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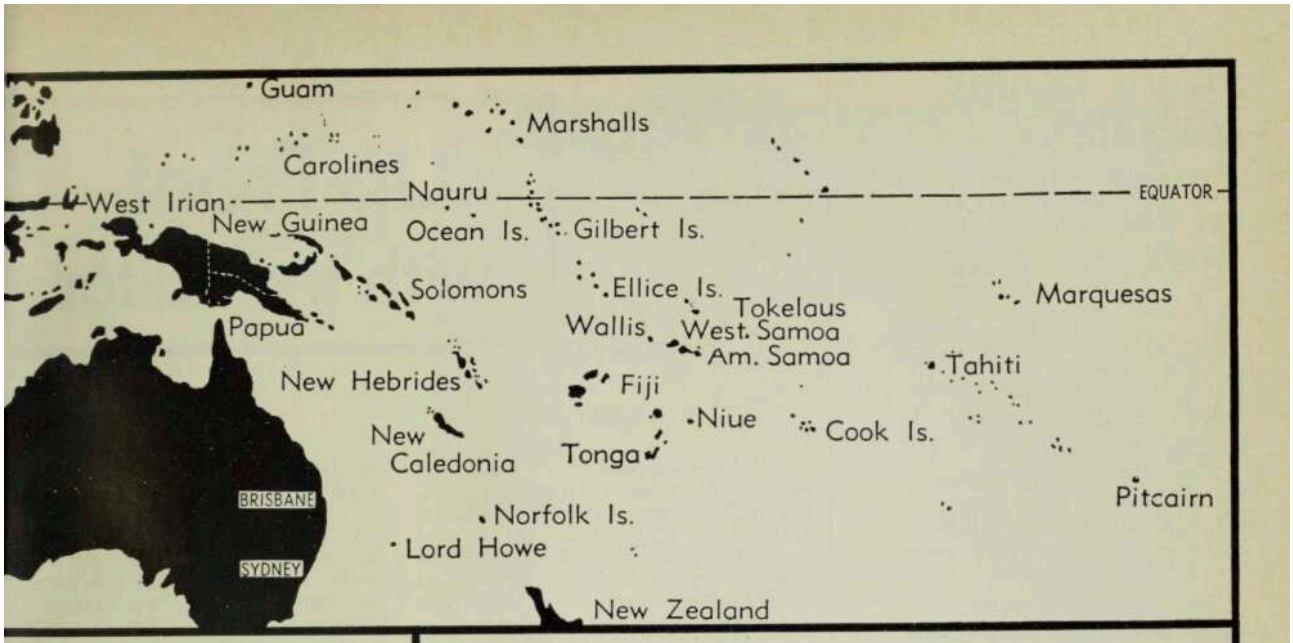
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OUR COVER

It's open-house in Western Samoa! At least it was the day English photographer, Steve Vidler, visited this fale, where he got a smiling welcome as well as a colourful picture.

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Vol. 44, No. 11



Up Front with the Editor

Despite a certain air of finality in Patricia Matheson's report on p 5, I'm hopeful that Captain Alejandro Malaspina's bottle may yet be recovered from that tiny islet in Vavau's superb harbour. No buried treasure story ought to be blown out so quickly, and especially one that has taken 168 years to get attention.

Malaspina, last of the great Spanish navigators, buried his bottle on the unnamed islet in 1793 after planting the Spanish flag that annexed Vavau to Spain. The captain and his two ships, Descubierta and Atrevida, then sailed out of history, to be ignored for the next 50 years, until an edited version of some of Malaspina's travels was published, in Spanish.

Believe it or not, but the first account in English of Malaspina's Vavau exploits, including the bottle burying episode, appeared in PIM in February, 1962. It was written by Robert Langdon, now executive officer of the Pacific Manuscripts Bureau, Australian National University, but then PIM's assistant editor. Bob is fluent in Spanish in addition to being a bull terrier at Pacific research. Bob learned that the bottle had been buried on the islet beneath a tent the Spaniards used as an observatory.

There were no precise details in the available Malaspina documents to indicate just where the unnamed islet was, but we were entitled to assume it was in the area of Port Refuge, named by Malaspina's colleague, Maurelle, who had discovered Vavau for the white world 12 years earlier. Malaspina was in fact consolidating Maurelle's work.

Just before PIM's story was published in 1962, Bob and I showed a copy of the typescript to the Hon Ve'ehala, then secretary of the Tongan Tradition Committee and now Governor of Haapai, who happened to be in Sydney on a visit with the late Queen Salote. We gave Ve'ehala a sketch of where we thought the islet was, and suggested an official Tongan expedition be mounted to search and dig for this bit of history.

Ve'ehala was fascinated, Queen Salote was amused ("We can't have Spain claiming our northern islands," she said jokingly), but Tonga decided not to take the matter any further. I don't know who made the decision, or whether it was simply that other things in Tonga were more urgent at the time.

We here on PIM had a hankering over the next few years to go and search for that bottle, especially after I stumbled on a drawing of the treasure spot. I happened to be looking through part of a collection of drawings held by the National Library of Australia in Canberra (in those days the library had no grand building as it has now, and the material was stored in a tin shed), and I identified a contemporary drawing of Malaspina's two ships in Port Refuge, with what had to be THE island nearby, showing the very tent under which we knew the bottle to be buried. The library was almost as pleased as we were at having the Malaspina drawing identified and presented PIM with a large copy of it, from which our reproduction on p 5 was made.

In June this year I was in Tonga, with my wife Jo, and thought I might try to identify the island. I took copies of the Malaspina drawing with me, and recounted the Malaspina story to King Taufa'ahau in a pleasant audience he gave us.

King Taufa'ahau is deservedly noted for his wide range of interests, and his enthusiasm, and he was not only willing for me to "scratch around a bit", he was prepared to do some treasure hunting of his own when he visited Vavau to open the Agricultural Show in September, and to actually dig for the bottle once the site was identified. You can't get more help than that!

So Jo and I visited that glorious harbour of Vavau which Malaspina "annexed" in 1793, and there we saw

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ny old friend Patricia Matheson, in ier lovely waterside house that overlows with books and good conversaion. The whole world comes to Pat hrough a continuous supply of ooks, and letters from her many riends. As luck had it, also in the arbour was the 70 ft White Squall II, with Ross and Minene Norgrove, vhom I had last met in Tahiti. So vith the generous help, on the first lay, of one of the Port of Refuge Hotel's fast speedboats, and, on the econd day, of White Squall, we surveyed the outer bays until we decided our bottle island had to be one of wo high coral outcrops, each within boat's length of the shore on one ide, but with deep water on the ther.

Pat and I climbed them both. We till have coral scratches to prove it. Ve decided that the second of the wo islets showed faint signs of aving at some distant time received pecial attention. The top was overrown with scrub, small trees and ines, but it seemed that at one time t may have been roughly levelled vith picks to make room for the tents —just as Malaspina's islet had been. Ve also thought we found the site f Malaspina's forge which was nown to be on the islet.

The thrill came when we took White Squall up the coast and reraced Malaspina's entry to Vavau, sing a spoken translation of his ournal which had laboriously been ut on tape the previous evening by he enthusiastic, Spanish-speaking Minene. Following Malaspina's own irections, White Squall dropped nchor just where Malaspina's flagship ad anchored, and found the same epth to the same sandy bottom! And by studying our copy of the rawing, there was no doubt now hat we were in Port Refuge and we ad correctly identified Bottle Island.

We contentedly left the next moves o the king, after I reported our xperiences to him.

As Pat reports in her story on p 5, he king expended his efforts in Sepember, altering his show schedule o lead the treasure hunt. Although he bottle was not found, there were igns, I believe, that identify the tent ite, and the bottle might yet be unovered. The search party included, esides Pat, Ian McIntyre, general anager of Pacific Resorts, owners f the Port of Refuge Hotel, who appens to be a first-rate photorapher. Ian went along at the king's nvitation to keep a pictorial record, nd he tells me that on one side of he islet a group of diggers unovered, in the coral, five holes laced in a square, with another arger hole in the centre. The holes



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were filled with small stones, and they didn't dig them all out. Ian's view is that the central hole probably held a flag pole, and that the five outside holes held the stays which kept it up, but I think it is far more likely that this was the site of the main tent, and that the tent pole went into that centre hole. I hope some more work is done on this possibility.

But meanwhile, as Pat says in her report, thanks to the king Tongans have discovered another aspect of their history, and identified another historic landmark. What was just a coral outcrop that nobody noticed, now has a place in the history of Tongan exploration. It is accessible to visitors, who can tread the very spot the Spaniards trod, and enjoy the same scene, unspoiled to this day.

THAT report about Norfolk Island affairs on p 13 looks like a complicated commercial wrangle, but it has a simple base. The island was once a "distinct and separate settlement"; the islanders don't really believe it is anything else today, and they are defiant at any move, from any direction, to impose authority on them without what they consider to be proper consultation. Constitutionally, Norfolk Island is neither fish nor fowl, and until the Australian Government announces clearly, unequivocally what real responsibility the islanders have, if any, Australia will continue to have Norfolk Island in revolt over some issue or other.

PAPUA NEW GUINEA, on the other hand, is getting too much attention from Australia—most of it destructively critical. It's almost as if, after decades of Australian administration, Australians have suddenly dismissed Papua New Guinea as "something nothing"; a land of savages whose future is chaos. To read Australian newspapers, to view television commentaries, to listen to radio broadcasts of parliament, a visitor could believe New Guineans are about to embark on civil war, throw out the whites and take over commerce, and that the only "goody" in the country, Michael Somare, is powerless against the forces of evil.

Ratbag nonsense! There will be nothing the matter with New Guinea's team of leaders and its people during the forthcoming moves to independence that can't be smoothed by the support of a genuine vote of confidence, friendship and understanding from Australian commerce, politicians, writers and the man-in-the-street. Do all these people *want* to see New Guinea fall on its face?

—Stuart Inder

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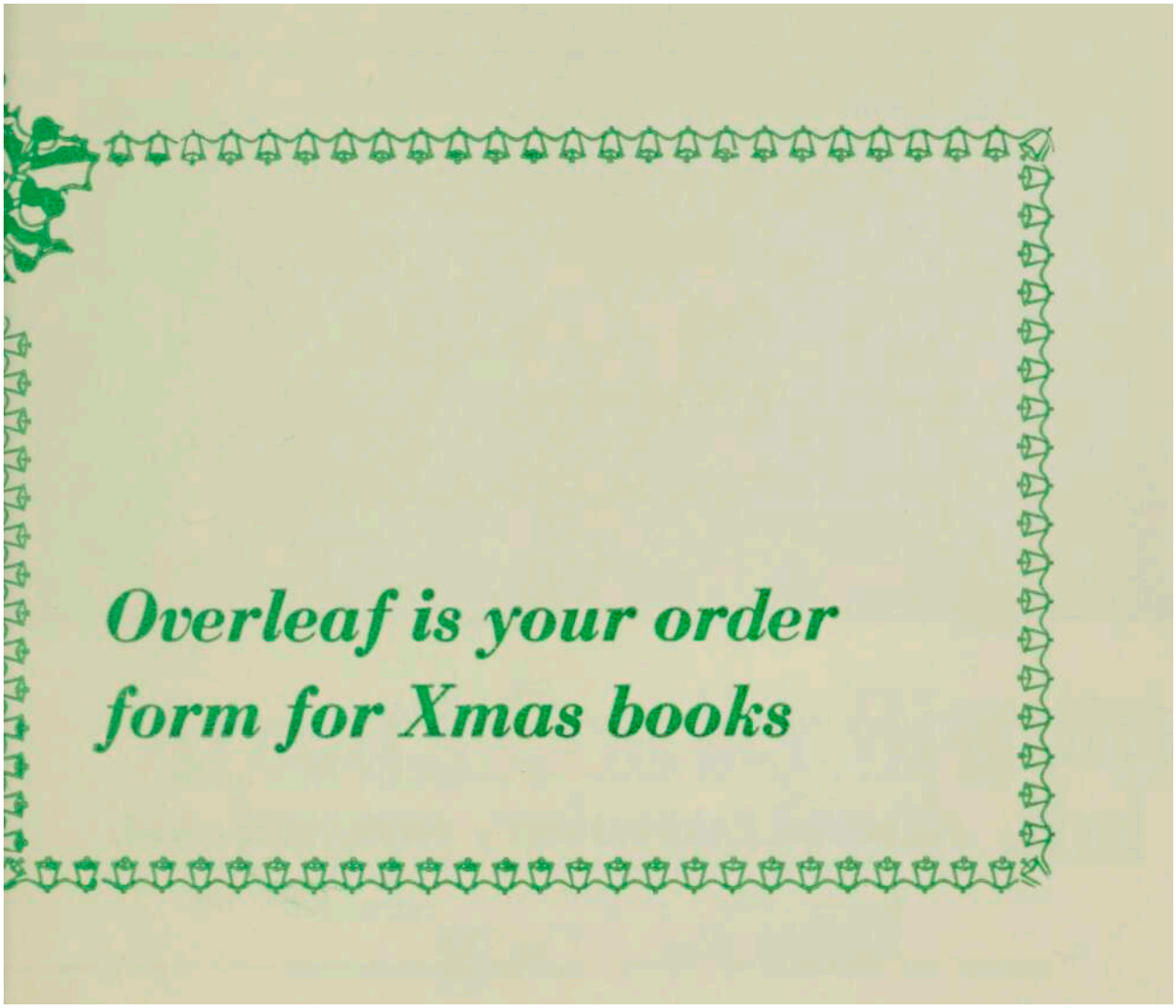
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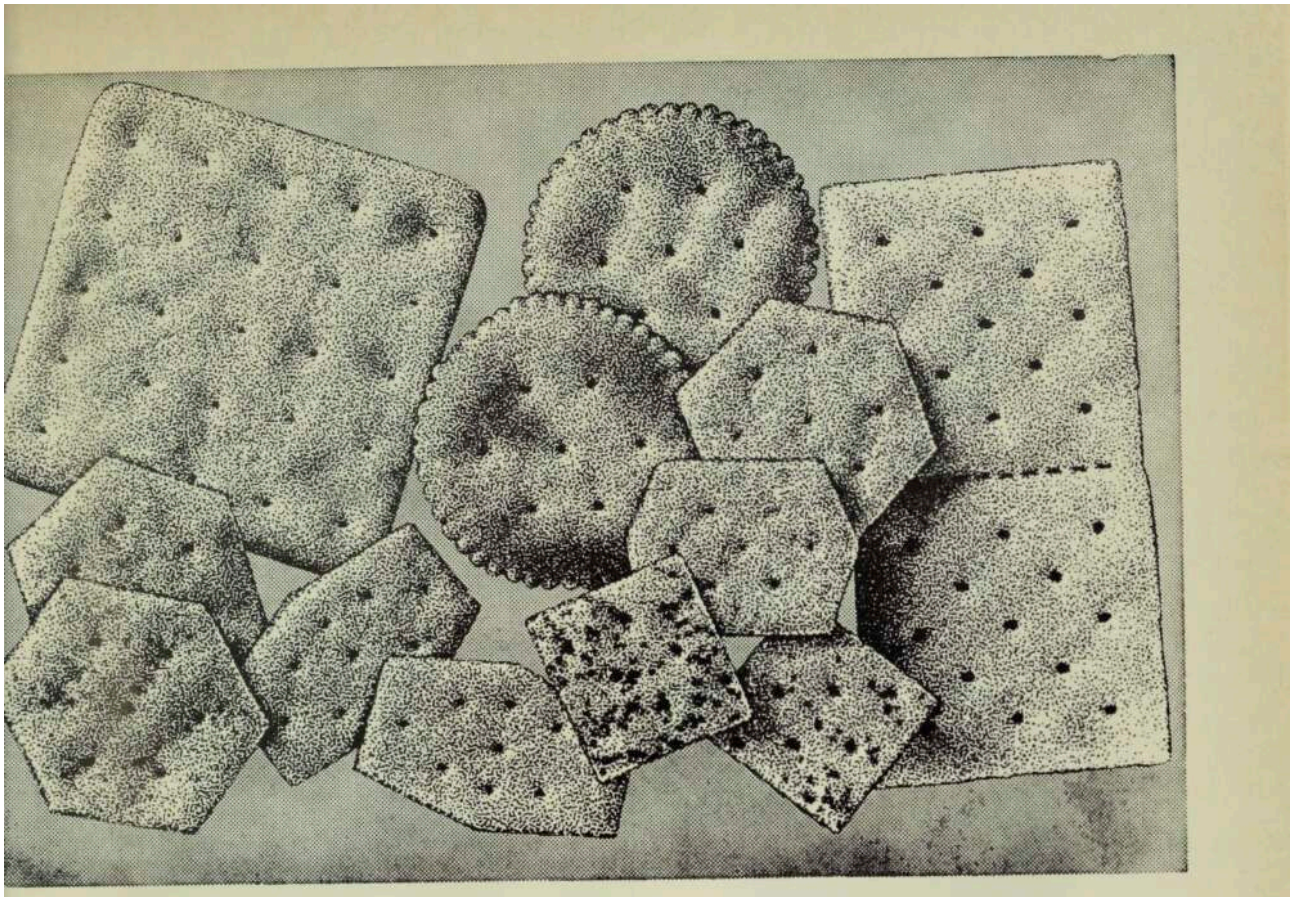
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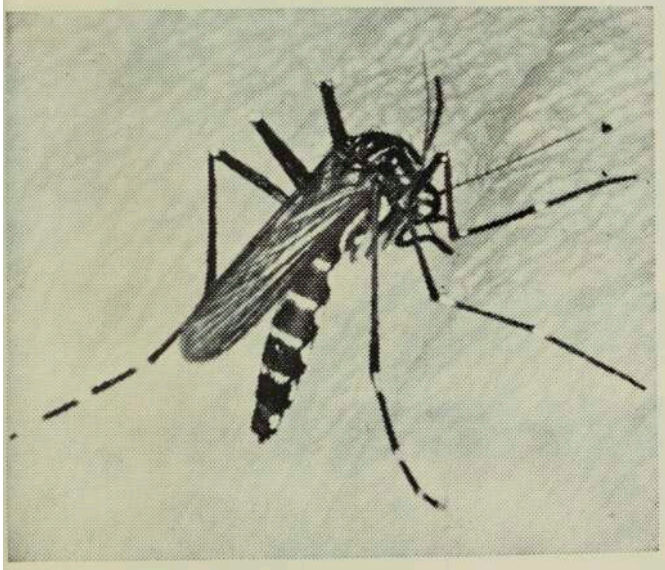
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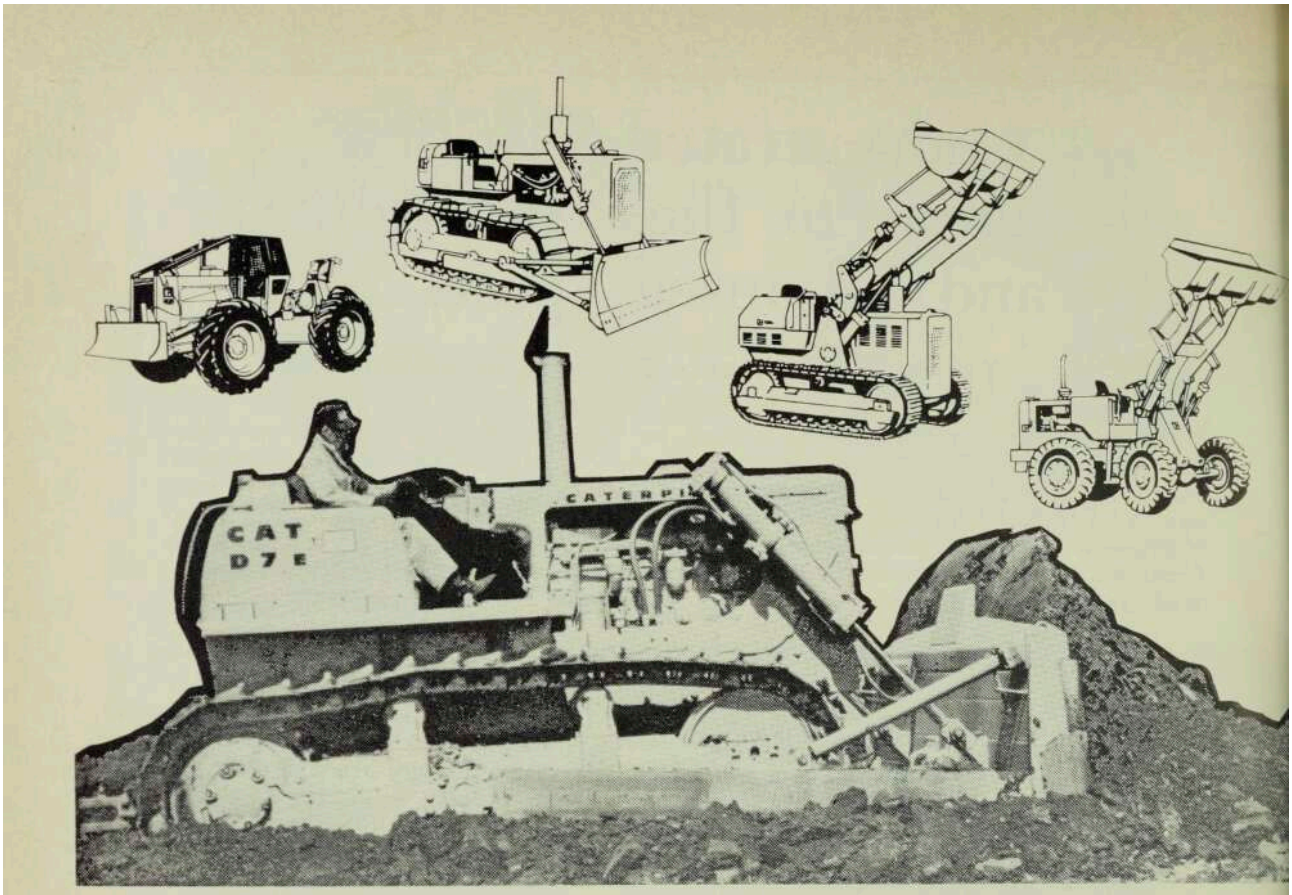
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Pacific Islands Monthly

OYAL TREASURE HUNT GIVES ONGANS NEW AWARENESS OF PAST

From PATRICIA MATHESON, in Vavau.

f they find the bottle and Vavau ngs to the King of Spain, will we e slaves?" asked a tearful Tongan l.

s it legal?" inquired a Neiafu ness man.

hose are only a few of the ques- s Vavau residents are asking these . They were all sparked off by current search for Malaspina's le which was begun on Septem- 17 by King Taufa'ahau Tupou who was in Vavau for the annual cultural show.

ctually the affair of the bottle n on May 30, 1793, when a ish expedition headed by Don andro Malaspina which had been ting the islands of the group and ing studies of its people for 10 , was preparing to leave.

