Ltd., P.O. Box 13-315, Onehunga, NZ. (Phone 663-918, 663-928).

NZ - TAHITI

USS Co. operates a 26-day service from Auckland 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, Suva and Lautoka 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, major PNG ports and Honiara, occasionally 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 Far Eastern ports and Guam to all major Micronesian ports, including Saipan, Yap, Koror, Ponape, Truk, Kusaie, Ebeye 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 to Sydney, Brisbane, Melbourne, Burnie, Auckland, Pago Pago, Papeete, Honolulu, Los Angeles, San Francisco, Vancouver and Pacific northwest ports. No passenger service.

Details from PFEL, 50 Young Street, Sydney (27-4272).

US - 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).

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 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).

US - TAHITI - SAMOA

Pacific Islands Transport 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 cargo/passenger service from Rarotonga to Tahiti.

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 to Mexico City via Nadi, Papeete and Acapulco.

SYDNEY - FIJI - TAHITI - CANADA

Qantas, with 707s, operates weekly service out of Sydney.

SYDNEY - FIJI - HAWAII - CANADA

CP Air, with DC8, operates twice weekly services out of Sydney.

SYDNEY - NZ - HAWAII - US

Air-NZ, with DC10's and DC8's operates from Sydney to Los Angeles, via Auckland and Honolulu four times weekly.

SYDNEY - NZ - TAHITI - US

Air-NZ, with DC8s, operates from Sydney to Los Angeles, via Auckland and Tahiti twice weekly.

SYDNEY - FIJI - HAWAII - US

Qantas operates four times weekly and return between Sydney and San Francisco via Fiji and Honolulu with 747Bs; 707s operate three times weekly and return to San Francisco via Honolulu. Additional 707 services Sydney/Nadi Tues. and Sat. and return.

BOAC, with VC10s, operates from Melbourne and Sydney to Los Angeles and return five times a week.

SYDNEY - FIJI - HAWAII

American Airlines, with 707s, operates three daylight flights from Sydney to Nadi and Honolulu and return.

SYDNEY or NOUMEA - US (via FIJI, NZ or TAHITI)

UTA operates out of Sydney three times weekly, and return.

SYDNEY - US (via N. CAL., FIJI, HAWAII)

PanAm, with 747s, arrives Sydney from Los Angeles, via Honolulu and Nadi three times weekly and leaves on return flight the same days.

PanAm, with 707s operates four days a week return trans-Pacific service out of Sydney to Los Angeles, via Noumea and Honolulu. Mon., Wed., Fri. flights to Australia go to Melbourne and return to Sydney the same day. Mon.

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 three times weekly; weekly 707 service on Sun. to San Francisco via Honolulu.

MELBOURNE - FIJI - HAWAII

American Airlines, with 707s, operates weekly daylight flights from Melbourne and return.

MELBOURNE - NZ - TAHITI - HAWAII - US

Air-NZ, with DC8s, operates weekly from Melbourne to Los Angeles via Auckland and Tahiti, returning via Honolulu.

NZ - AM. SAMOA - TAHITI or HAWAII - US

PanAm, with 707s operates out of Auckland via Tahiti three times weekly, and twice via American Samoa. Out of American Samoa, PanAm operates to the States three times weekly and out of Tahiti to the States four times weekly.

AUCKLAND - FIJI - HAWAII

American Airlines, with 707s, operates out of Auckland to Honolulu, via Nadi and return three times weekly.

NZ - FIJI - HAWAII - US

Air-NZ, with DC10's, operates weekly from Auckland to Los Angeles, via Fiji and Hawaii and returns same day.

FIJI - AM. SAMOA - HAWAII

American Airlines, with 707s, operates out of Honolulu to Nadi daily (two flights via Pago Pago), and from Nadi to Honolulu daily (two flights via Pago Pago).

AUSTRALIA-FAR EAST

SYDNEY - PNG - FAR EAST

Qantas operates a weekly 707 service from Brisbane to Hong Kong and return, and a weekly service from Hong Kong to Port Moresby and return.

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 - PERU

Air-France, with 707s, operates twice weekly Tokyo-Lima via Papeete, and return.

AUSTRALIA-PACIFIC ISLANDS

(For other schedules touching these islands see also trans-Pacific services).