On an islet off the present village of Longamapu, the Spaniards had erected an observatory and a forge and it was there, in the place in which the observatory had been, that they chose to bury the bottle. In it was a paper which, with the easy and usual arrogance of the day, proclaimed that Vavau belonged to the King of Spain.

Lt Colson, who wrote the Journal of Malaspina's expedition, claimed that Vuna, the leading Vavau chief, was perfectly willing to cede his lands to the Spanish monarch, Charles IV, but, in view of the fact that the Spanish had learned all the Tongan they knew in the 10 days since their arrival and Vuna knew no Spanish, it is doubtful if their political discussions were very profound.

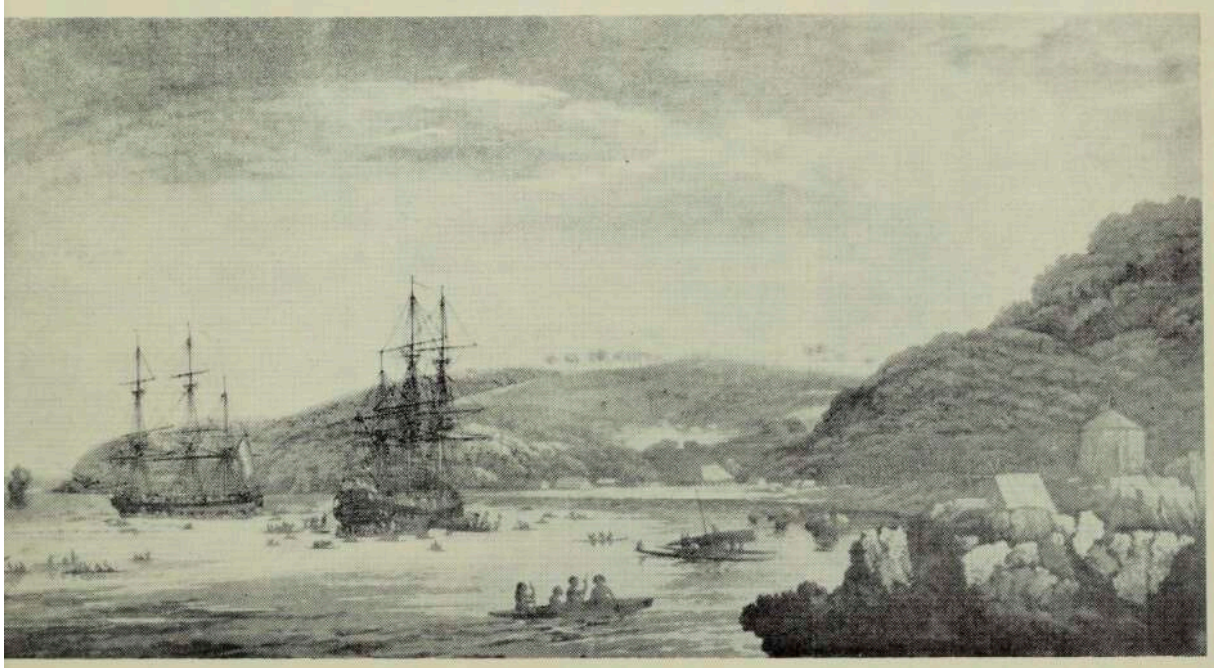
However, then as now, Tongans were obliging people. Vuna with his followers attended the bottle-burying ceremony, watched the flag of Spain raised on the tiny Tongan island and shouted, along with the Spaniards, "Viva el rey" seven times.

The next day the Spaniards sailed away and although they had assured Vuna many of their countrymen would follow, they were the last official party from Spain to come to the islands.

For some reason Malaspina fell into disfavour shortly after his return and his journals were not published until some 50 years after his death, and in Spanish naturally. Thus Malaspina has had no place at all in most Pacific histories.

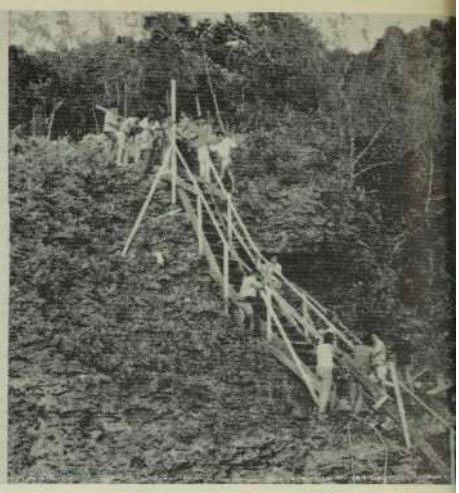
However, it was not until June of

spina's ships, Descubierta and Atrevida, in harbour at Port Refuge, just off the village of Longamapu, Vavau, in May, 1793. t foreground is the coral islet used by the Spaniards as an observatory. The bottle was buried beneath the tent in this draw- done by one of Malaspina's artists, the original of which is in the Nan Kivell collection in the National Library, Canberra.



nla.obj-337137482
National Library of Australia





The dig for treasure begins. Labourers clear foliage from Malaspina's islet and dig into the coral and soil. The Minister of Pol has his back to the camera, left, and King Taufa'ahau can be seen centre background, his back to a tree. At right is the flig of steps especially constructed to the top of the steep and rugged island to give the king and his party access for the dig. The photographs were taken for PIM by Ian McIntyre. See also Up Front column, p ii.

this year that PIM editor Stuart Inder and myself, with significant documentary assistance from historian Robert Langdon, who is a specialist in Spanish Pacific history, made a definite identification of the tiny bottle island. It was this that led to the royal bottle hunt of September 17.

For the occasion, the Tongan Government landing barge, the Kao, was converted into a true royal barge with the floor lined with fine mats. In the centre of them, on his special chair, sat King Taufa'ahau surrounded by his nobles, chiefs and matabules. They sailed from the wharf at Neiafu, making a stately progression down the harbour to the tiny island which for the first time in its history had gained a name . . . Bottle Island.

Government carpenters had built a flight of steps up the side of the steep rugged coral island, but there was a 15 ft drop from the end of the stairs to the deck of the Kao. This was spanned by an extremely fragile looking ladder which surged up and down with the tide, but the entire party clambered up it and reached the top of the island.

A tapa and mat were spread for the king while his followers found seats on the surrounding rocks. A gang of prisoners under the direction of the Hon George Akau'ola, Minister of Police, began to dig.

The momentary expectations of seeing the Spanish bottle emerge dwindled as the hours went by—until, by sunset, the king said they would stop for the day. The hunt, however, was not over. By royal command the digging has continued.

The king is most sanguine about the bottle's eventual recovery for, as he pointed out, the old Tongan chiefs had power of life and death over their subjects. If a commoner broke a tabu such as the one that would certainly have been placed on the bottle, his chief would not have thought twice about having him clubbed to death.

That, of course, is the literal truth, but it would seem that there was nothing to prevent the chief himself, Vuna, from getting the bottle. Indeed, Malaspina's journal describes his covetous nature; so it would seem most natural that he appropriate it

A hope that if the bottle were n found, some bits of metal fittin from the forge might appear h likewise been disappointed. Th too, is easy to explain because, the time of early European conta Tongans were so eager for me that every bit must have be snatched up at the time the forge w in operation.

Bottle Island has been visibly duced in size as the diggers sift s and hurl rocks into the sea. Hope recovery begins to fade, but rumou sweep the kingdom and Tongans ha a new awareness of their history.

Islands impact on Sydney

Migrants to Australia from Europe, waiting in the Endeavour transit hostel, Sydney, for permanent housing, had Pacificana thrust on them in October. They enjoyed the experience. Polynesians and Melanesians descended on Sydney in force to take part in the official opening of the Sydney Opera House, and they, too, were quartered at Endeavour Hostel.

The migrants, and a lot of others, saw first hand a Fijian *magiti,* (feast) with full ceremonial when Fijians resident in Sydney, welcomed the Fijian party headed by Jo Kamikamica and Adi Davila. The pig and vegetables were roasted in traditional fashion on hot stones in the *lovo* (underground oven).

One hot afternoon the Cook Islanders took charge of the hostel sporting field to present the item they performed later at the Opera House. The Polynesian dancing and singi were strange to the migrants, but th did not stop them from enjoying t performance.

The Pacific Islanders fitted eas into the hotel scene. They took pa in all communal activities, and we always ready to turn on a conc item.

At the Opera House opening Queen Elizabeth, they were giv pride of place near the dais, a cheered by thousands as they ca swinging in just before the ro party. The main South Pacific co cert at the Opera House (oth were held in Sydney suburbs a parks during the ensuing fortnigh was acclaimed by the pack audience. At the end of their vi there was hardly a Sydneysider w had not been entranced by the cit colourful Islands visitors.

NEW CALEDONIA'S WOES

RENCH WRITER TAKES THE WRAPS)FF FRANCE'S NEW PROBLEM CHILD . . .

From a Noumea correspondent

An influential Paris newspaper has made a perceptive analysis of nch tardiness in solving the Cale- ian nickel crisis and the subse- nt deterioration in relations be- en the territory and France.

rench journalist J-C Guillebaud ing in early September for *Le nde* (The World) presented a es of articles which Caledonians e hailed as the most accurate nch interpretation of current local blems.

Guillebaud wrote that New Cale- ia, the only French overseas terri- with considerable wealth kel), is the territory now giving t problems to France. Admitting cyclic nature of nickel prosperity, writer noted the 1969 boom, d extravagant promises made by is, now followed by the brutality the current crisis with unemploy- t, mines closing and bankruptcies. en, whom do the Caledonians ne—the "colonialist" administra- , the "zozo invaders" (metropoli- French immigrants) or Paris, ch continues to block the entry INCO to build the hoped-for nd factory to develop the island? mid what some describe as the lure of the French policy" on the nd, Le Monde noted Caledonian simism and aggressive reactions ards Paris. The writer learned Caledonians prefer Americans French for the operation of a nd factory, while Paris is deter- ed to avoid American domination the island.

s Paris dallies and fails to fulfil kel development promises made by Gaulle in 1966, Caledonian in- sts no longer coincide with those France and anti-French feeling in- ses. While promises of pros- ty were once used to deflate the nomist cause, the current decep- is a rallying point for the auto- nists.

Meanwhile, the administration faces eased unpopularity among Mela- ans and whites and in trying to nd its position "now allows itself luxury of encouraging a process disintegration—which serves metro- itan interests".

The writer pointed out that what governor's office most seems to fear is co-operation between white autonomists and the Melanesians, a co-operation now achieved by ex-tremists in the Union of Caledonian Youth (UJC). He also mentioned that while the Europeans are made to feel threatened by the blacks, the administration is busy telling the Melanesians that they need the presence of France to protect them against exploitation by local whites.

However, it seems that Melanesians have not rallied to the French regime; official "smiles" during frequent administrators' visits to tribal areas fail to disguise "repressive" tactics employed at the slightest sign of disrespect. The writer wonders at official insistence upon the efficiency of the "forces for the maintenance of law and order" and notes that such forces on the island have been increased to 2,260 men, including 351 gendarmes, 131 police, 1,778 armed servicemen (for a population of 120,000).

Amid the general animosity over Paris policy on the island, the French writer sensed a certain "violence in the air—at least verbal". And all the while, the Melanesians have not fallen into line to support the administration, as they continue to vote autonomist.

. . . And the governor promises that 'mother' will help

From a Noumea correspondent

French Governor Louis Verger assured the Caledonians in October that France would support the territory through its current budget crisis. The Governor, returning from a lightning trip to Paris, also repeated that the central government would assist the SLN nickel company in its grave plight (a loss of 3,000 million francs, over $A25 million, predicted for 1973). Government aid would help avoid further dismissal of workers and loss of nickel export tax for the territory.

Concerning the SOMMENI group nickel project for the north of the island, Patino company President, General R. Leveque, told the Caledonians in October he hoped work would begin on port installations by the end of 1973. Following the withdrawal of French Pechiney-Ugine Kuhlmann and Swedish Granges from the project, the initial production level is reduced to 16,000 tons with the first output hoped for early in 1976.

In the south, the French government is intent on dividing the ore reserves between Canadian INCO and the Franco-American alliance of Aquitane Petrol (SNPA) and Freeport Minerals. This division underlines the French determination to stall off strong North American interest in the island.

However, Governor Verger has insisted on France's determination to guarantee the future of New Caledonia with investments amounting to millions of dollars. These assurances are destined to cut the ground from under the feet of the autonomists. Paris is in fact repeating "Be patient and good, France will look after you, whatever your financial difficulties at the moment". It is hard for Caledonians to shrug off such benevolent paternalism.

At the same time, the state-controlled radio and TV network of ORTF continues as a stronger defender of the French administration. It was after extraordinarily lengthy publicity given on ORTF to a recent "split" in the Melanesian Union Multiraciale party that the leader of another autonomist party asked the administration whether *all* parties could now have their complete communiques read over the ORTF network or is this right only extended to certain parties?

The Caledonian autonomists thus face continuing obstacles with the lure of Paris subsidies and political propaganda in a tightly-controlled, isolated community.

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American Samoa hatches its own mini-Watergate

From a Pago Pago correspondent

In probably the first case of its kind, the Governor of American Samoa, John M. Haydon, recently appeared before an administrative tribunal of the United States Civil Service Commission to answer charges involving malpractices in his administration.

Governor Haydon was charged with putting pressure on the district governors to tell the voters to vote "no" on the proposal to replace the appointed governor with an elected one. (This national referendum resulted in an overwhelming "no" vote against the proposal.)

He was also charged that he had stated in a radio broadcast, just before the last general elections, that in his belief no *palagi* (Caucasian) should be elected to the Samoan legislature. At that election, a palagi, Wilbur Reinie, ran for one of the Manu'a constituencies, and lost.

There was also a number of other minor charges but these were the chief ones.

No one can deny that the main charges were serious ones dealing as they did with alleged interference with public elections, a matter specifically forbidden in the US Hatch Act. According to this act, no civil servant can take part in or try to influence the course of a public election.

Is Haydon guilty or not? This is a matter which only the tribunal can decide and its decision is expected before the end of the year. If Haydon is guilty, he may have to go.

But what strikes an observer of American Samoan affairs is the fact that the trial has come as a climax to many crises that have affected the Haydon administration—a sure sign of the political turmoil in which American Samoa is enmeshed as the result of the conflicts experienced in the political and social spheres.

There is, firstly, the conflict between the traditional Samoan social system and the foreign American social system and this is evident throughout all levels of Samoan society.

The Samoans, by and large, want to maintain the Samoan social system but find that, in reality, the *faaSamoa* system is no use against the white man's law, administrative procedures and general standards of behaviour. Hence, the average Samoan tends to be uncertain of himself.

In the political sphere, the question arises how much political power should be given to the Samoans, who are a ward of the United States Congress? Samoans want political power but not to the extent of pushing out the Americans or of stopping US grants to the territory. This again creates an ambivalent attitude towards the American.

In such an uncertain situation, opportunists have their way in American Samoa.

It would not be fair to label Governor Haydon as an opportunist for it could be argued on his side (as was done in the trial) that he was trying to guide a generally-uninformed population as to the best decision to make in the two elections.

Perhaps he had reason to suppose that the Samoans were not yet ready to elect their own governor and that competition from palagis in the legislature would not be a good thing for the majority of Samoans.

On the other hand, Haydon's superiors at the Interior Department or the White House could say it was not Haydon's discretion that was wanted in this case, but the will of the Samoan people regardless of their stage of intellectual development.

This is where Haydon will either stand or fall.

As to the minor charges, Haydon was contradicted by subordinates on the matter of the amount of the deficit when he came into power i 1969 and of the number of federa grants then in operation. But even Haydon was wrong, and his subordin ates right, this would merely prov that Haydon had been inconsisten that he had not been efficient in ge ting the facts first. The conclusio that he lied doesn't necessarily follow

Though it is quite conceivable tha Haydon had overstepped himself i an important issue, it should be re membered on the other hand that h has had to operate in a murky a mosphere ever since he became gove nor. His duel with Jake King, edito of the Samoan News, had bee splashed on the pages of the Ne York Times, the Washington Po and other national newspapers.

His image had been cruelly vil fied by the Samoa News and politica aspirants and this in a manner ind cating a lack of understanding.

Haydon is probably a nice Amer can who tries his best but is clums at times. Call him an *Ugly America* if you like but he is not the crimina he is often painted.

A sequel to the hearing involvin Governor Haydon was the dismissa of the man who filed another charg Assistant Attorney-General Jim Kin zett. He charged the governor wit interfering with the civil rights two individuals at the hearing.

Kingzett's alleged offence accordin to Attorney-General Donald William was that he had seen fit to privatel investigate certain charges involvin Governor Haydon and file them i Williams's name with absolutely n discussion with Williams or othe attorneys in the department.

Kingzett replied that he was merel doing his job. He had been re sponsible for criminal prosecution for the last two years and as a matte of practice did not consult William before filing charges. Anyway, would not have been proper for hi to consult Williams as Williams wa already defending Haydon in th Hatch Act hearings, he said.



Governor Haydon.

Palau fails on autonomy move

First move by the Palau Legislature to form a separate and sovereign state has been upset by the District Administrator there, Mr Thomas O. Remengesau, who has rejected a bill passed in the April session setting up a convention to draft a constitution for the future government of the district.

Mr Remengesau explained that there was no Trust Territory law which allowed for the formation of a separate sovereign government and that to form a nation-state of Palau would need alteration to the Trusteeship Agreement, which could not be done without the consent of the USA as the administering authority and the United Nations Security Council.

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PIB has become a dirty set of initials in Fiji. It stands for Prices and Incomes Board, the activities of hich are under fire from the parliamentary Opposition and the trade unions. The board is the Fiji Govern- ent's attempt to stem inflation. Is it succeeding? Below are some of the answers.

HOW FIJI FIGHTS PRICE RISES

From a Suva correspondent

Fiji's prices and incomes policy to mbat inflation has followed a pat- rn that seems to have become ndard.

First, there was a sudden, dramatic claration that all prices, charges, ges and house rents were to be zen for 90 days from April 1. ring the freeze period a permanent ices and Incomes Board would be up and a representative National onomic Council established.

The declaration was generally well ceived. A common reaction was, hank God somebody is doing mething about the cost of living at t".

Three months later, an expert ving been recruited from the ited Kingdom to head the Prices d Incomes Board and to formulate d administer a permanent anti- lationary policy, details of Stage o were announced.

They defined guidelines within ich changes in prices and incomes re to be restricted.

The next stage, to begin in Novem- r, will be an attempt to resolve the esses and reconcile the pressures at have developed during Stage o, and still try to flatten the in- tionary spiral.

Hanging over all efforts to keep cost of living down in Fiji is the m fact that a major element in t cost is outside Fiji's control. So ny goods are imported that prices basically determined by cost vements in overseas countries. rrency exchange fluctuations com- cate things still further.

The gap between Fiji's currency d those of Australia and New aland, countries which supply many Fiji's imports, has widened matically this year. When New aland revalued by 10 per cent and stralia by 5 per cent in September i followed with a 5 per cent re- uation.

But the Fiji dollar has since floated wnwards with the pound sterling, h which it remains linked, and it now worth about 14 per cent less n the New Zealand dollar and out 15 per cent less than the Aus- lian.

Add these percentages to the in- ice cost of imported goods, plus ight and Customs charges based the landed cost, and add a further



Inflation . . . a headache for Prime Minister Ratu Sir Kamisese Mara.

percentage profit mark-up and you have a pretty formidable built-in price inflation.

The Fiji Prices and Incomes Board, consisting of two imported experts and a local civil servant, bases some of its price controls on percentage mark-ups, but in most cases fixes specific selling prices.

A commonly-heard complaint from merchants is that the margins permitted are unrealistically low, and show that the board members know nothing about, or will not acknowledge, the hard facts of commercial life, including the cost of financing purchases and of shipping delays and of storage and selling on credit.

Even the Consumer Council, a body set up by the government to act as a watchdog on prices and selling practices, concedes that it is difficult to police price controls in small stores, or where itemised dockets are not issued.

Cases have occurred where traders, faced with loss or what they regard as an inadequate return on imported goods, have just stopped importing them. Resulting shortages, especially in foodstuffs in popular demand, have led to a hasty upward revision of the permitted selling price.

But if the Prices and Incomes Board is not exactly the most loved body in the commercial world of Fiji, its most vehement opponents have come from the trade union world.

The Stage Two guidelines fixed a limit of 8 per cent in the overall annual increase in the wages and salaries bill of a given business or industry.

Union leaders, beset by rivalries within the trade union movement generally and under pressure from their own members, have refused to acknowledge that such a discipline is necessary in the national interest.

They declare that all it does is to interfere with the collective bargaining process and so stop them from getting wage increases which they would otherwise be able to get from employers.

A strike at the Fiji Industries Ltd cement works at Lami in September arose, not from any dispute between employers and employees, but because a 15 per cent wage increase, negotiated before the "freeze", was disallowed by the Prices and Incomes Board as it exceeded the 8 per cent guideline.

The Board explained that a 15 per cent rise in wages would inevitably lead to an application by Fiji Industries for an increase in the controlled price of cement. This would in turn raise building costs and so contribute to the general inflationary movement.

But this lesson in the economics of control of inflation was brushed aside by the president of the Fiji Trades Union Congress, Mr James Raman, who said that the PIB was enabling employers to benefit by keeping money which they would otherwise have passed on to employees in increased wages.

Mr Raman later resigned from the National Economic Council, and then led a walk-out from a widely representative conference called by the NEC to discuss the principles to be adopted in Phase Three of the prices and incomes policy.

"A political gesture", commented the chairman of the Prices and Incomes Board, Dr Norman Ross, adding, with obvious justification, that it seemed that union representatives did not consider it worthwhile to discuss problems which concerned the interests, welfare and well-being of Fiji's workers.

(Over)

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The board can rightly claim some success. The cost of living, as measured by an official index, is still rising but the rate of increase has gone down.

The 8 per cent limit on wage lifts is being pretty generally applied, in spite of the loud noises being made by trade union leaders and by politicians for whom any stick is good enough with which to beat the government.

Price and rent controls are having an effect, in spite of protests by traders about heavy-handed and often inept interference by officialdom with commercial processes.

In the famous Punch cartoon the curate told his host, the bishop, that his breakfast egg was good in parts.

Fiji's Prices and Incomes Board can at least make a similar claim.

Spoke out, tossed out

Mr Leo Hannett, 28, has been dismissed as special adviser on Bougainville to the Chief Minister of Papua New Guinea, Mr Michael Somare. He was appointed in March, 1973, in a bid to end moves for Bougainville's secession from PNG. Late in September he made a public call for the removal of two senio ministers from the PNG Cabinet.

He said the Minister for Mines Mr Paul Lapin, and the Minister fo Business Development, Mr Donatu Mola, were not working hard enoug for the people of Bougainville, whom they represented. They should b replaced by a third Bougainvillea member of the House of Assembly Father John Momis.

Mr Somare, announcing Mr Han nett's dismissal, said his actions ha been embarrassing to everyone con cerned. It was clear he was unable to separate his political activitie from his duties and responsibilitie to him (Mr Somare).

Mr Somare said Mr Hannett had clear right to continue as head of th Bougainville Special Committee, se up earlier this year to work ou alternatives to secession.

Mr Somare's action was endorse by the Leader of the Opposition, M Tei Abal, who said Mr Somare ha the right to expect the loyalty an support of his personal staff in th government.

Mr Abal also had something to say about the new Minister for Justice Mr John Kaputin, appointing his own brother to a post on his staff.

The appointment, he said, ha shades of nepotism and added "Generally, it is not good for gov ernment ministers to appoint thei relatives as members of the minis terial staff". But he softened th criticism by pointing out that the cas of Mr Kaputin's brother might b different considering his qualifica tions. Mr William Kaputin, was law student and employee of th Public Solicitor's office.

FOR THE TUSITALA.—Visito Co-ordinator in Western Samoa since 1966 when the post was created t assist the tourist industry, Mr Vito Meisake has been appointed trainee manager of the new Tusitala Hotel which is nearing completion i Apia. He will understudy Mr John Gaffney, present manager of the Men dana Hotel in Honiara, who will take over the Tusitala when it opens. M Meisake will become manager after three years. After education at Marist Brother's School in Apia and S of Finance and public relations of came private secretary to the Minister Mary's College, Philadelphia, he be ficer in the Prime Minister's depart ment.

IN BUSINESS.—The Bena people in PNG's Eastern Highland District have formed the Bena Development Society and plan to buy shops and other businesses in the area. The society has a membership of nearly 18,000

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AND MANY MORE

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Melanesia with Asian avour

rom a Port Moresby correspondent

Development in Indonesian Irian a has speeded up, after a number years of neglect following the tch withdrawal in 1962. There e been considerable improvements communications and transport, ough village economies have been en little assistance.

Papua New Guinea observers who e visited the Indonesian province ently (it was formerly West Irian), ort favourably on the new de- opments.

The central Indonesian government pending more money in the pro- ce, mainly because there is tre- ndous potential there in minerals petroleum. Revenue from these ld possibly wipe out the current 30 million annual subsidies being d from external sources.

t is most noticeable, however, that new developments are centring und the towns, especially Manok- i, Sorong and Jayapura, and that town populations are to a large ent composed of immigrants from er parts of Indonesia. Only a all proportion of Irianese live in m and prosper from income levels ich now are often higher than in st other Indonesian provinces.

Mining ventures will continue to ng in Indonesians from other as, particularly from Java, and so elop Indonesian towns in Irian a, rather than Melanesian towns.

The Indonesians see nothing in- gruous about this—nor in the fact t fewer Irianese now have top s than when the Dutch were in trol—because they don't agree re is any "localisation" problem h as Papua New Guinea has. nese are Indonesians like every- y else and are entitled to no cial concessions.

The observers say that this attitude the Indonesians has helped create greater feeling of unity in the ns, although it is unlikely there e been any changes at the village el because of the comparative lack development there. In the towns ny aspects of Indonesian culture e been absorbed by the Irianese, life goes on as before in the ages.

Undoubtedly there is still resent- nt against the Indonesians in some as—often simply local resentment uneasiness that things aren't going as well as they might—but the observers believe that reports of re- volt being stirred by Free Papua Movement supporters have been greatly exaggerated.

There is no evidence of any wide- spread anti-Indonesian nationalist movement, and the number of armed dissidents is probably only a few hundred. With such a small and un- organised group it is unlikely that the anti-Indonesian feeling held by refugees in Papua New Guinea can be whipped into a state which could threaten unity between Papua New Guinea and Irian Jaya following PNG's independence.

Meanwhile talks on demarcation of the border between PNG and Irian Jaya have been completed and Chief Minister Somare will sign an agree- ment in Djakarta in November on behalf of the Australian Government.

PNG tightens controls

People who entered Papua New Guinea on a short term or visitor visa could not break the terms of their permit. Minister for Defence and Foreign Relations, Mr Albert Maori Kiki, who is in charge of migration matters, said this when announcing a clamp-down against those who entered the country for a short time, and stayed. He told airlines, shipping companies and employers of the decision, and added that offenders broke the migration and restricted employment policy. There were procedures to be followed when expatriates applied for employment as a range of jobs was barred to new arrivals.

CHURCH CALLS FOR INDEPENDENCE

The Presbyterian Church in the New Hebrides, which claims to represent more than half the population, has come out strongly on the side of the small but growing band of New Hebrideans clamouring for self-government or independence.

New Hebridean Viewpoints reported that the church's General Assembly, meeting at Tanna, issued a statement headed "The Presbyterian Church's declaration of its conviction concerning independence" and declaring that it "confidently looks towards the goal of responsible self-government of the New Hebrides people as a nation".

The statement added, "We see the British, French and Condominium administrations as partners with us as together we move towards this goal".

The assembly asked the South Pacific Commission and the United Nations Organisation to co-operate with the New Hebrides administrations "in achieving self-government without delay, without violence and with due preparation of our people for the duties, functions, rights and responsibilities of independent government".

G. Leymang, writer in the magazine Nakamal, formerly a bi-monthly magazine and now a weekly, went further.

"The condominium is getting into a deadlock," he wrote. "Are New Hebrideans going to wait until a John Frum cries 'freedom and independence for the New Hebrides' and rises the English in revolt against the French or vice-versa? In short, the New Hebrides Condominium is slowly but surely disintegrating and being suffocated by its infantile colonial attitude: the condominium is a two-headed monster".

Overland from Nadi to Sydney

The patience of air travellers in the Pacific wore thin, when a union-imposed ban eliminated Australia and Fiji from the UTA-French Airlines route to Noumea, Papeete and Los Angeles. Just when that ban was lifted air control and telecommunications technicians at Sydney airport staged a 30-day strike for higher pay, and forced most international flights into Australia to go to Melbourne.

The only way to Sydney then was by chartered train, road or one of the few interstate aircraft able to operate in fine weather. A serious side-effect of the technicians' strike was to cut off telex communications from Sydney with the outside world.

The Cook Islands National Arts Theatre, instead of being able to fly to Nadi and then to Sydney, had to go to Nadi, Auckland and Melbourne by air, and from Melbourne to Sydney by train.

The Fiji unions boycott of UTA cost Fiji more than $42,000 in landing fees at Nadi Airport. During the three months' ban at least 30 DC10s and about the same number of DC8s overflew Nadi.

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Saving the New Guinean from the demon Drink

From a special correspondent in Port Moresby

The less-than-gentle Australian art of "boozing" seems likely to be restricted in a self-governing Papua New Guinea.

Kisim wanpela greenie and other bar noises will not be heard after 8 pm if liquor bills tabled in the House of Assembly last month are approved. The proposed restrictive legislation is seen as a bid by the government to prevent alcoholism and its associated problems.

Such problems were spelt out by the Commission of Inquiry into Alcoholic Drink in a report to the House of Assembly last year. The commission toured the country to see what effect alcohol was having on the lives of Papua New Guineans. It came up with evidence to support the view that the great Australian social habit had become a pernicious Papua New Guinea pastime. The commission blamed drink for all manner of evils —from racial violence and other crimes, to family neglect.

The substance of the bills to be debated in the November sitting of the house is drawn from the commission's report.

The bills were introduced by the Minister for the Interior, Dr Guise, who described them as "a big matter" and nothing to do with party politics. They did, however, have a lot to do with Papua New Guineans, their wives and families. They added up to the simple fact that the government is determined to protect Papua New Guineans from alcohol, and if necessary from themselves.

Such a concept may be strongly criticised, and even rejected by Australians and people of so-called advanced Western countries. However, the reception it gets from many thinking Papua New Guineans may be interesting. For if an alcohol problem is emerging in Papua New Guinea, and ample evidence shows that there is, many Papua New Guineans may see it as the government's duty to do something about it.

Whatever the reaction, no one can say the legislation is being imposed on the people. The commission's report, showing the concern of many people, cited examples of wives having little with which to feed their families because their husbands had drunk their meagre wages.

The bills will give people a say in liquor licensing in their areas through local advisory committees set up to represent the local people in such matters as the licensing of hotels, taverns and tradestores. The government also agrees with the commission that people have too great an opportunity to drink alcohol in public. It proposes to cut drinking hours from twelve to seven hours a day. Bars would close at 8 pm instead of 10 pm. Licensed stores would not be permitted to sell liquor after 6 pm, making it impossible for a drinker to leave a bar at closing time and go to a tradestore for a carton of beer on which to continue a drinking session elsewhere.

Sunday drinking would be cut from five hours to four. The government believes that if people are going to drink alcohol it is better for them to drink beer than wine or spirits, so it is proposed to make it illegal for fortified wines and spirits to be bought at public bars.

Believing that too many stores, particularly in rural areas, have licences to sell liquor, it is argued that many Papua New Guineans enter tradestores to buy food, but change their minds when they see alcohol for sale. The bills also make it difficult for people to get drunk in public and make it illegal for licencees to serve drunks. Licencees would also be responsible for removing drunks from the premises, rather than leaving it to the police.

The government's attitude was recently summed up by the Chief Minister, Mr Michael Somare, when he said alcohol restrictions were in the best interests of Papua New Guinea because Papua New Guineans had not yet learned to use alcohol.

Acceptance of the government's proposals by the House of Assembly at the November sitting seems likely. Dr Guise has no doubt that the bill will have an easy passage.

To many Europeans living in Papua New Guinea, the proposals appear to be unduly restrictive. A comment by the European member for Southern Highlands, Mr Neville, when Dr Guise outlined the proposed drinking hours, may be indicative of what many Europeans think. Mr Neville's interjection was a mere "Gee ....."

Dr Guise's answer "..... it is good ....." may, however, indicate what many Papua New Guineans think. How "good" it will be for Papua New Guinea's much sought-after tourists looking for another place to go for a drink after 8 pm has yet to be assessed.



A proud miss has her day on PNG's National Day in September. She is 10 year-old Solange John, of Kairuku, who was named Hiri Princess at the Central District's Hiri Festival at the Cultural Centre in Port Moresby. This year the festival was held on National Day.

PORT MORESBY'S DIPLOMATS' SITE

Waigani, six miles from Port Moresby's commercial centre, looks like becoming Papua New Guinea's diplomatic centre. The Australian Government is starting the ball rolling with a new chancery building at Waigani.

A contract for the new building for $1,585,855 has been let by the Australian Ministry of Works to Morobe Constructions Pty Ltd, of Port Moresby. The building, 140 ft high with three podium levels and a tower of nine upper floors with air-conditioning, an exhibition area and a theatrette, is scheduled for completion in October next year.

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COURT SUPPORTS NORFOLK'S TAX OBJECTIONS

By a staff reporter

Norfolk Island has again been in news following the introduction a bill into the Australian Parlia- nt to introduce income tax into rfolk Island.

The bill has yet to be debated. It s introduced by the Australian easurer, Mr Crean, without any or consultation with the Norfolk nd Advisory Council. It is a ical and far-reaching piece of islation which affects not only rfolk Island, but the territories of cos (Keeling) Islands, and Christ- s Island. It drops the description erritory of" before the words orfolk Island" and it seems that s may be an admission by the islature of the distinct and separate ition of Norfolk Island.

Following introduction of the bill, resentations have been made by people of Norfolk Island to all stralian political parties for its hdrawal pending a full enquiry o the status of Norfolk Island and effects of the bill on the people the island.

Under the provisions of the bill, residents of the island, as well as idents of the other specified terri- ies, will be subject to Australian ome tax, unless they can show that ir income is derived from strictly ined sources within their own, or other territories.

It is so far-reaching in its effect t it has been necessary to clothe Commissioner of Taxation with cretions to allow people immunity m tax where they would otherwise ve been liable under the strict ms of the legislation. In a nut- ll, the bill provides that income is payable on all forms of income cept those specifically, or by the rcise of the commissioner's dis- tion, exempted from tax. There no provisions for ensuring that y of the revenues collected are paid the territories concerned.

In the meantime, there have been number of other developments. On ptember 22 four tax investigators ived on the island, and immedi- ly started to scrutinise many of the mer island companies, almost all which are now in liquidation. Two ys later, on September 24, the Full gh Court of Australia delivered its lgment in the case of Esquire minees Limited (as trustee for the nolas Trust) v. the Commissioner Taxation. By a majority of three to one, the court ruled that the dividend received by Esquire Nominees Limited had been derived from a source in Norfolk Island, and was not subject to Australian tax.

The court ruled, in effect, that once it was established that income had been derived by a resident of Norfolk Island from sources within the island, the Australian Income Tax Act did not apply at all to such income. The Esquire case was a test case.

Subsequently there have been public meetings on the island and a special meeting of the Norfolk Island Advisory Council, as a result of which a delegation put its views in Canberra on October 23. Mr Lanigan, the Second Commissioner of Taxation, arrived on the island on October 1, and the following day the two banks on the island were served with notices purporting to be issued under Section 263 of the Australian Income Tax Act, requiring the production of records relating to named customers of the banks.

This brought an immediate challenge later the same day. In the High Court in Sydney, an application was made on behalf of one of the companies concerned to serve short notice for an injunction to restrain the Commissioner of Taxation and the Bank of New South Wales from producing the records.

The matter was argued briefly on October 3 and again later in the month, when the Chief Justice, Sir Garfield Barwick, reserved his decision.

It is understood that Mr Lanigan has admitted that some aspects of the proposed bill go too far, and that it should be withdrawn and redrafted in part.

The present situation in which Norfolk Island finds itself is precarious. Considerable capital expenditure has been embarked upon by the Administration on the basis of expected high continuing returns from annual company registration fees. This was recommended from Canberra. But this source of income has now virtually dried up and it is not going to be easy to balance the budget.

More importantly, Norfolk Islanders, without any corresponding advantages or handouts, are now to have the Australian Commissioner of Taxation scrutinise their personal affairs.

IF THEY'VE NO BREAD, LET THEM EAT CREAM

From a Noumea correspondent

At a time when the French Administration is suggesting the production of honey, trochus, shrimps, tuna, paper pulp and tourism to compensate for the loss of nickel revenue, Caledonians are now to get home-made cream plus more foreign currency if they wish to eat abroad.

As the dollar earnings of the territory shrink millions below what Paris had planned for this time, Caledonians have been told that they could help recover some of the lost millions by producing more food at home and thus spending less exchange on foreign imports most of which come from Australia and New Zealand.

A preliminary step concerns dairy products which a new company, Socalait, is preparing for the Caledonian market, under the franchise of a French label, Yoplait. About October, a factory near Ducos, Noumea was to begin supplying flavoured yogurt and cream dessert, as well as light cheeses. Basic ingredient is powdered milk imported from France. Freshness and easy transport of the foods is assured, while packaging is to bear the date limit for fresh consumption.

Meanwhile, Caledonians wishing to travel now have greater means of treating themselves well abroad. Since August, Caledonian tourists may take almost 50 per cent more foreign currency out of the territory—up to CFP90,900-worth (over $A700) with an extra allowance for businessmen. In addition, Caledonians can have double the original funds permitted for the purchase of a house abroad, with a new limit of CFP5.4 million (almost $A45,000). It could mean a greater sprinkling of Caledonian apartments around the shores of Sydney Harbour.

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Tropicalities

Bolster for patriots

New Caledonia's main festival day, celebrating the French taking of possession in 1853, received a new slant this year when the date was allied with Caledonian patriotism in the two world wars.

The island festival day of September 24 is traditionally celebrated with sporting events such as the end of the feverish 11-day *Tour de Caledonie* bicycle trial around the island, *petanque* bowls and Melanesian women's cricket championship. In addition, as on most patriotic occasions, there is the march past of troops along the Anse Vata beach promenade—gendarmes joining with infantry, paratroopers and navy detachments.

This year is the 120th anniversary of the French taking of possession and for the first time it was announced that this festival day would also commemorate the September, 1940, rallying of Caledonians to fight for France. This way, the double anniversary honours pioneers, missionaries and soldiers.

The new interpretation of the island festival day was described by the Nickel Co press as "We shall unite all those who made New Caledonia a French land, better still, a French province".

PNG coins going local

When New Guinea gets its own currency "not before December, 1974", it will have little resemblance to Australian notes and coins. The Finance Minister, Mr Julius Chan, has agreed that the notes and coins should be distinctive and clearly PNG in character. Papua New Guineans will be able to submit designs for the new money.

Australia's revalued, but rapidly inflating dollar note will be replaced by a coin. Altogether there will be six coin and three note denominations. The notes will be of $2, $5 and $10, and the coins of 1, 2, 5, 10 and 50 cents, plus the $1 coin. Initially, there will be no 50c coin, or an equivalent of the $20 note. Mr Chan made no mention of anything equivalent to Australia's new $50 note.

The PNG coins will be similar to Australian coins in one respect—they will have the same diameter, to reduce the possibility of confusion while two currencies are circulating together. The $1 coin will be slightly larger than the Australia 50c.

And some financial experts, looking a long way ahead, are tipping that PNG will devalue its currency against Australia to help recover some of the losses, not disastrous by any means, suffered by primary producers through Australian revaluations.

On Bikini by Christmas

The "victims" of the United States nuclear tests off Bikini Atoll in the late 40's and early 50's may be back on their island by Christmas. Forty Bikini families, living on Kili Island in the Marshalls, were scheduled to go to Bikini late in October to inspect houses under construction for them. They were taken to Kili Island to make way for the testing programme.

Two houses are finished, 38 are nearly finished. The people themselves will decide if they are acceptable. If they like them the Trust Territory Government will go ahead and finish them and fix a definite date for the people to return to Bikini to live. The date will be before Christmas.

The Bikini rehabilitation programme started several years ago. The Bikini people, like the Pitcairn Islanders after two evacuations in the 19th century, always wanted to return to their own island. Their dreams seem near fulfilment.



Fiji festival

Of the making of stamps, like books, there is no end. October saw the appearance of several series of stamps in the Islands, one of the most picturesque sets to be issued being those reproduced above—four Fiji "Festivals of Joy" stamps commemorating the festivals of the main races, the Christian Christmas, Hindu Diwali festival, the Muslim Id-ul-Fitar festival and the Chinese New Year. Western Samoa issued four new Christmas stamps on October 15. A commemorative issue for the 75th anniversary of stamps in Papua New Guinea appeared on October 24—all reproductions of earlier stamps issued by the German and British administrations. Another October issue was three Christmas stamps from the Solomons. The Cook Islands scored a first with the issue in September of a set of seven stamps, claimed to be the first to commemorate the original exploration and peopling of the Pacific Islands. The stamps all feature canoes.

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ps and downs n Pitcairn

It's an ill, radioactive wind that ows no one any good. At least that's at the Pitcairn islanders must think. th a Royal Navy fleet auxiliary p Sir Percivale waiting off the is- d all through the period of the ench tests in case the islanders had be evacuated, the Pitcairners were rried but only slightly, they said. What worried them much more s the ban France placed on ship ovements. It was sure, Pitcairn radio icer Tom Christian told the enth-day Adventist's radio centre, Voice of Prophecy, in California, make the year one of the poorest recent history in terms of the num- of ships stopping there. One of islanders' main sources of income the money they get from selling ios, stamps and fruit to passing ps.