MELBOURNE - NOUMEA - HONIARA - NAURU - TARAWA AND MAJURO

Air Nauru operates a twice-weekly service Melbourne-Brisbane-Noumea-Honiara-Nauru and return, using a Fokker F28 jet. Extra services are operated twice weekly to Majuro and fortnightly to Tarawa and return.

Details: Air Nauru, Nauru Government Office, 227 Collins St., Melbourne.

SYDNEY - FIJI

Air-India, with 707s, operates weekly Sydney to Nadi and return.

BRISBANE - HONIARA

Air Pacific, with BAC1-11 operates weekly Honiara to Brisbane and return.

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SYDNEY - LORD HOWE IS.
Airlines of NSW, with flying-boats, operates three times weekly return services from Rose Bay, Sydney, to Lord Howe.

SYDNEY - NEW CALEDONIA
Qantas and UTA operate Sydney to Noumea four times weekly and return.

AUSTRALIA - NEW ZEALAND
BOAC, with VC10s, operates weekly Sydney to Auckland and return.

SYDNEY - NORFOLK IS.
Qantas, with DC4s, operates three times weekly. More in holiday periods.

AUSTRALIA - PNG
TAA and Ansett, with 727s or DC9s, operate 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., via Cairns, Townsville, Mackay, Brisbane to Sydney. Tue., TAA DC9 Port Moresby to Honiara direct and returning same day. On Thurs., TAA Fokkers fly Townsville, Cairns, Port Moresby and return same day to Brisbane.
Ansett, with a DC9 and Fokker, operates Cairns - Port Moresby - Cairns - Townsville twice weekly.
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 and return twice weekly.

NZ - FIJI
Air-NZ operates a daily service to Nadi and return.

NZ - FIJI - AM. SAMOA
Air-NZ, with DC8s, operates to Pago Pago via Nadi and return twice weekly.

NZ - TAHITI
UTA, with DC.8-62, operates from Auckland and return twice weekly.
Air-NZ, with DC8s, operates twice weekly from Auckland and return.

NZ - NEW CALEDONIA
UTA operates weekly from Auckland on Sat. 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 leaves Auckland via Sydney for Singapore twice weekly and returns same days.

AUCKLAND - SYDNEY - HONG KONG
Air-NZ operates to Hong Kong from Auckland via Sydney twice weekly. Return service operates same day via Brisbane.

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 from Santiago to Papeete. Stopover Easter Is. each way.

FIJI - GEIC
Air Pacific, with 748s, operates from Suva to Tarawa via Nadi and Funafuti on Wednesdays and alternate Sundays and returns to Suva via Funafuti and Nadi on Thursdays and alternate Mondays.

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.

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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.
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Agence Maritime et Aerienne Caledonienne S.A. A.M.A.C., Noumea.
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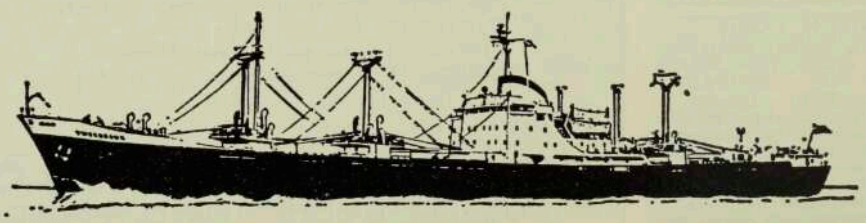

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FIJI - WESTERN SAMOA

Air Pacific, with BAC 1-11s, operates one service a week from Suva to Apia, returning the same day. This flight crosses the International dateline.

Polynesian Airlines, with 748s, operates three services a week.

PAPUA NEW GUINEA - SINGAPORE

Qantas, using 707s, operates weekly from Port Moresby to Singapore via Darwin and return.

WESTERN SAMOA - TONGA

Polynesian Airlines, with 748s, operates three services weekly from Apia to Tonga.

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, returning Mon., and the Friday service extending to Brisbane, with return Saturday. Flights depart Honiara on Mon., Wed. and Sat. for Suva.

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 weekly from Nadi to Rarotonga, via Apia (technical stop), returning via Aitutaki and Apia. These flights cross the international dateline.