But fears were unfounded. The ts brought a considerable num- of ships, French and British. Tom had one gloomy report, how- r. The British and United States rrency devaluation had hit Pit- rn "like a bombshell". The US llar began to slide and when it had ished moving, the islanders were cents short on every US dollar y've got on the island. Sterling o dropped by 35 cents. On the er side of the coin, the NZ dollar s revalued 10 per cent.

Why the bombshell? Most of the oney they get from passing ships in US dollars with a little in pound rling, while most of their over- s buying is done in New Zealand. cording to Tom, at least half the oney on the island is in US dol- s.

hush! not ut loud

The captain of a Fiji-based ship, porting his position in the Ellice ands to Suva radio (VRO), found nself being cold-shouldered by the oman operator and discovered later at she had lodged a formal com- aint alleging that he had used ob- ene language to her. And he had— he'd been speaking in Fijian but he did was to give the name of island. Which goes to show how harmless word in one language n become red-hot in another.

This business of the captain was lated by trader Henry Schutz a letter to the GEIC's Atoll Pio- er suggesting a change in the is- nd's name and also in that of a mail boat in the colony. But he didn't do any translating.

The island is Nanumanga, so harmless in Gilbertese or the Ellice language but how about Fijian. *Manga* in Fijian means the female vagina and *nanu* remembering, so it's easy to see why the radio operator at Suva got hot under the collar. And getting hot brings us to the name of the boat *Nei Manganibuka. Buka* can mean fire and that added to *manga* raises all sorts of possibilities.

And that reminds us of an incident on King's Wharf in Suva a few years ago when two girl tourists, who were being seen off in a ship by two local boys, asked the boys how to say "goodbye" in Fijian. They were given two Fijian words but they did not mean "goodbye". They were an obscene reference to part of the male anatomy. As the girls yelled the words from the ship, Fijians in the crowd, which is always on the wharf when a ship is leaving, rolled on the ground helpless with laughter.

Whisky a go-go Noumea style

Free bottles of whisky, gift tickets for the cinema, even a free trip to Paris—these are some of the offers being made by Noumea business houses to woo customers during these hard times for shopkeepers.

Recent loss of confidence and greater competition have created harder working conditions for most enterprises. Signs of the problem are seen in worker dismissals estimated at about 100 persons a month, while retail stores have extended their trading hours to attract clients more readily.

One of Noumea's main stores, Ballande, has even offered a free bottle of whisky, gin or aniseed to customers making a purchase of over 3,000 francs CFP ($A26), a figure easily reached for the family weekly groceries. Another store, Johnstons, entices customers to pass by that way for the "Friday evening, 5 to 7 pm", which in Paris society would be the time spent with a lover.

One chic frock shop has advertised that clients making a purchase would receive a second article, free, to the same value as their purchase. In the automobile trade, a petrol service station in October began offering a free cinema ticket to customers seeking certain types of vehicle servicing.

At the same time, Sofrana-Unilines is organising a lottery among clients shipping their goods aboard the Capitaine Scott from Sydney to Noumea. At the end of every two sailings, the company will draw the lucky number among its clients' bills of lading and the prize will be a return air fare to Paris.

Where borrowing is for keeps

A lot of Micronesians don't like repaying loans. "Delinquencies" an expression for non-payments, are about twice as high as a year ago, according to a report to the Trust Territory Economic Development Loan Fund (EDLF). At the end of the latest financial year the delinquency rate was 46 per cent, against 24 per cent the previous year.

The problem is greatest on small loans of less than $5,000. Most of these loans are to fishermen and farmers. Says Mr Eusebio Rechucher, chairman of EDLF and also Deputy Director of Resources and Development, "Part of the problem is that our follow-up on these loans is not as it could be. We could offer more assistance and advice to these people".

The board at present administers three separate loan funds, two set up by the Congress of Micronesia and one financed by money appropriated by the US Congress.

"The current amount of loan money outstanding for all three funds is the highest in EDLF history", Mr Rechucher said. "Nearly $1.7 million is on loan. About $600,000, or 40 per cent of this amount, is delinquent".

Kick in pants for HiCom

Trust Territory Chief Judge Harold W. Burnett gave the High Commissioner, Mr Edward E. Johnston, a swift "kick in the pants" when he made an order that Mr Johnston issue deeds of conveyance to homestead land to four Saipan residents. He gave 20 working days for compliance with the order. The government immediately announced it would appeal, and asked for a stay of execution pending the appeal.

It was a test case, or in American parlance, a "class action" suit, in which the four plaintiffs claimed to be representing all other Marianas homesteaders who had been waiting more than two years for their deeds. The law says that deeds of conveyance must be issued within two years to homestead applicants who comply with all applicable regulations.

The government says there is not enough time to prepare all the deeds

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in the 20 days. Lack of surveys caused a delay in issuing deeds in the first place, and without the surveys there would be disputes over boundaries. The government now plans to hire outside surveyors to speed up the work of surveying homestead land in the Marianas.

If the government wins the appeal the outside surveyors will still be retained, but if it loses and the government is forced to issue the deeds in a short time, they will be prepared without survey, and any future problems would have to be dealt with by the Land Commission or the courts. Which poses the question: Why were the surveys not done years ago?

Mr Samuel Withers, who represented the plaintiffs, opposed the government request for a stay of execution of the order. He said that would simply give the government the same advantage it originally sought through trying to have the case delayed.

'Bush' doctors under x-ray

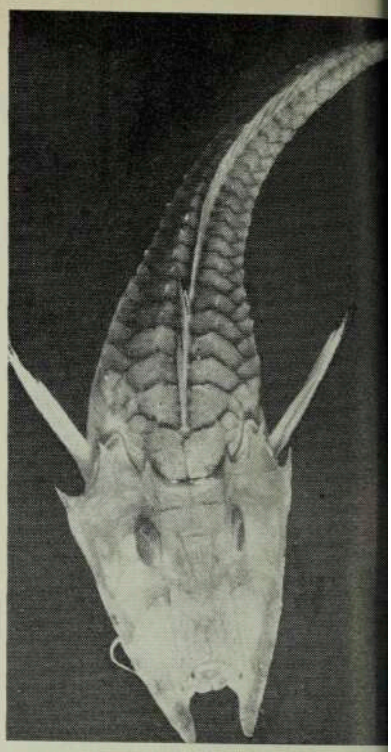
Traditional medicine still means a lot to the Samoan and other Islanders and often he'll seek the services of the "bush doctor" rather than resort to the private medical practitioner or the government medical service. Now, in American Samoa, one-year study has started to try to sort the good from the bad in "bush medicine" Samoan style.

Finance for the programme has come in the form of a $US1,551 grant from the South Pacific Commission. The assistant to the governor of American Samoa, Palauni M. Tuiasosopo, says that the medical Department will be calling on the advice of Dr Fred Dunn of the School of Public Health at the University of Hawaii, a world-renowned authority on indigenous medicine.

Said Mr Tuiasosopo of Samoa's "bush doctors": "Some are specialists, some generalists and some are downright quacks. It is important that more be learned about the indigenous practice of medicine . . . to determine the extent of its use and what relationships if any can be developed between the two medical care 'systems'."

A fishy tale from BSIP

A strange fish is now with the natural history section of the British Museum for identification after being caught by a villager on Malaita in the Solomons. Assistant Fisheries Officer, Seamus McElroy, and the fisheries adviser to the Governing Council's Natural Resources Committee, John Pepys Cockerell, say the fish belongs to the Armoured Searobins or Crocodile Fish family (Peristediidae) but they know of no others of the same species being caught.



The armour-plated fish.

It is 19½ inches long with a head encased in a bony cuirass bearing spines which extend on to the body as heavy bony plates also bearing spines. The mouth has no teeth, but the lower jaw possesses "barbels" which are sensitive to different taste and touch stimuli. When alive its colour is red.

The fisherman was Rina Rome of Aota village, near Fauabu who was using 100 feet of line baited with a small piece of fish. He was fishing from a canoe about a mile off Dala on North Malaita. He and his fellow villagers had never seen one of these fish before, and they brought it to the Fauabu hospital. Sister Marion Gray quickly got it to the fisheries people.

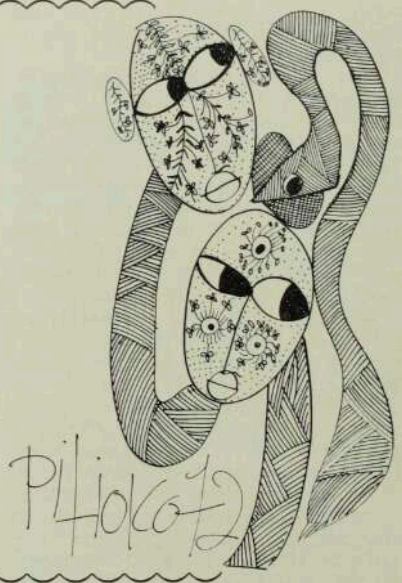
Mr McElroy and Mr Pepys Cockerell know of one other of a similar species of the Peristediidae fish having been caught off the Admiralty Islands of New Guinea in deep water. The Solomons fish does not seem to belong to the same species having several distinct differences, notably in its size (the Admiralty species was only 8½ inches long). They said the local fish was obviously bottom living, "sedentary", highly specialised in its environment, and believed to be heading towards extinction.

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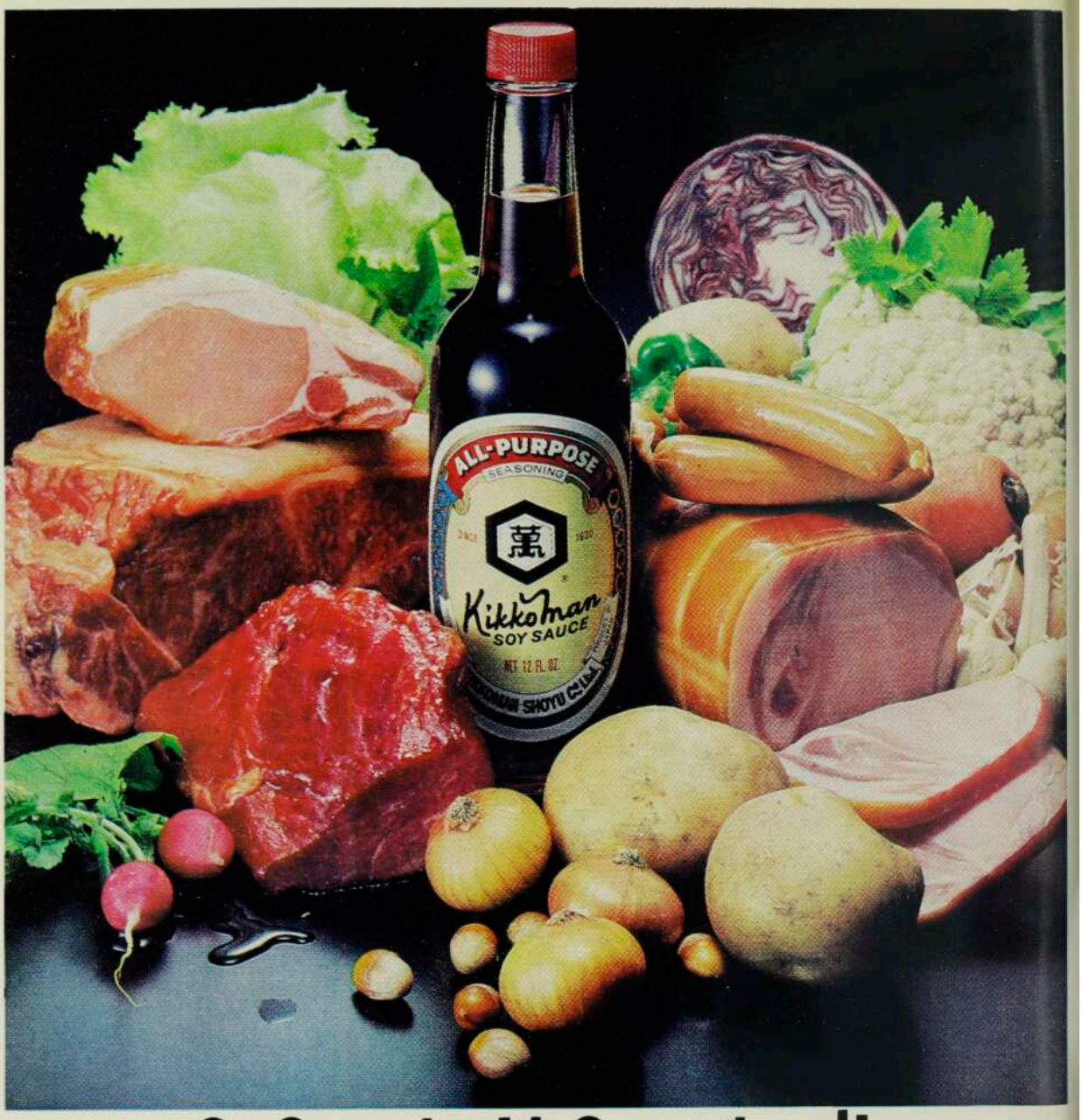
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THE COMMON MAN COMES LAST ON PNG'S LEGISLATIVE MENU

From PERCY CHATTERTON in Port Moresby

The second half of the Budget meeting of Papua New Guinea's House of Assembly provided few fireworks. Budget debates, unless an attempt is being made to unseat the government, are a somewhat tedious and profitless exercise, though I suppose that they are useful as a sounding board for public opinion.

The main criticism levelled at this year's Budget by the Opposition, and also by government front-bencher Father John Momis, was that it doesn't in fact do much towards promoting the egalitarian society blueprinted in the government's eight-point development plan.

The same criticism might well be levelled at the legislative menu which members were asked to work their way through. Most of the bills which were carried to completion were concerned with power and prestige rather than with the common man. Some were introduced in order to formalise before December 1 the transfer of powers which in fact the Somare government is already exercising.



Father John Momis—the government front bencher, severely critical of the government's eight-point development plan. . . . "I feel that the 1973-74 Budget has dismally failed to implement the philosophy of the new improvement plan. Some of us may tolerate it this year but we will certainly not allow you to repeat this next year."

No doubt Mr Somare's ministers feel that it is very important that they should be able to exercise these powers in their own right rather than by delegation, but the average citizen, and particularly the average villager, will not notice much difference between November 30 and December 1, and is probably not very interested in how and from where those who exercise authority over him derive the power to do so.

Other measures which passed through all stages were those designed to promote national prestige by creating a national airline and a national banking system. Here again the impact on the common people will be negligible. Few Paguineans can afford to travel by air; and provided there is a reliable savings bank in which they can tuck away their meagre savings few care who operates it.

On the other hand, two bills which will vitally affect the daily lives of almost all Paguineans, the Village Courts Bill and a bill to implement the recommendations made nearly two years ago by the Commission of Inquiry into Alcoholic Drink, were introduced and commended to an attenuated House on the afternoon of the last day of the meeting, and then adjourned to the next meeting. Such adjournment, to give thorough time for their consideration and to gauge public reaction to them, would of course have been necessary anyway. But, if these very important bills had been introduced earlier in the four-week-long meeting, at least a larger number of members would have heard the movers' second reading speeches, and would have gone back to their electorates knowing what the bills were about and therefore able to consider them and discuss them with their constituents before coming back to Port Moresby in November to debate on them.

The Air Niugini Bill touched off more controversy over the name chosen by Cabinet for the country's new airline. The choice had already received some criticism from the public (what choice wouldn't?), and it was clear that some MHAs resented the fact that Cabinet had not referred its choice to the House for consideration.

One member wanted it to be called Air Kumul (*Kumul* being the Pidgin name for the Bird of Paradise). But perhaps, with the presage of industrial storms ahead of our infant airline, it would be more appropriate to call it Air Muruk, symbolising the difficulty it is likely to have in getting off the ground. (*Muruk* is the Pidgin name for the flightless cassowary.)

The Westminster system has been taking another bashing from some of our parliamentarians, who have been calling for a one-party system. But it seems clear that some of these calls come from politicians who don't really know what a one-party system is, and who, in fact, are advocating a no-party system such as we had in the first House.

The argument that a country as drastically short of able politicians as Papua New Guinea is cannot afford to have some of its ablest men sitting in comparative idleness



Mr Tei Abal, the United Party's choice as Leader of the Opposition to succeed the late Matthias Toliman . . . a universally applauded choice. "I wanted to get a small job in the party," said Mr Abal after the election. "I am glad with my new appointment though it may be temporary." Mr Paul Langro (West Sepik) becomes the Deputy Leader, and Mr Angmai Bilas (Madang), who refused nomination in competition with Mr Langro, was elected as party spokesman.

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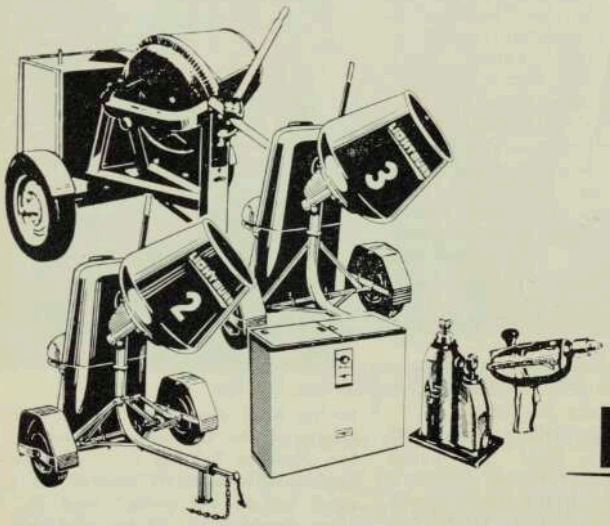
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ONE WAY TO UNITY

on the Opposition benches is a sound one. But the belief that, if we abolish parties, disunity in the House will fade away and everyone will think alike seems to me to be unfounded. It is differences of opinion on how the country should be run which give rise to parties, not parties which give rise to differences of opinion.

If there were no parties at all in the present House, its members would still disagree with one another as violently as they do now, and as we did between 1964 and 1968 in the party-less first House. There is only one way in which perfect parliamentary "unity" can be achieved, and it is this: call new elections, outlaw all parties except one, and debar any candidates, who don't belong to that party, from standing for election. You will then get a perfectly united parliament. This is an increasingly common blueprint for national unity in the third world. Is this what the opponents of the Westminster system want?

The Constitutional Planning Committee has tabled an interim report. This report contains no recommendations, but attempts to summarise the general trends of public opinion as they have emerged during the committee's grand tour.

Roughly, these are a widespread demand for a system of strong district government with powers greater than those of the present area authorities, and calls for the abolition of regional electorates and the adoption of first-past-the-post voting instead of the present optional preference system.

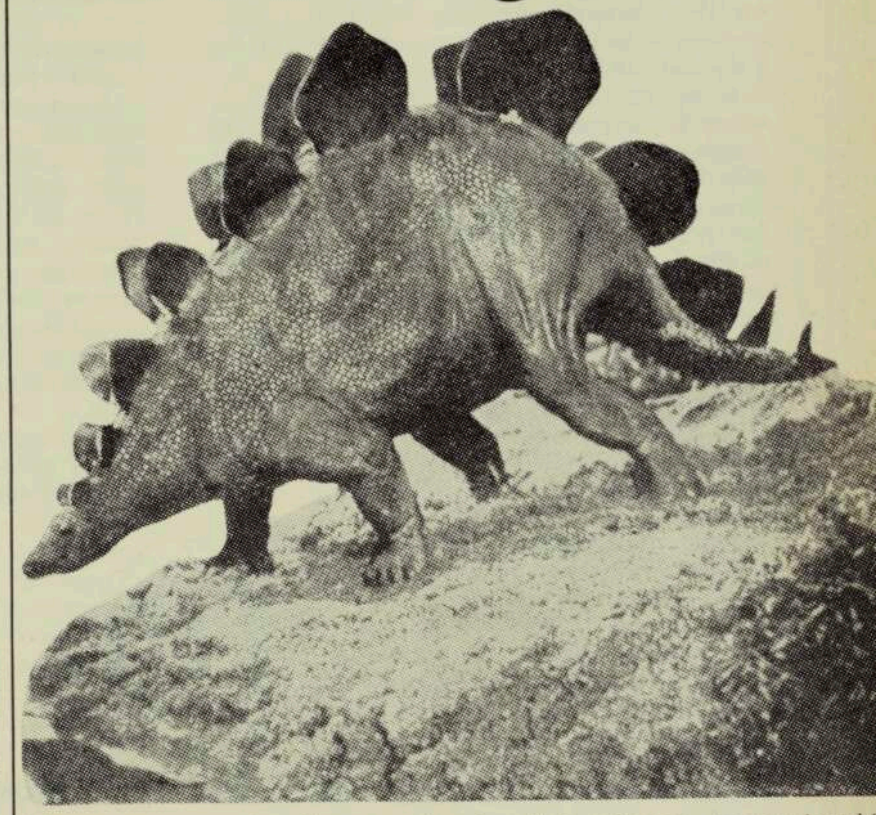
The committee's final report and recommendations are scheduled for November.

The United Party's choice of Tei Abal as Leader of the Opposition in succession to the late Matthias Toliman has been universally applauded. Tei Abal was elected to the first House in 1964 as member for Wabag in the Western Highlands.

One of a number of members who entered the House at that time with no formal schooling behind them, he quickly emerged as a man determined to overcome this handicap, and by sheer hard work and dedication to the job made himself an able parliamentarian, capable of holding his own against more highly-educated opponents.

Though as a fellow member of the first and second House I rarely found myself in agreement with him, I liked him enormously and respected his complete sincerity. He is a worthy successor to Matthias Toliman.