HAWAII - AM. SAMOA - TAHITI

PanAm, with 707s, operates from Honolulu to Pago Pago five times weekly; to Tahiti direct twice weekly. PanAm, with 707s operates to San Francisco from Papeete via Honolulu twice weekly; to San Francisco via Pago Pago and Honolulu twice weekly. Papeete flights operate from San Francisco via Honolulu and Pago Pago twice weekly and to Papeete from San Francisco via Los Angeles four times weekly.

HAWAII - MICRONESIA - OKINAWA

Continental-Air Micronesia with 727s operates from Honolulu three times weekly via Midway (fuel stop only), Kwajalein, Majuro, Ponape, Truk, Guam and Saipan; weekly to Okinawa from Guam and Saipan.

NEW CALEDONIA - FIJI

UTA operates out of Noumea to Nadi and return twice weekly.

NEW CALEDONIA - NEW HEBRIDES

UTA, with Caravelles, operates five return services a week, out of Noumea to Vila.

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 Wednesdays.

PNG - SOLOMONS

Air Pacific, with BAC 1-11, operates Sundays Honiara to Port Moresby and Mondays Port Moresby to Honiara.

TAA operates DC9 and DC3 aircraft three times weekly. Tuesday aircraft leaves Port Moresby for Honiara returning same day for Port Moresby and continues to Cairns, Townsville, Mackay, Brisbane and Sydney. Twice weekly aircraft leave Rabaul for Honiara via Buka, Kieta, Munda and Yandina, returning following days.

TAA Fokker Friendship leaves Port Moresby direct for Kieta four times weekly and returns via Rabaul, Lae, Buka.

TAHITI - US

UTA, with DC10, operates from Papeete four times weekly.

PanAm with 707s, operates regular return services to San Francisco, via Los Angeles; to San Francisco, via Honolulu; and to San Francisco, via Pago Pago and Honolulu.

W. SAMOA - AM. SAMOA

Polynesian Airlines, with 748s, operates between Apia and Pago Pago twenty times weekly.

TONGA - NIUE - W. SAMOA

Polynesian Airlines, with 748s, operates weekly service from Tonga to Apia via Niue.

TAHITI - COOK IS.

Air Tahiti with Piper Aztec, operates charter service from Papeete to Rarotonga.

Details from Air Polynesie, P.O. Box 314, Quai Bir Hakeim, Papeete, and UTA offices.

INTERNAL SERVICES

FIJI

Air Pacific, with HS748s, BAC 1-11s and Herons operates regular services to Labasa, Taveuni, Nadi, Suva and Savusavu.

Fiji Air Services, with Britten-Norman Islander and Beechcraft Baron aircraft, operates services to Castaway and Plantation village resorts, The Fijian hotel, Korolevu Beach hotel, Flagship Beachcomber hotel, Levuka, Lakeba, Vatukola. 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.

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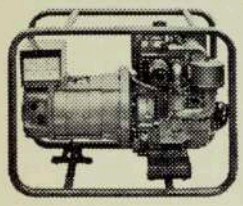

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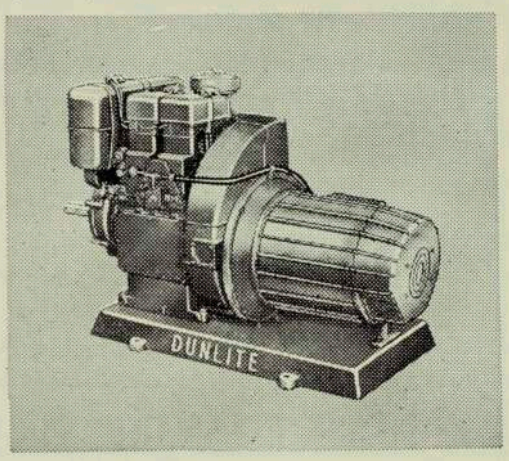

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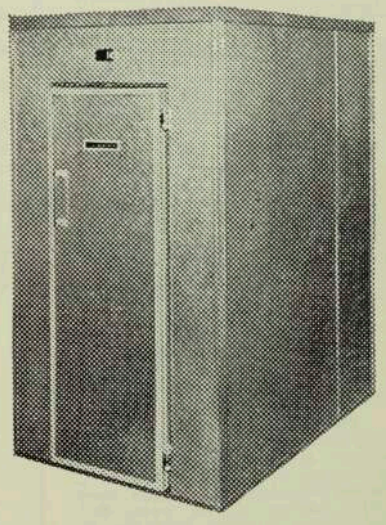

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RABAUL TRADING CO. PTY. LTD., P.O. Box 219, Rabaul and Branches.
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MR MATTHIAS TOLIMAN, CBE

More than 10,000 people attended ıe funeral in Rabaul on September of Mr Matthias Tutulava Toliman, eader of the Opposition in the PNG ouse of Assembly, who died sud- enly of a heart attack in Port loresby on September 6. He was .

PNG leaders paid high tribute to r Toliman's wisdom, tolerance and rength, to his integrity and to his nstructive work in helping PNG ity at a critical period in the untry's history.

"He was a distinguished statesman d a man who had Papua New uinea at heart," said the Chief inister, Mr Michael Somare. The dministrator, Mr L. W. Johnson, id: "He was a frank and generous rson to supporter and opponent ke. He was never one to oppose r the sake of opposing."

Mr Toliman came from Bitakapuk ar Rabaul, and was a third genera-

DEATHS

tion traditional leader. He was detained by the Japanese in World War II. He gained a teacher's certificate after the war and taught for the Roman Catholic mission for 18 years, being elected to the first House of Assembly in 1964. He was under secretary for education and local government in that first House, and Ministerial Member for Education in the second House.

He was always extraordinarily hard-working with his education portfolios, and as Opposition leader he had been a sound and restraining influence on the government.

He leaves a wife and seven children. For Percy Chatterton's tribute, see p 8.

Dr Fatupaito Atoa

One of Western Samoa's best-known doctors, Dr Fatupaito Atoa has died at Tanugamanono aged 65.

Mr B. S. Sharan

Mr Bhawani Samuel Sharan, who arrived in Fiji as an indentured labourer in 1902, died recently in Suva, aged 96.

Mr Loisio Simeona

Mr Loisio Simeona, 38, a senior medical assistant with the GEIC Medical Department, died suddenly recently at Onotoa while on an official visit to the island.

Mr F. Emberson

Mr Felix Emberson, a prominent Suva builder for many years, died recently in Tonga, where he went to live in retirement. He was 72. Mr Emberson was born in Tonga, but lived most of his life in Fiji, where he was educated.

Admiral A. W. Radford

Admiral Arthur W. Radford, formerly High Commissioner in the US Trust Territory, died recently in the Bethesda Naval Hospital, US, aged 77. He was a famous figure in the Pacific during World War II, and later during the war in Korea.

PAPUA NEW GUINEA

TAA and Ansett operate throughout Papua w Guinea.
Aerial Tours operates in Central, Western, lf and Sepik districts.
T.A.L. (GV)—Territory Airlines Pty Limited operates scheduled services and charter hts from Goroka, Kundiawa, Madang, Wewak, imo, Mt. Hagen, Mendi to Highlands, Sepik l Coastal areas. Talco Territory Travel Ser- e of Papua New Guinea—Twin Otter Tourist hts throughout Papua New Guinea.
urther details from T.A.L., P.O. Box 108, oka, Papua New Guinea.
Macair throughout Papua New Guinea.
Bougainville Air Services operates daily oughout Bougainville. There are three vices Kieta-Buin. Details: Arawa, Phone -159; Buka, Phone 16. Box 298, PO, Kieta.

NEW CALEDONIA

Air Caledonie, with Twin Otters, and Is- ders operates regular services to Houal- , Isle of Pines, Isle Ouen, Kone, Koumac, ou, Mare, Noumea, Ouvea Touho, Mueo, en, Tiga.
Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesiae with Britten-Norman Islanders Trislander operates to Santo, Malekula sup and Lamap), Aoba (Walaha and Longana), tecost (Lonorore), Erromanga, Tongoa, ityum, Tanna, Epi, Sola and Vila. Direct nections are available to and from Santo all international flights arriving in Vila.
Details from Air Melanesiae, P.O. Box 72, .