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* Footnotes

A long, hard road for Pidgin



WITH PERCY CHATTERTON in Port Moresby

THERE seems to be something about New Guinea Pidgin which attracts expatriate academics like jam attracts wasps, and in September pisinophiles from overseas converged on Port Moresby to share in a love feast organised for them by their wantoks at the University of Papua New Guinea.

Some of them appear to have a purely scientific interest in the study of lingua franca and creole languages. Such an interest is to be commended. But in the case of others it is difficult to believe that they are not in fact propagandists trying to promote the cause of Pidgin as a national language, and eager, in the goodness of their hearts and out of their superior wisdom, to teach New Guineans to speak and write Pidgin "properly".

One had thought that the age of paternalism was over. But what are we to make of this from a European academic who, by the way, has decided unilaterally that Pidgin is to be renamed *Nuginian*?

"Stop murdering Nuginian through indiscriminate borrowing from English. There is another way and, if you will only listen to me, I will tell you how." And again, "We must warn off, and if possible prevent, Urban Pidgin speakers from etc etc."

This is a European addressing not his fellow Europeans but New Guineans, and particularly, judging by some of his other remarks, Papua New Guinea's national leaders. It does not seem a very tactful way of promoting the cause of Pidgin as a national language.

Again, for unctuous condescension what could better the suggestion of one participant that some Motu words might be introduced into Pidgin so that "Papuans should not feel left out"! This proposal was put forward, quite sincerely I am sure, in the interests of "unity".

I am beginning to detest the word "unity". Not because I don't believe in unity. I do. But most of those who use the word in Papua New Guinea equate it with "uniformity". I believe in unity. I will fight with my last breath against uniformity.

As a matter of fact most Paguineans are very tolerant in matters of language. They are good at learning new languages, and they are both polite and pragmatic in using them. Polite in that they will choose from their repertory, which may well run to half-a-dozen languages, the one most likely to put the people to whom they are talking at their ease; pragmatic because they will choose the one which will promote maximum communication.

Generally, though not always, these criteria point to the same choice. I say not always because sometimes a prestige language is chosen out of politeness when it is not in fact the best medium of communication in a particular situation. In the case of Papuans it is often the dual criteria of politeness and pragmatism, rather than a liking for the language, which leads them to use Pidgin.

Overseas pisinophiles who don't get beyond our main centres tend to overestimate the universality of Pidgin, and in particular to overestimate the extent of its spread into Papua. It is true that in Port Moresby most Papuan men, and a few Papuan women, can understand and speak Pidgin. In the rural parts of Papua it is little known, and there is neither opportunity nor incentive for learning it.

The in-phrase among pisinophiles just now seems to be "language engineering". This appears to mean leaving it to the experts to decide for us what is or is not "correct" Pidgin. It also means leaving it to them to invent the new words and phrases which will be required if Pidgin is to cope with the needs of Papua New Guinea's new social, political and economic structures.

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This is not the way in which languages have grown in the past. Usage—the usage of ordinary people, not of academics—has decided what is, or is not, "correct". For example, "Between you and I" and "Never ever" may now be described as "correct" Australian English, though I must admit that both of them still make me shudder. In the same way, "correct" New Guinea Pidgin is what New Guineans actually say when they talk to one another, not what the experts think they ought to say.

The job of the academic linguists is to record, analyse and, if they can, explain languages as they are actually spoken by those who use them as media of communication. Usage may sometimes be hard to explain and may give pain to language engineers. But that can't be helped.

A polite Motuan guest taking leave of his host will say *Na maimu*. Then he will go. But *Na maimu* doesn't mean "I'm going". It means "I'm coming"!

I do not suggest that "language engineering" is entirely illegitimate. I believe it has been engaged in extensively in Indonesia, though by Indonesians, not by foreigners. What I do suggest is that the inventions of the language engineers should be submitted to the test of acceptance by usage or rejection by disuse before they are included in dictionaries.

I am not a pisinophile myself, but I rate highly the possibilities of Pidgin as a medium for creative writing, and I have read with delight some of the plays, poems and short stories which have found their way into print. But after eight years in the House of Assembly I am convinced that Pidgin has a long long way to go, and will have to submit to a lot of "language engineering", before it can be an adequate vehicle for transacting the business of a nation caught up willy-nilly in the complexities of the 20th century world.

Is it worth the effort? Only the lunatic fringe supposes that it is practicable to mediate secondary and tertiary education through Pidgin. Apart from any other consideration, the cost of translating and printing the necessary text and reference books would be astronomical. This means that in the future our public servants, and hopefully our legislators, will be competent to transact the nation's business in English. Why handicap them by making them transact it in pepped-up Pidgin?

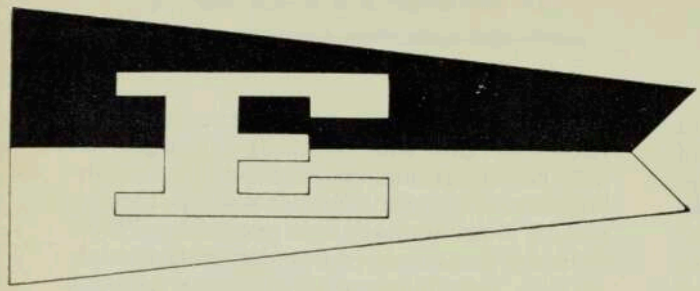
In the meantime, in our desperate need for effective communication, we cannot afford to ignore any language medium. Pidgin, Hiri Motu, the vernaculars—we must use them all. In the field of broadcasting, the administration radio network, shortly to be absorbed into a national broadcasting service, has set a fine precedent.

Attempts to promote any one language at the expense of others can only, at this juncture, lessen the effectiveness of communication in the supposed interest of a phoney kind of unity.

As one of those involved in getting the ineptly-named "Police Motu" renamed "Hiri Motu" (which was fair enough since a pidginised form of Motu was the language of the Hiri long before it became the language of Sir William MacGregor's police), I sympathise with those who want to find a new name for Pidgin.

A few years ago Pidgin did acquire a new name—Neo-Melanesian; but this seems to have dropped out of use. Perhaps it was a bit pompous. Now a prominent pisinophile has suggested *Kumula* (from *kumul*, bird of paradise). Certainly a pleasant-sounding name, and one which won't have to be changed if Mr Somare should decide to get the gremlins out of Papua New Guinea by finding us a new name which won't remind us of either.

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Land is key to Micronesian talks

From a SAIPAN correspondent

Land ownership seems to be the one big obstacle in the way of the resumption of future status talks between the United States and the Congress of Micronesia's Joint Committee on Future Status.

The Palauans in the Carolines, backed up by the rest of Micronesia, have demanded the return of all their land to their chiefs. Up to now the United States has been dragging its feet over the matter but there are signs that a formula might be agreed on so that the talks, which terminated abruptly last October when the Micronesians dragged in a new target, independence, might be resumed around November.

There are 32,040 acres of Palauan land involved and the fate of this land was one of the main topics for discussion when the United States in the person of Ambassador Franklyn Haydn Williams and Micronesian Senator Lazarus Salii, chairman of the Joint Committee on Future Status, met in Honolulu in October in an attempt to get the talks under way.

While marking time, the United States has been preparing its arguments for retaining this land and also for holding on to some of its other bases as well as taking over Tinian in the Marianas. The outcome of the meeting had not been revealed at the time of writing but Senator Salii, speaking in Saipan in late September, was not hopeful.

There are questions of future financial aid for the Micronesians, the timing of any unilateral decision the Micronesians might like to make on the termination of "free association" with America, the separate talks with the Marianas and a dozen other hot potatoes to be swallowed before agreement is reached, even after the land problem has been solved.

While the Micronesians have many goals—self-government or independence, solid financial aid, schemes for helping the economy, and other forms of help from their trustees—the Americans have only one—to ensure that these 2,141 islands scattered over 3,000,000 square miles of ocean fit into their defence system and never again become bases for an enemy force. That's the reason why the Americans are haggling so strenuously over land and until that question is settled there'll be no successful end to the talks.

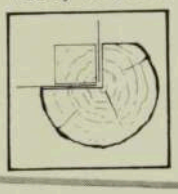
Most people expect the talks to resume in November but there are those who point to December as the month of the talks. There are problems associated with that month also. The US is practically committed to another round of talks with the Marianas political status commission in late November. Then the second session of the Fifth Congress of Micronesia opens on Saipan on January 7. Both sides would like to get another round of talks in before the Congress session but if this proves impossible then the seventh round could not begin before next March.

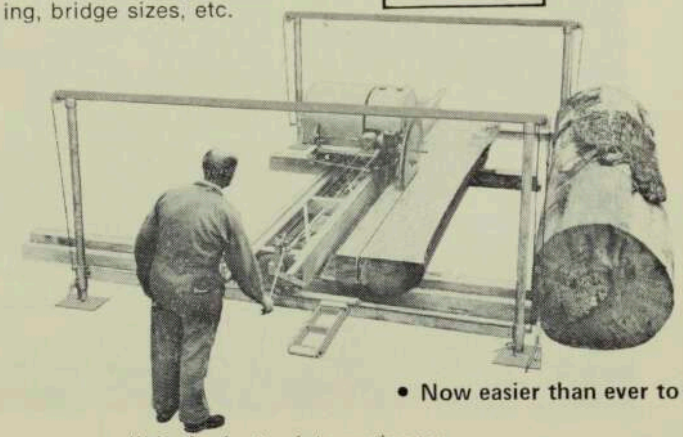
Time is of the essence for the longer the talks are held up, the more impatient the Micronesians will become and the louder and stronger will be the calls for complete independence. About the only thing which is muting those calls at present is the question, "Where does the finance come from if not from the United States?"

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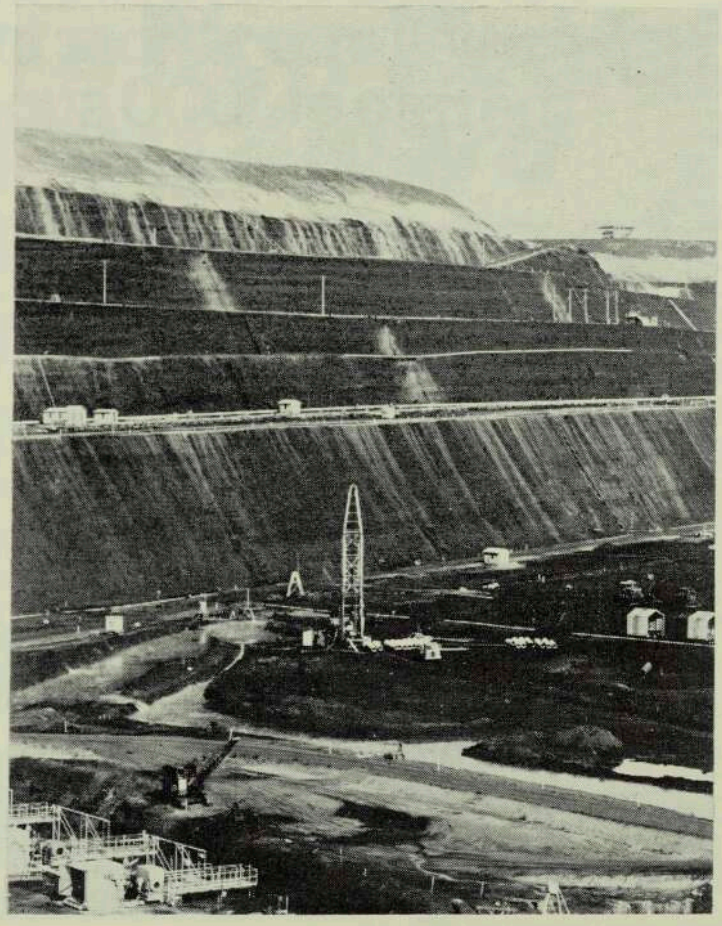
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Look out Fiji, the Cooks are duty-free!

There are some worried people in Fiji these days, the owners of the "duty free stores" who, for the past 10 years, have had almost a monopoly of the rich duty free trading which tourism has engendered in the South Pacific. There's a competitor on the horizon—the Cook Islands which, on September 25, climbed on to the bandwaggon.

Under an order made by the Executive Council, a new Customs tariff began to operate on September 25. The list of duty free goods is, apparently, almost identical with that of Fiji.

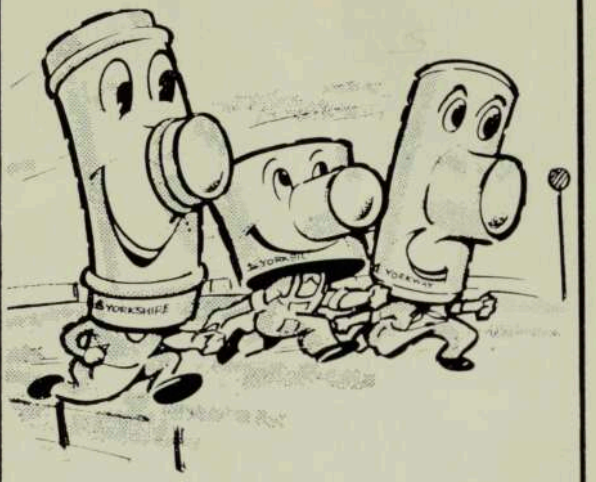
So far, however, the cloud of competition drifting from the Cooks is no bigger than a man's hand on Fiji's horizon but it will grow as the Cooks' tourist facilities grow—and they're growing rapidly. The new international airport is scheduled for opening in November. Then there's the 80-bed Trailways Hotel at Rarotonga, which is almost ready and several more hotels are on the drawing board with the Cooks and New Zealand governments combining to build at least two hotels.

So far there's only one duty free store on Rarotonga, one locally owned by South Seas International Ltd, which opened in the presence of Premier Albert Henry on the day that the revised customs tariff came into operation. There'll be more of course to act as bait for the tourist and that means, in the main, the New Zealander, who is likely to give preference to the Cooks over Fiji if only because the currency is the same. An NZ invasion of the Cooks by Kiwis who'll be able to spend without restriction, will skim some of the cream off Fiji's tourist trade.

Competition will be a good thing, however, if only to check the abuses which have been creeping into Fiji's duty free trade. The Fiji Visitors Bureau in Suva has a thick file of complaints from dissatisfied tourists, who have been taken to the cleaners by some of Fiji's more unscrupulous traders; happily in the minority.

Already, the duty free traders are worrying over prices. The vice-president of the Duty Free Merchants' Association in Suva, Mr Dalpat Rathod doesn't think there's any immediate threat to Fiji's industry from

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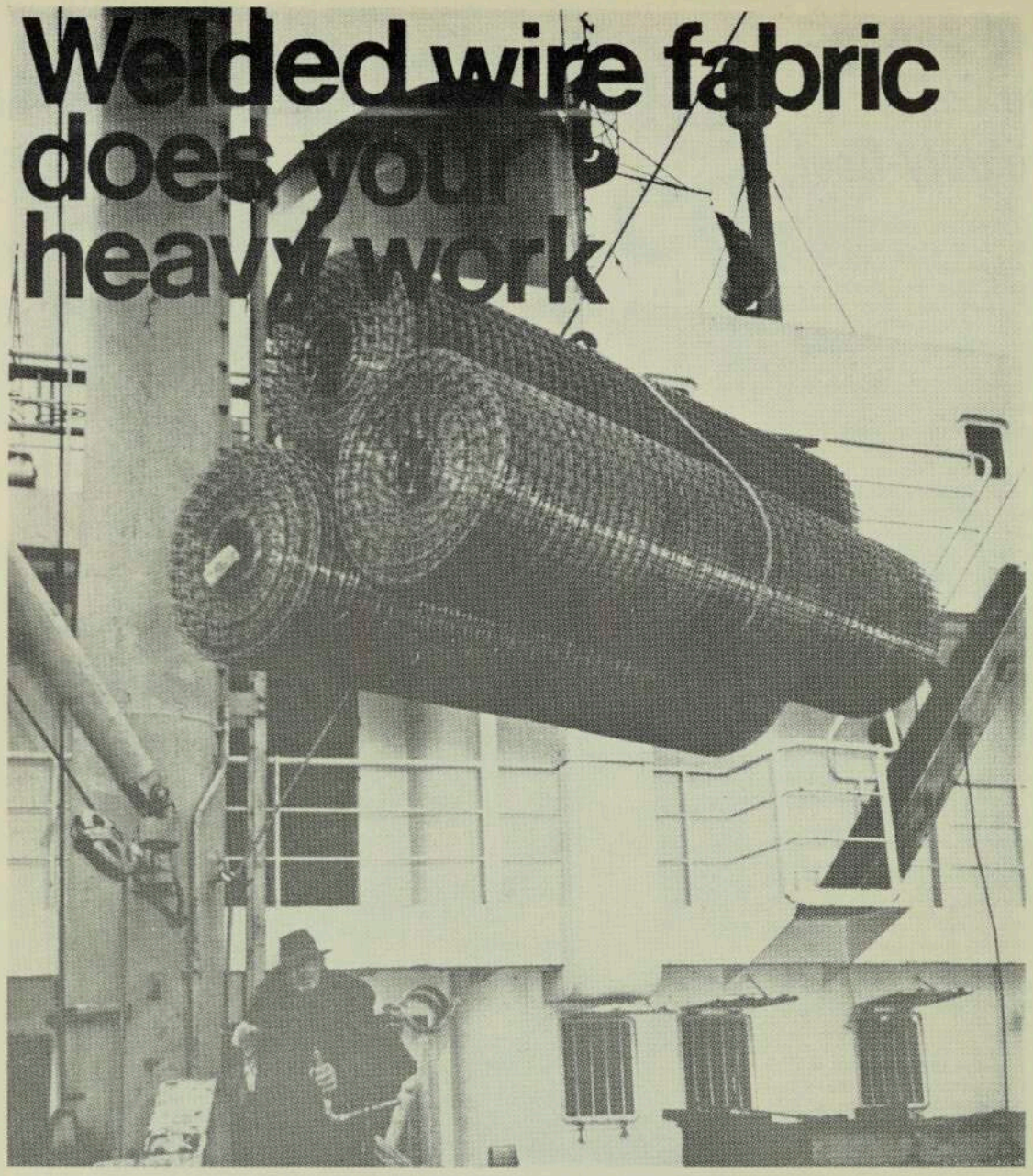
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the Cooks as it will be some time before the Cooks can hope to become serious competitors in the tourist field—except where price is concerned.

Said Mr Rathod: "The future of Fiji's industry will be seriously threatened if the Cooks' prices are well below ours."

Other traders think the Cooks, still unsophisticated and a little off the beaten track, will drain off a considerable number of potential money-spenders from Fiji. Perhaps the biggest threat will be in the changing pattern of tourism with the growth of island-hopping package tours. The Cooks, with their new airport, will come into the deal with a vengeance. And not only the Cooks. The two Samoas and Tonga are showing signs of developing their tourist muscles with the building of more hotels and the upgrading of their airstrips. It's not unlikely that the Tongan Government will be persuaded to introduce a duty-free system. Western Samoa already has the beginnings of one. Then what? Fiji's tourist industry leans heavily in its advertising on its duty free facilities. When all the Islands are on the bandwaggon Fiji will have to rely once again on its natural attractions of which it has plenty.



Cook Islands Premier Albert Henry (at right) is on the customers' side of the counter at the opening of the Cook's first duty free store which is operated byy South Seas International Ltd. Both Mr Henry and the Minister of Customs, Mr Geoffrey Henry (second from left) were given token gifts to mark the occasion. Also in the picture are Mr O. B. Mulhane, one of the company's directors, and Mrs M. Johnson, the manageress. —Photo: Johnson's Studio.



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People

● Mr Ernest Robin Safitoa has been appointed Commissioner for Local Government in Papua New Guinea, replacing Mr Ken Williamson. Mr Safitoa, 33, was born at Sinipara Village. He recently attended a course at The Hague conducted by the International Union of Local Authorities. While in Europe he had a close look at local government in West Germany and Eire.

● Ex-Burns Philp Supercargo Neville Chatfield—who is probably the Pacific Islands' oldest friend—celebrated his 89th birthday on September 28. He knew most of the Pacific Islands well, and was himself well-known there, more than 70 years ago; and his memory is good and his stories innumerable. Writing from Grafton Nursing Home, 12 Bent Street, South Grafton, to Mr R. W. Robson, Mr Chatfield says he read with interest the recent PIM article about Rotuma, and recalls: "I was there in the ship Ysabel in July, 1903, to land our injured launch driver and we called again in October of that year to pick him up, Dr McDonald having done a marvellous repair job on him. I was back there again in July, 1908, in the Muniara." Mr Robson, in sending Mr Chatfield PIM's congratulations and best wishes, remarked that he himself was 88 years old on September 16—so Mr Chatfield had the advantage over him of only one year and one fortnight.

● Well-known Apia singer, Jerome Grey has been given the chiefly title of Fepuleai in Savaii. Jerome attended Chanel College, Moamoa, consistently won talent quests, sang and played his guitar in many night spots and hotels in both Apia and Pago Pago and finally went on a singing tour of the United States with the "Samoa Three." The group performed in Disneyland and in many famous nightclubs in the US and Canada.

● Amani Tapusoa, of Church College, Western Samoa has won this year's first Samoan national marathon in the time of two hours 57 minutes and six seconds. He has won several marathons and is the present record holder for the event with 2 hours 42 minutes. Western Samoa plans to be represented in the marathon at the Commonwealth Games.



Mr Buffett

● It was a case of horses for courses with the appointment of the new Official Secretary and Deputy Administrator of Norfolk Island. Who to pick to succeed the retiring Official Secretary, Mr Gil Hitch, who's been in the job for the last three years. There were 106 applicants but the choice was easy. Mr Charles Buffett of course. The name was enough. He's a direct descendant of the Pitcairners; has plenty of relatives on Norfolk, some above and some below ground and he has served a previous term in the same job

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for seven years, from 1952. After leaving Norfolk in 1959, he joined the Australian Public Service, acted as official representative on Christmas Island for six months and then did seven years on Cocos Island. Then followed another two years on Christmas Island and since 1969 he has been in Canberra with the External Territories Department. Now, he's back on Norfolk with wife Vanda and four-year-old son Charles.

● Mr Li'a Tufele, 33, recently-appointed Director of Public Safety in American Samoa, is the first Samoan to hold the post. He is a high chief from Manu'a. His appointment follows an investigation into the police department. He succeeded Mr Robert Ranney, who retired as Public Safety Commissioner because of ill-health. Mr Tufele previously worked in the Attorney-General's Office and the Public Works Department.

● Mr Jean Doutrelant has been appointed French Charge d'Affaires and Consul for Fiji, Tonga and Western Samoa. He will be stationed in Suva. He was previously in the French Embassy in Canberra. He said on arrival in Suva, "I was not sent here to plead the case for the (nuclear) tests. We have relations with most of the world's sovereign countries. Why shouldn't we have relations with Fiji?"

● Mr Richard W. Guy has been appointed general manager, marketing and tours, of Hunts of the Pacific Ltd, Suva. He will also be involved in the marketing services of the group's overseas operations in New Zealand, Australia and the BSIP. He has been in the travel industry for 10 years, mainly in the United States, where he was born.

● Manus District Commissioner Mr Des Ashton and Deputy District Commissioner Mr Rolfe Bourne left Manus at the end of September for Australia after a combined total of 54 years service with the PNG Government. Mr Ashton joined the Department of Native Affairs in 1946 as a patrol officer. He first came to Papua New Guinea in 1939 as a master of a ship trading in the south-west Pacific. He worked in many districts and was a district commissioner in the Morobe and later Bougainville districts before being appointed District Commissioner at Manus. Mr Bourne also joined the department in 1946 and served in the Morobe District and Papuan districts. Mr Les Hastings has been appointed acting District Commissioner.

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The Editor's Mailbag



Mr Carell.

MURDER ON NIUE

The reference in your September issue to the murder of the Resident Commissioner on Niue Island in 1953 evokes many memories, as I had left the island only three days beforehand, after an inspection visit of a month's duration, during which I was the guest of the Larsens at the Residency.

After the tragedy I was sent back to Niue to act as Resident Commissioner, accompanied by a judge and two legal counsel, and can confirm what you say about the speed with which the culprits were brought to trial and sentenced.

Further action had to await the result of an appeal to the Appeal Court in New Zealand, and when this was dismissed the writer found himself in the unpleasant position of having to organise a triple execution on the island.

Orders were orders, and my protests were over-ruled, so a scaffold was erected, and a large grave dug in readiness for the grim business.

At the last minute an appeal to the Privy Council in London was lodged by an Auckland legal firm, and this effectively held things up for some months, resulting in the government finally deciding to commute the sentences to life imprisonment.

I have been a reader of PIM since your first issue, as my interest in Island affairs goes back to 1927, when I joined the staff of Sir George Richardson, Administrator of Western Samoa. I retired in 1955 as Assistant Secretary of Island Territories.

C. E. QUIN

Paraparaumu, NZ

TONGANS IN THE 'BIG SMOKE'

I was moved by Mr Slender's article on Tongans in Sydney (PIM, Aug, p 31) and hereby express my hopes that authorities in Tonga as well as in Australia consider some of his suggested solutions.

The situations which Mr Slender dealt with in his article are very similar to those which occur in other cities (in more or lesser extent) such as Auckland, Honolulu, Los Angeles, San Francisco—wherever there is a sizable Tongan population. Furthermore, the situations are not peculiar to Tongans; other Pacific Islanders experience similar problems and cause similar troubles. In all cases, however, it stresses the urgent need for education—realistic education—such as one which deals with the harsh realities of city life and the cultural stresses and strains that many Islanders have to face in another country.

It is sad that the "dollar" and "higher education" have drawn so many Islanders away from the relative security of their families and friends into an impersonal, money-oriented and fast world with which they are neither familiar nor prepared for. It is about time more Island educators took a closer look at what is being taught in their schools, and make conscious efforts to de-emphasise the memorisation of historical and geographical facts about countries such as Australia, New Zealand, USA, Great Britain, etc, and instead, stress the *understanding* of differing ways of life in these places; how they may differ from their own island environments.

"Understanding" rather than "rote learning" may help bring about better performances from Tongans overseas, especially students; it may also be one way of minimising the occurrences of troubling and embarrassing events such as those reported in PIM.

KONAI HELU THAMAN

University of California,
Santa Barbara

ARTS FESTIVAL FILMED

Naturally I am pleased that your correspondent, Claire Slatter (PIM, Sept Mana, p 65) found the First South Pacific Festival of Arts "so magnificent" and that she had "little doubts over the motives of the organisers". I agree with her when she states: "to have captured this magnificence would be beyond the power of any film".

However, in the interests of clarification I feel that two observations must be made. In the making of any film there can be a script for the actor to follow and a "shooting" script following the plans and ideas of the director. In a purely documentary film there is usually a narration script made *after* the scenes have been filmed and edited. It was such a *narration* script that I wrote. It was a pre-festival obligation of my position that I did so.

It should have been obvious to all that the Fiji Government was most generous in fulfilling its obligations as the host and producing country. To have added the high cost of making a film on to this was out of the question. It would not have helped to have given the right to commercial Hollywood and TV interest. That Pacific Hotels and Development and the producing company went into the venture knowing full well that they were not making a commercially-viable film is very much to their credit. They donated their time, equipment and cost of film, processing, recording and printing and by doing so made sure that there would be at least some record of the festival for the peoples of the Pacific to see. They went beyond this and gave to each of the participating countries free copies of the film as a gift.

VICTOR CARELL

Sydney

SOLOMONS HISTORY

I was somewhat surprised (and I confess, amused), at John Saunana's letter (PIM, Aug, p 21) accusing me of going on "to such great length and anxiety" about *"natives being allowed no hand in the documentation"* of their own history. How he came to such a conclusion is beyond my imagination. I have never thought any such thing, and would hardly credit Mr Burne, also accused of the same matter, with being likely to think anything so silly and ridiculous.

I would wish to remind Mr Saunana, that the important element in history is truthfulness. A philosopher has said that "Truth lies at the bottom of a well." The same object at the bottom of a well will look completely different to any number of observers, depending on their angle, depth of water, time of day, etc.

No reportage is infallible. Therefore *everything* that can be written needs to be written and studied. In

(letters continued on p 41)

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this way a student of a particular time or part of social history can draw conclusions from as many sources as are available.

The PIM has made available ample space for writings by the indigenous population on history, native beliefs and typically Melanesian phenomena. So let the indigenous historians get to work on the space that is available to them.

Accounts of my own ancestors in Britain are to be found in the works of the Roman Historian Tacitus (AD 78) and the monk Gildas (circ 450 AD). They themselves (my ancestors), clad in wolfskins and woad, had no form of writing.

K. W. SETON
New Farm, Queensland.

AIR MELANESIAE

Air Melanesiae, owned jointly by New Hebrides Airways and UTA-Air France, is the only airline operating air services between the islands of the New Hebrides. It is providing a wonderful service for the people within the region as PIM (Aug, p 97) pointed out. Transport between islands is much faster and more direct for many people. People are now able to take a bird's-eye view of their own village and places of settlement. Many New Hebrideans boast that they have been up in the air. The airline agents are given all the credit for the services and opportunities they initiated in this somewhat less-sophisticated group of islands (from the point of view of western civilisation), or as tourist agents call it, the "Last paradise in the Pacific".

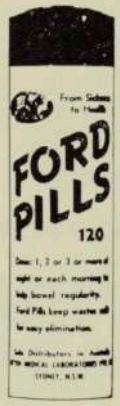
But who really benefits from the airline and the services it provides? Perhaps the other side of the coin would give us a fairer picture of the situation than what we learn in PIM. "The airline feels that the New Hebrides is the best air-served archipelago in the Pacific."—"Many of the ground support staff are New Hebrideans."—"The airline is a good example of Anglo-French co-operation."

Wow! New Hebrides must be quite fortunate to have this airline!

Personal experience denies full justification of these sweet statements. The New Hebridean members of the ground staff referred to are a few indigenous people who help to load or unload the aircraft and operate the airline buses in Vila and Santo coupled with one or two who manage two airstrips—all of whom make up about 20 or less per cent of the ground staff. The office staff and pilots are all expatriates—Europeans together with the British and French subjects from other territories.

The fares charged by the airline are beyond anything within the writer's experience. For example, it charges $19 (one way) for a distance of 60 miles (Vila-Norsup); $23 for 80 miles (Vila-Longana, Aoba). Of course this is nothing for an expatriate who receives wages of $300-$600 a month; but it is something to an indigenous person of no regular income to an income of about $90 a month.

Apart from the emergency cases for which the services of the airline are very essential, who really benefits from Air Melanesiae? Who are "the New Hebridean people" spoken of in PIM? "The Anglo-French co-operation" in the airline is often maintained at the expense of the non-whites. An incident is recalled when a European lady insulted an islander member of the ground staff by spitting at him. The latter in retaliation sent her outside by physical force. He was fined for 'causing an insult' and the lady was counted innocent. Readers can judge for themselves which party is guilty of the insult. As far as the two heads are concerned a good diplomatic relationship between them is more important than fairness between individuals. Two



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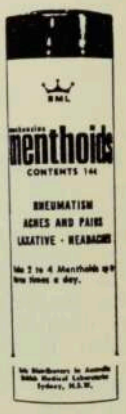
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Letters

other incidents have been known of by the author, and many more have been reported where New Hebridean passengers have been put off the aircraft so that some Europeans or government officials may get in.

Has the unfair dealing exercised by the airline arisen because there is no other airline operating in the region to compete with Air Melanesiae and so keep watch over it? It is self-deception on the part of Air Melanesiae and being false to the public to make statements as those in the August PIM, while behind the screen the airline is making unjust gains at the expense of the other sector of the community.

SETHY JOHN

Suva, Fiji

REACTION TO FIJI

I am writing in reply to the letter from Mr Colyer (PIM, Aug, p 25). I don't know what Mr Batten said in his letter in July, but I agree with Mr Colyer's comment that Fiji is a truly wonderful place.

However, I want to correct incorrect information contained in Mr Colyer's comments concerning prices at the Nadi Airport duty-free store in respect of electronic calculators.

The reason why prices for calculators at the airport—and in fact right throughout Fiji are higher than Singapore, is very simple. Electronic calculators *are not* duty-free in Fiji; they are in Singapore.

In case other readers of your excellent magazine gain the same incorrect impression as I did initially—that the airport store is trying to make a huge profit—I hope you will publish my letter.

J. N. WALMSLEY

Sydney

GILBERTESE SPELLING

Spoken words with their correct pronunciation are very important, therefore the written word should as nearly as possible reflect the correct sound of the spoken word. The Gilbertese language and vocabulary keep the distinctive form of expression which is understandable and clear to the Gilbertese themselves.

Nei Wiwinna (Vivienna), (Letters, PIM Aug, p 23), says that she is right with her spelling bangota because she was told (e wiwinnaki?) that this is correct. However, she fails to explain why it should be correct. Perhaps the following examples will help Nei Wiwinna to understand how long sounds are written in Gilbertese with a double letter. For instance:

Mangko with one o means a container—a cup.

Mangkoo with double or long o, is mango-mango tree, mango fruit.

Te kai with a single or short a, means tree; stick; a curse.

Te kaai with a double or long a, is a heron.

Mane with a single or quick m, is money.

M'ane with an apostrophe, which represents the other m (mmane) and indicates the correct pronunciation of the double or long m, is man.

These illustrations show why the sound of the long a in Gilbertese word for ancestral shrine is most clearly shown in the spelling of baangota. The original spelling of baangota is correct. Nei Wiwinna's 'bangota' is a mistake by those (Europeans?) who write it down in dictionaries. It is important to maintain our original Gilbertese spelling and correct pronunciation in our daily conversation at home and in school.

MAUNAA ITAIA

Pacific Theological College,
Suva.

ROTUMA'S HOME-BREW

As a Rotuman I was glad to see Bruce Walkley's article on Rotuma (PIM, Sept, p 47). However, I am disappointed to find so many factual mistakes in it. Let me mention but one. What he calls the "island's 'home brew'" we call *tehroro* and you can no more get drunk on it than you can on Heinz's vegetable soup! For *tehroro* is our national dish—as a soup or as part of a variety of dishes.

Rotuma has made the Sydney papers several times (most recently in connection with hurricane Bebe)—on the front pages, too. It is not altogether an unimportant island in the Pacific so if Pitcairn can make it on your regular map, why not Rotuma?

SAUMARU FOSTER.

Moore Park, NSW.

COASTWATCHERS

Walter Lord, American author of A Night to Remember, Incredible Victory, and other books you may know, is trying to locate people who were Coastwatchers—or who assisted Coastwatchers—in the Solomon Islands during World War II. He will be in Australia in October and November and hopes to talk with Coastwatchers living in this part of the world. Can any of your readers help him find them, through me?

MYRICK E. LAND,
Lecturer in Journalism.
University of Queensland,
St Lucia, Qld. 4067.

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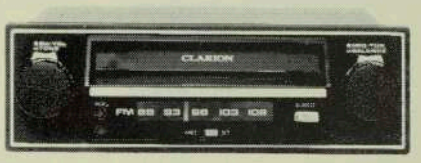
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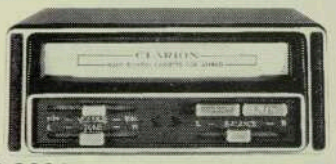
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From the Islands Press

Part of statement by Cook Islands Premier, Mr Albert Henry, on security for the visit by Queen Elizabeth in 1974, reported in Cook Islands News:

"Have we got enough security measures to protect her? The airport will be open. Anyone could come and shoot her. What a shame it would be for this little nation," he said.

Extract from a report in the New Hebrides Group News of a lecture by anthropologist Dr Robert Tonkinson who propounded a theory why people left south-east Ambrym in spite of the fact there was good garden land and no over-population problem:

Dr Tonkinson sees sorcery as being the main cause. . . . With poor medical facilities the area has a high infant mortality rate, and it is very easy for a sorcerer to suggest that the death of a child indicates some bad deed committed by the child's family. In south-east Ambrym few deaths are believed to occur from natural causes. The sorcerer has an explanation for most deaths.

Extract from an editorial in the Tonga Chronicle condemning the behaviour of Tu'ilatai Mataele, No 1 MP for Tongatapu, who had been criticised in letters in the newspaper:

He took the criticism in last week's Chronicle as a personal action, and wrongly claimed the letters were written by the editor himself. Tu'ilatai approached this newspaper's office last week demanding the originals of these letters which I think he has no right to have access to, for a newspaper, in principle, must protect its source of information, and under no circumstance must disclose it. Furthermore, Tu'ilatai also said the editor needs a good bashing. That is all he deserved, he said.

From a letter by W. N. Selby-Newbald in the Norfolk Islander on the increased "civil service" activity on the island:

One can see Canberra smiling up their sleeve at their progressive success at bringing the island to its knees financially—chiefly because we have no sense, no strength, no policy and no aims for the future. Do we aim to be prosperous and independent, a Dominion of Australia, a State of Australia or just a suburb of Canberra? Many, to whom it matters least, just think it is pathetic and very sad.

From the Arawa Bulletin's editorial:

It came as no surprise that this year's National Day celebrations on Bougainville were, in general, a flop. It had been previous practice that such a day (formerly Territory Day) was held on a Monday where everyone could be assured that at least the day was different. The granting of a public holiday on a Saturday did little to stir anyone's imagination for a start. . . . Most people considered that with self-government coming on 1 December, it was pointless to celebrate a National Day in mid-September. . . . National Day 1973 therefore can safely be written off as a Non-National Day. It can be written down though as a lesson for all that special purpose days must be meaningful. This one had none for nobody!

From the New Hebrides Group News:

We have heard from Mr Joshua Toa-rest of Narovorovo of a big feast recently held on Maewo which brought people from many villages from all over the island. The feast was to commemorate the death of four people earlier this year. Apart from four bullocks, and three pigs, 2,100 taros were consumed, along with 57 heads of kava. Dancing continued all night and into the next day.

From a letter by Tevita Folau in the Tonga Chronicle:

One wet Wednesday I went to attend a court case at Mu'a Tongatapu. It was a very busy day and the court proceedings were carried out in a house with a measurement of 18 ft in length, 10 ft in width and a height of 9 ft with ceiling. It is situated at Police Headquarters at Mu'a, on the south-western side facing the street from the direction of Lavenhatonga. The area on which the house stands is fenced, measuring 36 ft in length and 20 ft in width. It is said that this house was initially constructed as a storehouse for farm machinery before it was converted into a courthouse in March, 1965.

From a letter in the Micronitor signed 'A Kwajalein resident who is pissed off at certain Marshallese':

. . . Concerning your article on the people of Roi Namur, the part about the army not compensating the "landowners" is not true. Many times I see Micronesians from Ebeye walk into the Kwajalein branch of the Bank of Hawaii with more than $15,000; now I know the maids don't make $15,000 a year by scrubbing floors. They have to get it from somewhere else, for instance the US Army.

From The Fiji Times:

Suva City Council may employ women to sweep the streets. The Keep Suva Clean campaign committee has recommended that the council consider employing women cleaners instead of men. Committee members said they believed women would be better and more conscientious at the job.

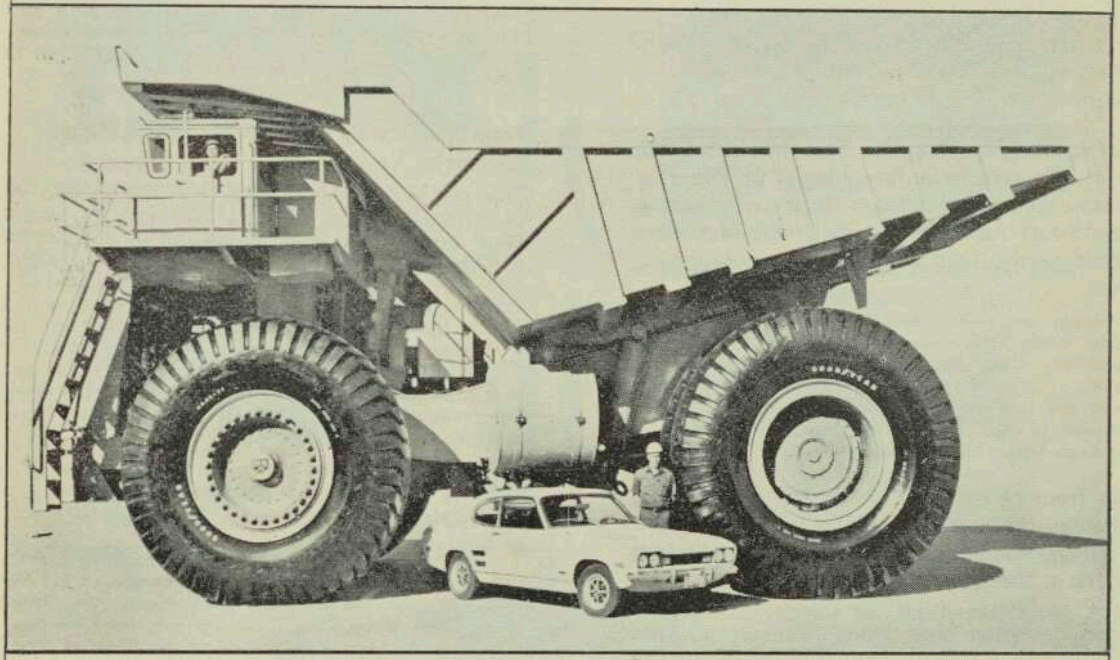
From the Papua New Guinea Post-Courier:

Members of the House of Assembly picked for a tour of Asia were "honeymoon holiday-makers" the Lord Mayor of Lae, Councillor John Rogers, said yesterday. He said their tour was a waste of valuable public money. Cr Rogers said he estimated the members' fares alone would cost Papua New Guinea $15,000 without considering hotel and other expenses. "They are just a pack of honeymoon holiday-makers," he said.

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Magazine Section

Sixteen days after the coronation in Westminster Abbey of King George VI, Rabaul, capital of the Mandated Territory of New Guinea, modernised, with a racecourse, turf club, new swimming pool and other appurtenances which bid fair to make it the most up-and-coming city in New Guinea, was basking in the sun when there was a tremendous explosion from isolated Vulcan Island, three miles from the city centre. Vulcan Island was no longer an island, and what followed is described in a letter written in gutted Rabaul and now recorded in microfilm in the Pacific Manuscripts Bureau in Canberra.

THAT DAY IN 1937 WHEN VULCAN ISLAND BLEW ITS TOP

By ROBERT LANGDON

"On Friday the 28th when I was typing in the office we had the most severe earthquake at 20 minutes past one, followed by strong tremors for about half an hour. Nothing happened then in Rabaul, only Furter's house in Karavia collapsed.

"Everything was quiet until Saturday morning, 5 o'clock. From then we had severe quakes every 2 minutes with underground noises like rolling thunder. We all worked but I closed works and office at 11 o'clock, we were all to nervous.

"After lunch I worked in my private office preparing the monthly account for June when, at 3 o'clock, I saw natives running. I went to the end of the verandah and saw huge columns of dense smoke rising in the air.