SOLOMON ISLANDS

Solair, with Beech Barons and Islanders rates to Auki, Avu Avu, Babanakira, Bara- a, Bellona Is., Fera Is., Gizo, Honiara, Kira , Marau, Munda, Parasi, Sege, Yandina, ta Cruz, Mono, Rennell Is., Choiseul Bay, alae and Ringi Cove.
Details from Solomon Islands Airways Ltd., 23, Honiara, BSIP

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Telegrams and Telex:
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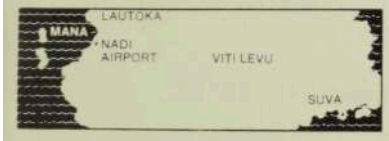

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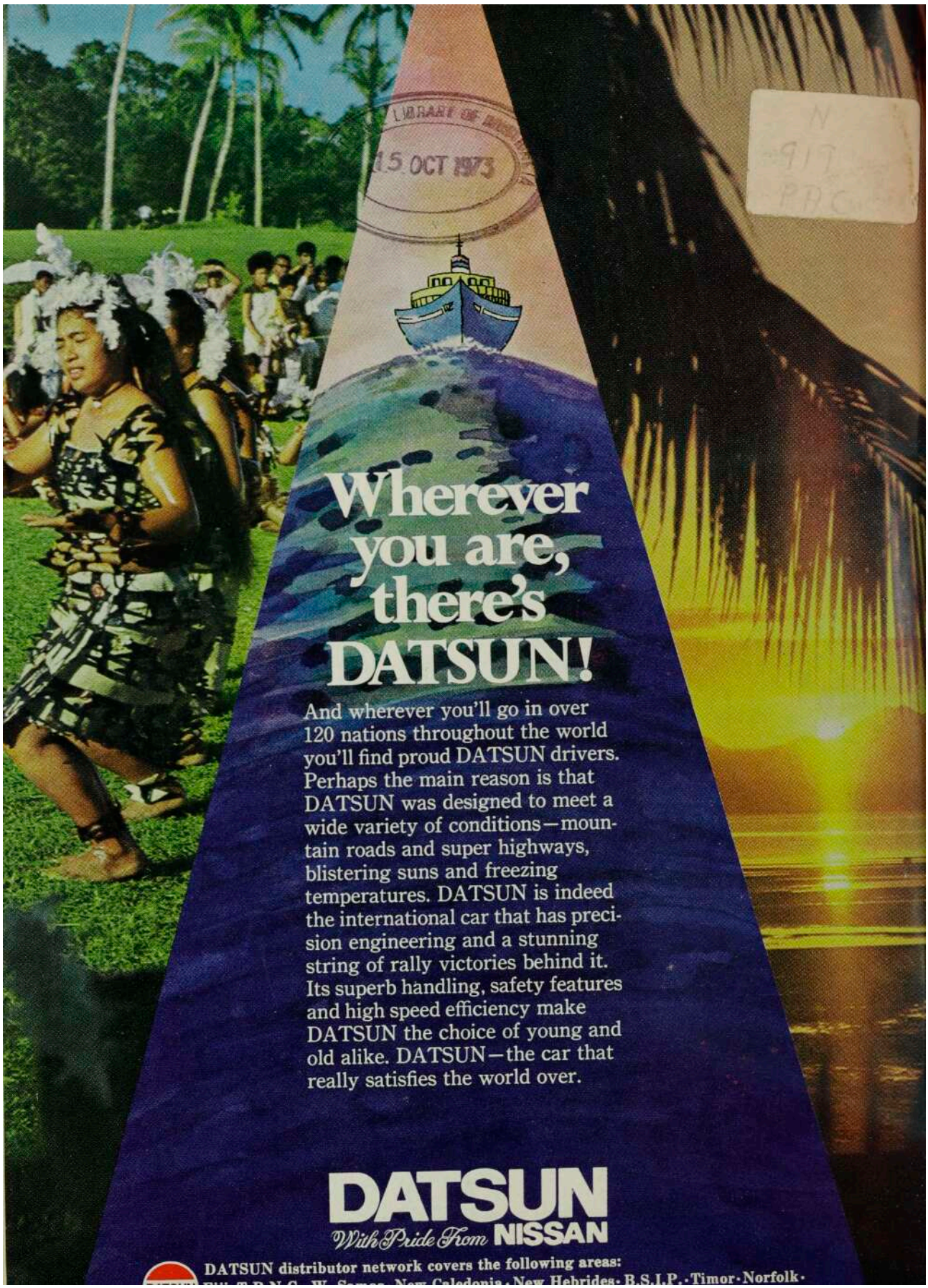
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