"I got the car ready and left with Kirchner with the intention to go to the North Coast if necessary. We saw a lot of people on the old Lloyd wharf and went there too.

"It was a terrifying sight, a crater had been formed on Vulcan Island and smoke rose to a great height, thunder and lightning in the air. The water in the harbour started running backwards and forwards with hissing noises.

"We were all mesmerised, but soon realising our danger, everybody fled in their cars.

"I saw that it would be impossible to reach the North Coast as the smoke came towards the old tunnel. So I turned back and we went to Namanula. . . .

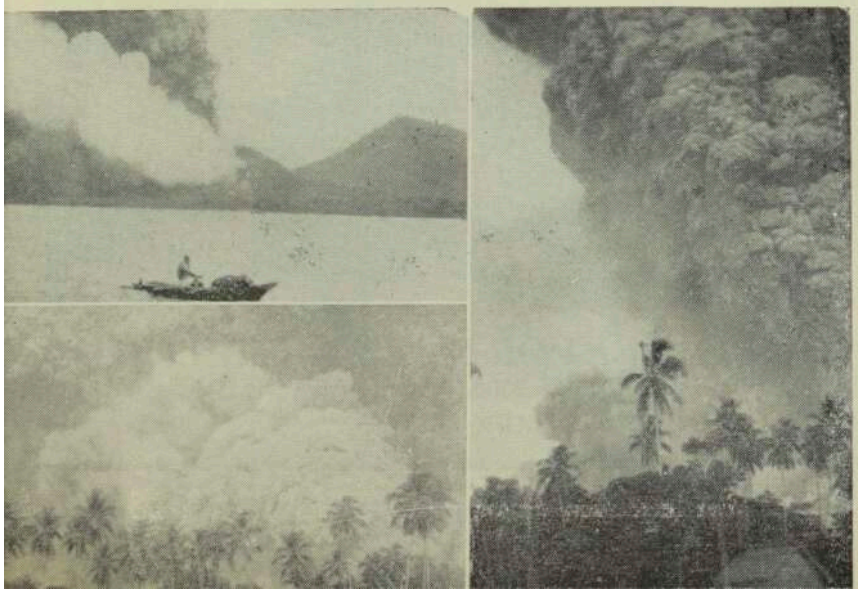
"Without any warning great black columns of dense smoke came on top of us like a whirling mass. I then thought that our end had come: we all passed through a ghastly time. It only lasted about half an hour of pitch black darkness. My eyes were full of ashes, we crawled up to Namanula Hospital where I stayed all night, no sleep, the thunder and lightning were frightful. . . ."

The foregoing paragraphs from a letter written in Rabaul on June 8, 1937, give a vivid idea of the drama that occurred in that tropical outpost during the volcanic eruptions of that year which caused the loss of many lives and the complete evacuation of the town.

The letter was written by J. Hoogerwerff, the manager of the Rabaul Printing Works, to his employer J. B. O. Mouton, who then lived in Sydney. It is one of a long series of letters from Hoogerwerff to Mouton covering the period, March 29, 1936-February 11, 1942, which has come down the years.

The last letter was written a few days after Hoogerwerff was captured by the Japanese. He lost his life a few months later when the Japanese ship Montevideo Maru was sunk by an Allied torpedo while conveying the civilian population of Rabaul to Japan.

The Hoogerwerff-Mouton correspondence forms part of an extensive collection of documents that



These front-row shots of Vulcan Island were taken from the compound of the Seventh-day Adventist Mission station on Matupi Island. Bottom left shows the choking cloud of steam and ashes pouring from the volcano while, top left, a man is pictured fleeing in his canoe from the danger zone. At right is Vulcan at close quarters, a picture taken only minutes after the first eruption.

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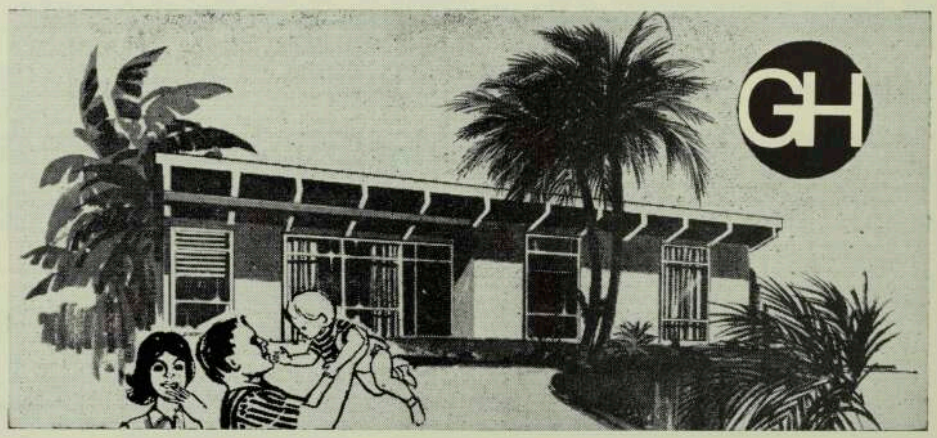
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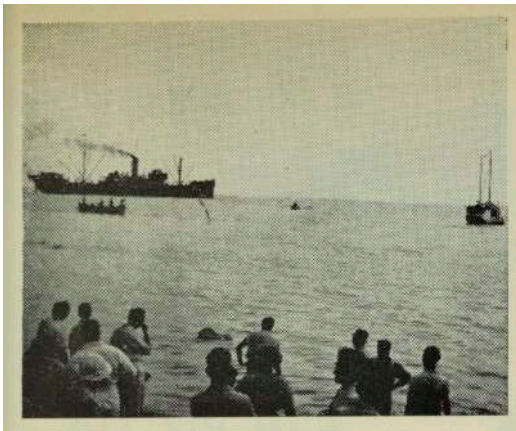
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Left, Rabaul residents wait on the beach at Nordup to be picked up by the Montoro seen in the left background. At right is another view of the crowd waiting for evacuation. The Montoro picked up 200 Europeans and 5,000 New Gui..eans and to..k them to Kokopo without losing a single person.

has recently been microfilmed for the 19 sponsoring libraries of the Papua New Guinea Records Project. Other documents in the collection include a manuscript entitled "Memories of J.B.O. Mouton", correspondence between the Rabaul Printing Works and a Hamburg firm from 1919 to 1926, and balance sheets of the Rabaul Printing Works from 1929 to 1938.

Mouton's "Memories" throw some further light on the notorious Marquis de Rays expedition of a century ago, as Mouton, himself, was one of the members of that ill-fated expedition which attempted to found a settlement on the fever-ridden shores of New Ireland.

Some of the other papers will be useful to historians in reconstructing the pre-war history of Rabaul, for it was at the Rabaul Printing Works that the former Rabaul Times was published.

Mouton died in Sydney in 1946 at the age of 78. His papers were generously made available for microfilming by Mrs W. D. Sturrock, of Mosman, NSW, a niece of Mouton's third wife.

Other documents that have already been microfilmed under the Papua New Guinea Records Project are:

- Miscellaneous papers, 1942-66 of the late Gordon Thomas, editor of the pre-war Rabaul Times and a commentator on New Guinea affairs from the end of the war until his death in 1966.
- Diaries and other papers of the Rev Samuel Benjamin Fellows, a Methodist missionary in the D'Entrecasteaux Islands. (The diaries, etc cover the period from 1883 to 1900).
- Patrol and other reports of Mr Ian F. G. Downs, who joined the District Services Department of the Territory of New Guinea in 1936 and served as a patrol officer, district officer and district commissioner until he resigned from the Administration in 1956 to take up coffee planting. The patrol reports cover patrols in the Morobe, Madang and New Ireland districts from 1936 to 1949. There is also a series of reports on the Chimbu sub-district for 1939-40.

Meanwhile, with the approval and permission of Mr D. O. Hay, Secretary of the Australian Department of External Territories in Canberra, the Pacific Manuscripts Bureau of the Australian National University, Canberra, recently embarked on a big microfilming project in that department which should yield a wealth of material of value to historians.

The purpose of the project is to obtain microfilm copies of a variety of scarce items in the departmental library before the department ceases to exist in December this year when Papua New Guinea attains self-government. So far, no decision has been made on the ultimate disposition of the library.

Among the manuscript and typescript documents that have so far been microfilmed are: Minutes of the Executive Council of Papua for 1907-14; and a "Report on the Salient Geological Features and Natural Resources of the New Guinea Territory" by the late Evan R. Stanley (1922).

The printed material includes: debates of the pre-war Legislative Councils of Papua and New Guinea; a report on oil exploration work in Papua and New Guinea prepared by the Anglo-Persian Oil Company in 1920-29; press statements, addresses, speeches, etc, of the Minister of Territories from 1949 to 1973; a complete file of the Papua and New Guinea Newsletter issued by the Department of Territories from April, 1967 to June 1973; the pre-war annual reports on Papua and on New Guinea; etc, etc.

THOSE DAYS OF TERROR

The "days of terror, dirt and discomfort" which followed the eruptions were vividly described in PIM which reported that two Europeans, American Victor Castner, a radio officer in the ship Golden Bear, and W. W. Elworthy, a Rabaul power station engineer, and 424 villagers lost their lives.

The prelude to the disaster came with earth tremors on May 29. These were accompanied by landslides along the Kokopo road and Matupi crater began to belch out heavy smoke. Then, the following day at about 4.20 pm Vulcan Island blew up. PIM reported that "masses of smoke, steam and volcanic dust covered the sky; ashes and dust were showered over the entire countryside northwest and north of Vulcan, including Rabaul; total darkness supervened within 30 minutes. Matupi crater also became very active, shaking the town continuously. Frequent bursts of flame over Vulcan had the effect of lightning discharges, which continued all night. White hot rocks were thrown to a great height out of Vulcan crater. The town was literally smothered in dust—people could not see more than a few yards". Rabaul was rapidly evacuated and by June 8 there was a row going on between the administration and the townspeople over the former's instructions for a return to Rabaul. Seventy-five women and children left on June 9 for Australia.

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● Artist Miss Edwell-Burke, who lives in Fiji, is one of the best-known portrait painters in the South Pacific. Below she tells of her first contact with the Islands, her one and only visit to Tahiti. Since then she has painted many scores of Island people. One of her latest is on the right—a commissioned portrait of Princess Pilolevu, daughter of King Taufa'ahau Tupou IV of Tonga.



Prelude to a Pacific painting career

By MARY EDWELL-BURKE

"Hello there, you beauty! It's good to see you again!!" This was my salutation to the "Race to Market" on show at Sydney's National Gallery after a very long absence from display. I greeted this lovely, lively painting of Tahitians, a canoe, tropical provender and distant rosy morning view of Moorea with affection because it had played an important part in my life—about a hundred years ago!

When my mother was a little girl there was, on the wall of her country bedroom, a print in colour of that painting. It had been given, as a Christmas supplement, in the Sydney Mail, a periodical published in those days by the Sydney Morning Herald. My mother loved that picture and promised herself that, one day, she would go to Tahiti. She never forgot her promise. One day she came home quite excited and announced, "I have just turned the first spokes in the wheel of our going to Tahiti". My reaction was a bewildered "Where's that?"

During my Paris student days I saw an exhibition of paintings of brown-skinned subjects, mainly smiling children, and I exclaimed, "That's what I want to do, paint people like that." I started to do this in Sydney, finding here and there suitable models and also finding a demand for these paintings. So, going to Tahiti was just meeting my need.

The First World War was on and the big German battleships Scharnhorst and Gneisenau had been to Tahiti. When the people of Papeete saw these grim vessels outside the reef they fired on them with their little guns and tried to block the reef entrance with a ship. It is likely the German warships needed fresh fruit and water. but, seeing it meant a fight, they gave Papeete a broadside or two, sinking a vessel near the wharf and messing up the approach to the wharf for a long time. Then they left.

Before arriving in Tahiti I read about it. Those descriptions stressed the wondrous beauty of its colour, and, doubtless, were written by people from colder climes. But my imagination got busy, so very busy. I pushed aside all mere visions of green trees, blue sky and water. We had plenty of that in Australia. This Tahiti was going to present something beyond words. Trees of hitherto unknown grandeur would bend under the weight of exotic blooms wherein birds of hitherto unknown colours and sizes would fill the sky. Phew!!! We are going to see colour, colour, colour. Little did I know that such colour as I imagined would drive us all colour-sick in 10 minutes.

Tahiti was no more colourful than Australia. And, after my first meal ashore at the Hotel Tiare owned by the famous Lovina, I went down the rather mean, gun-damaged streets of the waterfront. I was one very depressed and disappointed young artist as I sat on the stone wall and looked into the water. I saw some coral and the water was clear—but it wasn't exciting.

Then swarms of tiny fish of a thousand different blues swam into the picture and I cried out for joy. If there was nothing more of colour in Tahiti those fish were enough to satisfy my colour sense.

My mother was told that Hotel Tiare was not a good place for a young blonde, so an abode over a shop by the waterfront was found and I started to paint. Toto come into my life. He was about six years of age with a longing to earn francs, devour large slices of bread and jam and get leather belts to hold up his long blue pants. His big hat shaded his enormous smile.

I loved to watch him swaggering down the waterfront after a sitting. One hand handled his fee in his pocket; the other hand held his big slice of bread and jam and the pants were held securely over his bare tummy by one of my leather belts. A day or so later a plaintive bleating of "Mary, Mary" could be heard from a deflated little figure sitting on the bridge in front of the house. Whites of big, brown eyes showed in the gloom under the hat—both hands were needed, in the interests of modesty, to support the pants. Toto was ready for another session of posing, eating, earning and another belt. I hailed him "Haere Mai". An artist's career in the Pacific was unfolding.

Later, I held the first art exhibition in Tahiti—by request of the French Governor Monsieur Julien in the home of the British Consul, Dr Williams.

Often, I long to return to Tahiti but I've never been back.

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No one really likes paying tax and 20 years ago a BSIP company, R. C. Symes Pty Ltd, considered income tax regulations were invalid. The company based its challenge on powers conferred on the Western Pacific High Commission by the Pacific Order-in-Council of 1893 in five directions, one of which was to legislate for peace, order and good government. The company based its challenge on how far that power could be interpreted as giving the right to tax. The Judicial Commissioner considered him wrong, initially, and lodged an appeal to the Supreme Court in Fiji. But before it was heard the company considered after all, that the regulation was valid, for it withdrew the appeal. One of its legal advisers was Mr C. L. D. Meares QC, of NSW, who is now Mr Justice Meares of the NSW Supreme Court.

Yesterday

Mountaineering is a popular sport in places like Switzerland, Nepal, New Zealand, but somewhat out of place in the tropics. But that convention meant nothing to an intrepid Frenchmen and two French-Tahitians, for as PIM reported in November, 1954, they conquered Tahiti's 7,339 ft pinnacle, Mount Orehena, for the first time. It was regarded as a notable mountaineering feat. The men were L. P. Alphonse Hollands, 46, Marcel Varuamana, 27, and Raymond Tiaore, 22.

There was considerable interest in Papua New Guinea in 1954 when Dr H. C. Coombs, then Governor of the Commonwealth Bank of Australia, and a large party of high bank officials toured the territory in a specially-equipped plane. Territorians hoped that the visit had something to do with increased Australian investment there, and the establishment of some kind of institution which would finance private enterprise. Dr Coombs and party left without saying why they were there, and two months later nothing was forthcoming. PIM hoped that Dr Coombs and his financial underlings had been making plans about the best way Australia could help PNG to become a supplier of things tropical to Australia, "which perambulating politicians constantly assure us PNG is capable of doing".

The Tonga Cook family, which had been sporadic whalers for many years off Nukualofa, had a windfall when it took three whales. The Cooks used only an open surf boat, with oars and sail, and an old-fashioned harpoon. Unlike other Pacific whaling enterprises, the whales caught by the Cook family were not used for oil, but to augment the Nukualofa meat supply. Each whale was towed ashore and sold in pieces to eager customers. Each realised from £300 to £500 before it became too ripe for the removal of further steaks.

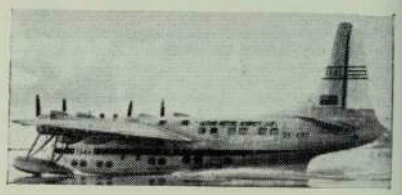
A Fijian, known to be well over 100 years old, Ratu Joseteki Tayaga died at Tubou, Lau. He claimed to have known missionaries David Cargill and William Cross, the first missionaries in Fiji, and to have attended some of their meetings. He was one of Maafu's lieutenants when Maafu was viceroy of the Lau group, and went with him on some of his war expeditions.

The popularity Queen Salote of Tonga won during her visit to England for the June, 1953, coronation of Queen Elizabeth, was not just a passing phase. After her return there were frequent inquiries made in Sydney from UK newspapers for the latest information about her movements and intentions. A representative of a London and Sydney publisher started to collect material for a book about her and the Tonga Islands. Then there was a request from F. G. Miles Ltd to give her name to a new aircraft, to which she agreed with all the natural grace which came so easily to her. The aircraft was named "Salote, Queen of Tonga".

Fiji and Tonga both suffered shipping disasters which, unfortunately, were to be emulated in the years ahead. In Fiji, a cutter, the Nora, bound for Suva from Gau Island, in Lomaiviti, was struck by a squall and capsized. She was carrying 39 passengers, although licensed to carry only 19. Nine people lost their lives. A cutter on the way from Lifuka to Kao, 30 miles away, in Tonga, foundered, and seven people were reported drowned. Fiji was to know a much worse disaster when the Kadavulevu, on the way from Nairai (near Gau) to Suva, in March, 1964 capsized. Eighty-nine people out of 92 lost their lives. The Kadavulevu was licensed to carry a crew of seven and 22 passengers. A Tonga inter-island ferry, Just David, on June, 19, 1973 foundered in the harbour of Eua Island. Seven passengers, and a constable who swam from the shore to help, were drowned.

Twenty years ago Fijian soldiers were routing the communists in the jungles of Malaya. But there was criticism of the decision to send the battalion there in the first place and this was strengthened by protests that the pay of a private, 3/9 (38c) a day, and a marriage allowance of 2/- (20c) a day were hopelessly inadequate to support wives in Fiji. There was also bitter criticism of a delay in establishing a rehabilitation scheme for returned men.

Tasman Empire Airways late in 1953 was about to convert its New Zealand-Fiji service to land plane operation, terminating at Nadi instead of Laucala Bay. In the intervening 20 years a lot has happened to TEAL, now Air-NZ. The Solent flying-boat gave way to the DC6 on the NZ-Fiji service. The DC6 was superseded by the Electra turbo-prop aircraft, which was replaced by the pure jet DC8. And now there is a DC10 wide-bodied jet on the service, supplementing the DC8.



This Teal Solent flying boat, Aranui, was in Fiji skies and waters until it was paid off in September, 1960.

The Australian Minister for Territories (then Mr Paul Hasluck, now Sir Paul Hasluck, Governor-General of Australia) and the PNG District Services, were criticised following the murder of two young patrol officers, Cadet Patrol Officer G. B. Harris and Patrol Officer Gerald Szarka, in the Telefomin area of New Guinea. Natives around the patrol post, one of the most isolated in PNG, were regarded as being "under control", but further out they were still hostile. The minister was criticised for his policy of bringing all New Guinea under control within a specified period; and District Services for sending young, inexperienced men to isolated areas like Telefomin.

The new sport of spear-fishing was making rapid progress among young men in the South Pacific 20 years ago. They wanted to know all about the techniques and appliances. The spear fishermen of Port Moresby made history when they brought up from the harbour bed a number of "queer objects", which proved to be glass-stoppered lemonade bottles, which went out of use 25 years earlier.

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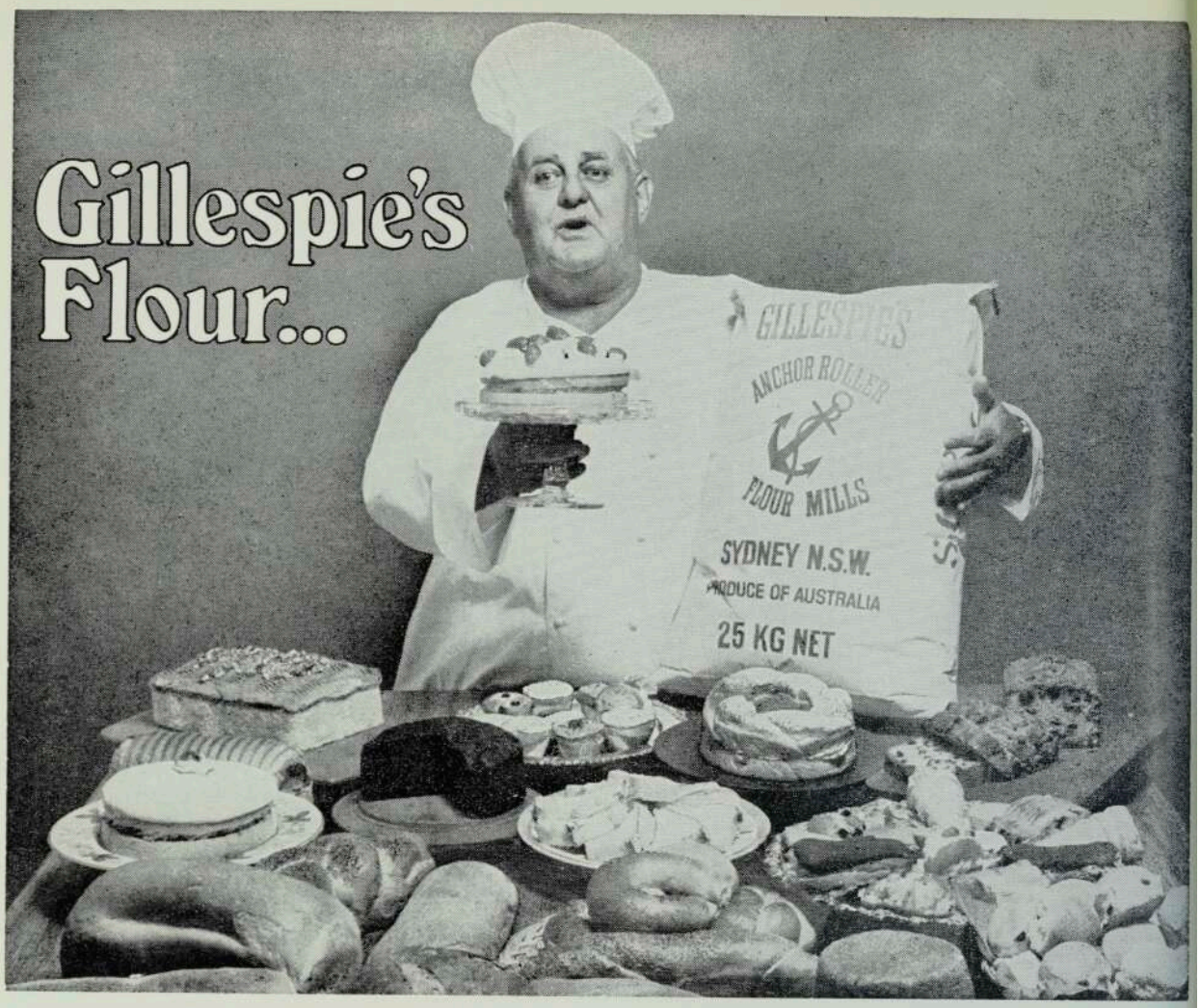


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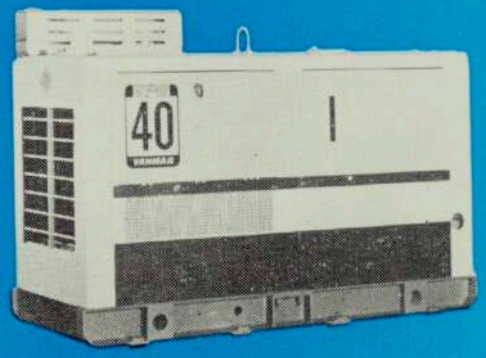
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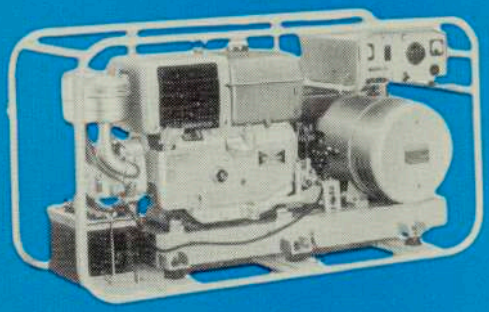
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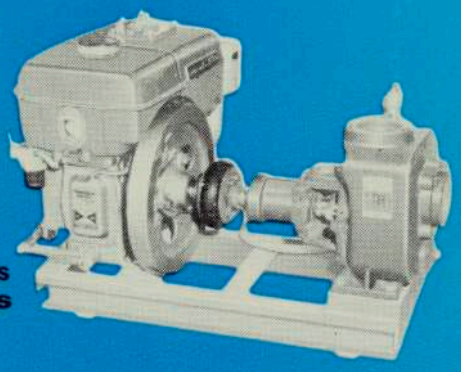


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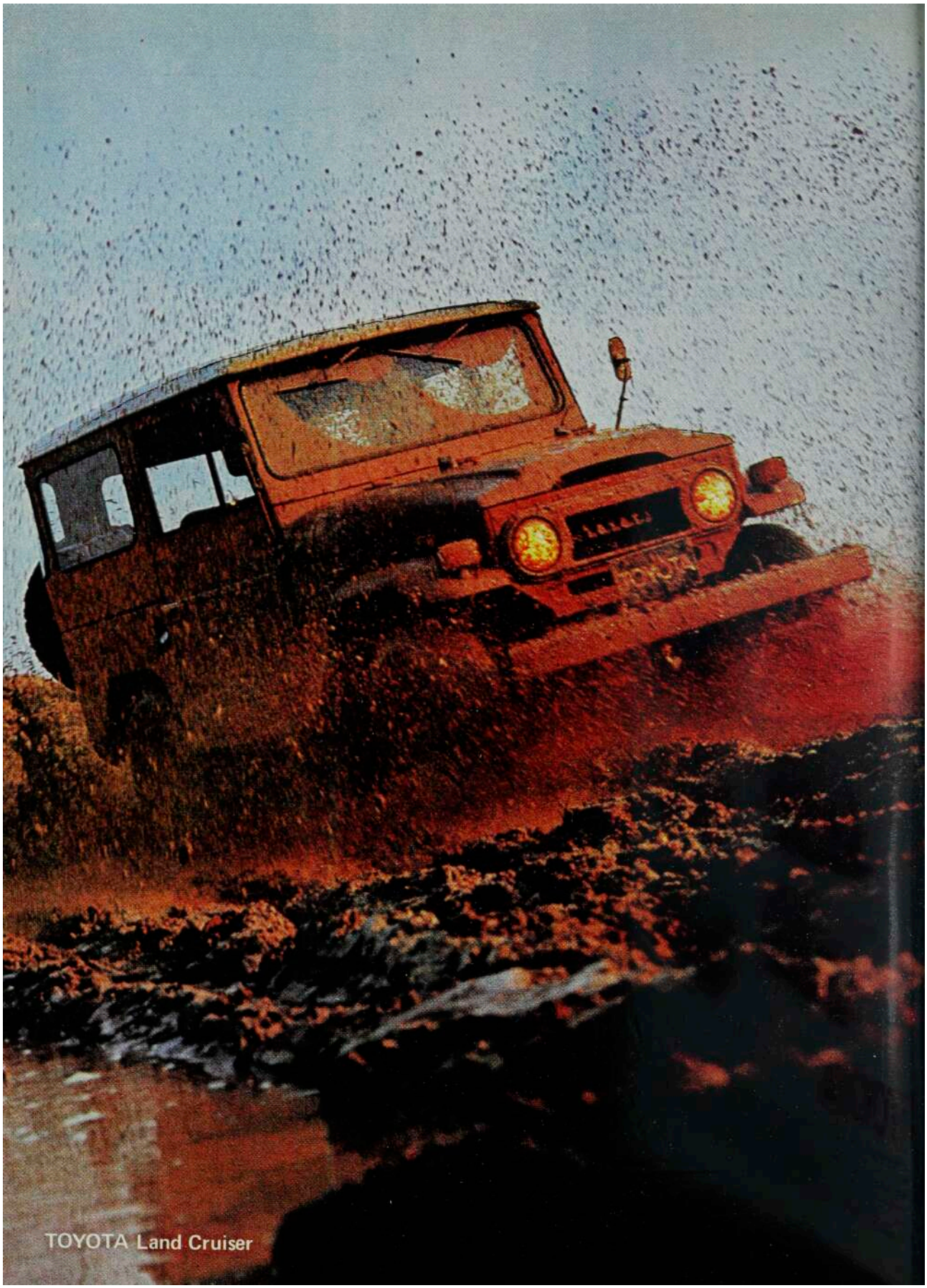
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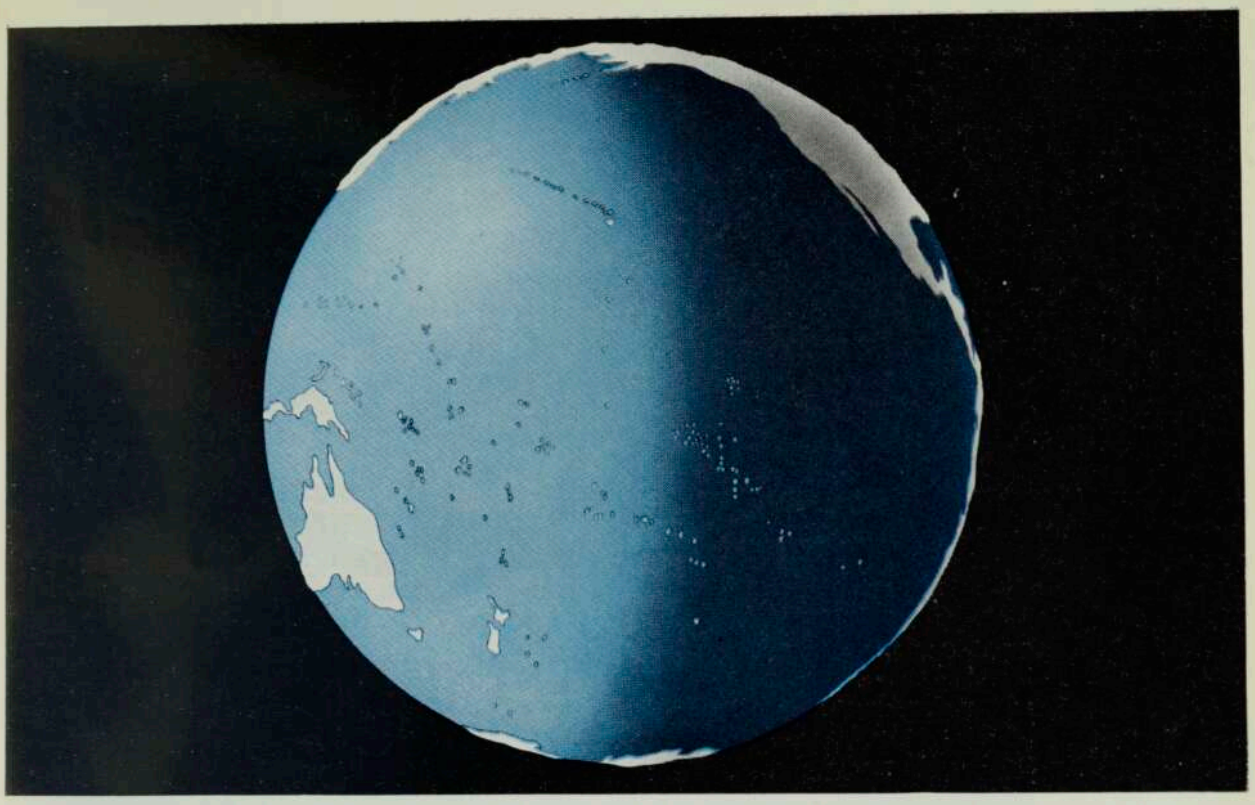
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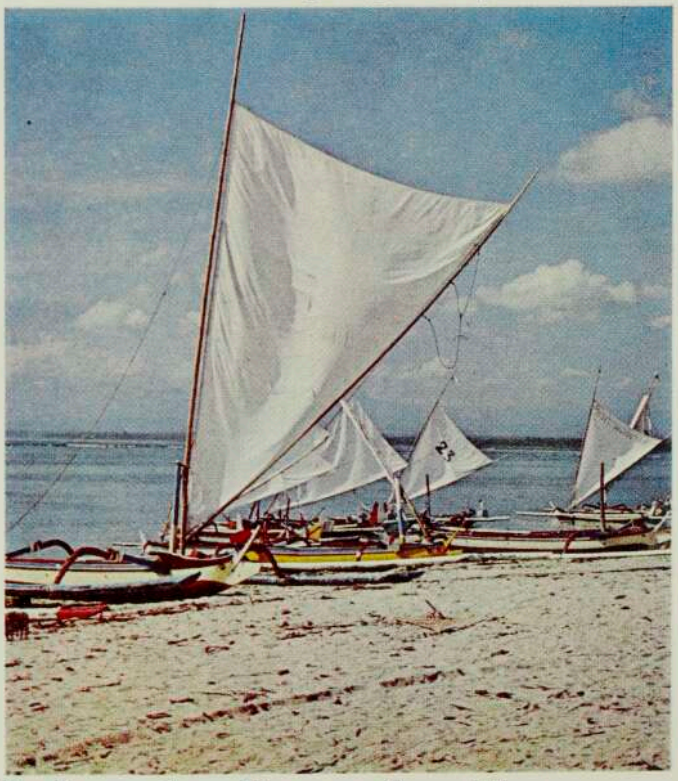
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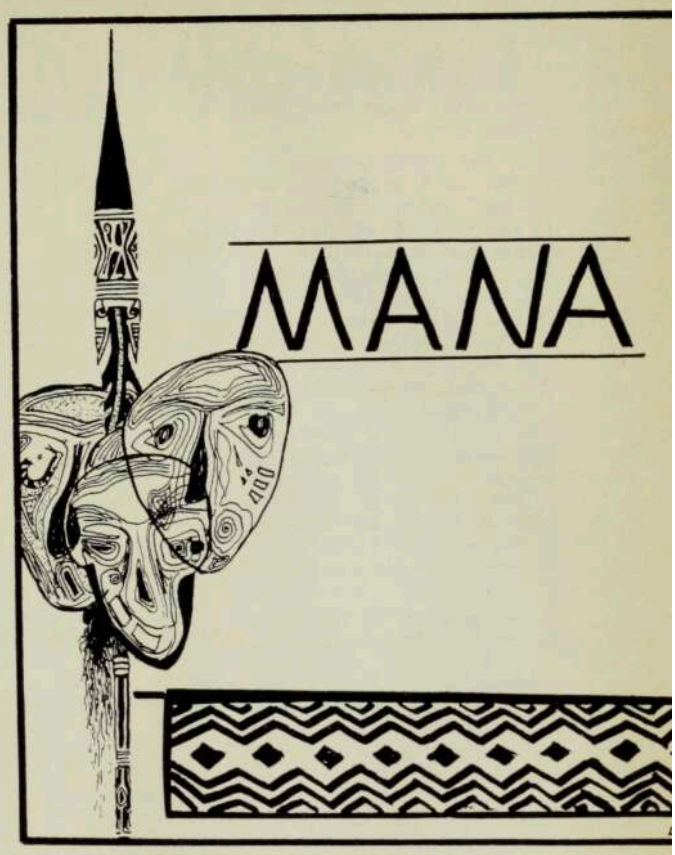
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This issue of MANA is devoted to creative writing by residents of Fiji. It reflects the multi-cultural experience of Fiji's society. It is edited by Satendra Nandan, a lecturer at the University of the South Pacific. Contributors are Vanessa Griffen, Sam Simpson, and Dhrup Chand, who have already published in MANA, and Mele Nasalivata, James Movick, Mary Mills, Julie Murphy, Kamla Kushal, Lalita Devi, A. M. O'Brien, students, Birmati Lakhan, Malakai Tawake, and Jack Davis. Jack Davis is an Australian Aborigine who visited Fiji for the South Pacific Festival of Arts.



Short Story

MARAMA

By VANESSA GRIFFEN

THE Fijian woman spat generously on the small piece of bait on her hook, then she straightened up from her half-crouching position on the sea wall. She turned slightly sideways, and spun her line, making a wide hissing circle as the nylon cut through the air. Then, with a swift movement of her arm, she flung it far out into the still sea. She stood for a minute, watching the ripple where it had fallen, then she crouched down again, tucking her skirt about her, to wait.

There was in her pose an air of tireless, endless patience. The woman held the line lightly between her smooth hard fingers, and the slightest twitch brought her fingers firmly down on it. Sometimes she felt a harder tug at her bait, then she jerked the line quickly so that her hook would tear at the fish's mouth. With unhurried swiftness she then pulled in her line. There was nothing on it. Again, patiently, she spat on the bait, rubbed her hands together, and cast her line into the water. She sat down to wait.

This Fijian woman, any Fijian woman, was a common sight on the sea wall, sitting crouched, with faded cotton skirt billowing in the wind; or standing tall against the sky. Beside her, in a basket plaited out of green coconut leaf, she kept her bait.

A long interval of waiting passed and she scratched her head often and frowned against the glare of the sun. She watched the inter-island cutter chug past in the distance, and all the time her fingers were ready at her line.

Gulls appeared out of the sky to perch on the black beacon, and behind them the borders of the reef curled white and brilliant. The Fijian woman sat on, with these things about her so familiar that she hardly noticed them. At last her patience was rewarded. When she pulled in her line, there was a small fish flipping at the end of it. Still holding the line, she thumped the fish on the rough sea wall, until it lay still, silver and dead. She held it in her brown hand, and reaching in, took out the hook, and placed the fish in her basket.

The woman added fresh bait, spat, spun her line and cast it into the water. Again, she crouched down to wait. The sun, getting lower in the sky, shone indirectly; the sky deepened and the breeze grew cool.

She was interrupted by a dog sniffing around her basket. She was about to cuff it, when looking up, she saw that it belonged to a European couple who were hurrying up. Instantly, a wide, shy good-natured grin spread across her face. The man got hold of the dog and smiled briefly at the Fijian woman.

"It's all right, he won't bite you," he said.

But the Fijian woman had been

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more worried that it might take her fish. Though they walked on, her peace was in a way broken. Though the dog had not got her fish there now seemed to be more flies than usual hovering over it.

By sunset the Fijian woman had only two fish in her basket. The reef, gulls and sea had become indistinct in the greyness of oncoming night. Behind her the cars went past on the road. A streetlight flashed on and she knew it was time to go. She stood up, and her hand went to her aching back, stiff from crouching. To the cars that went past then, she was the dark bent shape of a Fijian woman tired after an afternoon's fishing. To the woman, her back ached because she did not fish often now, and when she did, the fish were slow in coming. But there were no cars to see the Fijian woman straighten up, and stand strong and with a strange stolid dignity, looking out to sea.

She turned and set off for home, holding her basket. She came to the single room which she shared with her married son and his two children. The two children were waiting for her. They both had running noses and were fighting each other and whimpering for food. She said a few words to them and pushed them out of her way. Then she sat down to prepare her fish. In the pot on the primus she found one last piece of taro; and her two fish were not enough. She went to the unlit corner, and took a 50 cent note from a tobacco tin.

"Come," she said to the older child, "go to the store and get one tin of corned beef, and one bread."

The child ran off with the note in his hand, and the Fijian woman sat down to wait.

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.

Diwali

(The Hindu Festival of Lights)

By SAM SIMPSON

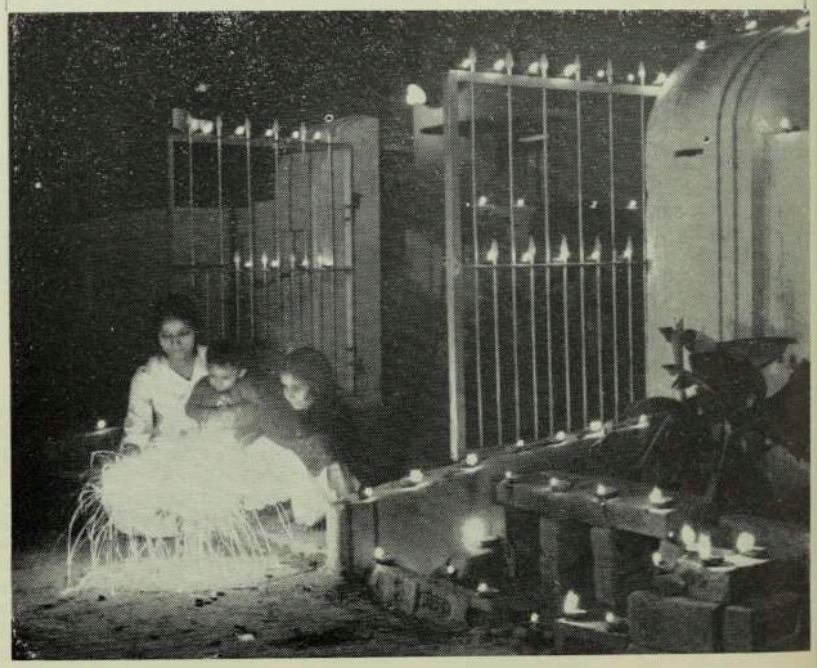
The island air has an eastern accent tonight,
Alive with crackers, candles and colours,
All over Fiji, the Hindu community
Is celebrating Diwali.

Adding a rich tone of variety and culture,
Time to review past, renew present,
And rekindle hope for the future,
Lest we falter and stumble in life's test.

Lights, lights, lights, everywhere
Up hedge, garden path and tree,
To woo Lakshmi into the veranda
Now in or now never to be.

Hark, hark, a spark in the dark,
To explode and unfold
In countless images untold.
Old tradition of the east to evoke.

Let us join the spirit of the festivity,
No matter who we are, but see
Eye to eye with other communities
And, hopefully, usher in prosperity!



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A LEGEND OF LOVE AND DEATH

By MELE NASALIVATA

IN the olden days the inhabitants of various islands in the Fiji group visited each other. The people of Lakeba, in the Lau group, followed the same custom. They often visited Tonga which is outside Fiji. Another island group which they were fond of was Bau.

Among the islands of the Lau group, Lakeba is known to be a chiefly island. At that time in each island of Fiji there was usually a person, a man, who was the strongest and handsomest and he was the chief. Strength and beauty were the main characteristics of the island chiefs.

There dwelt, in the island of Lakeba, a chief called Niumataiwalu who was reputed to be the strongest man in Lau.

One fine day the people of Lakeba decided to visit the island of Bau. Usually these visits were with a purpose. The purpose of this one was to see and to meet the strongest chief in Bau to test Niumataiwalu's strength. The people of Lakeba were looking forward to this trip to Bau with excitement. Soon the great day arrived to leave.

When they reached Bau they immediately performed their traditional ceremony of *sevusevu* and *qaloqalovi*. These Fijian ceremonies are usually done when people visit others in other parts or when a big chief returns to his original abode.

After all these ceremonies were performed the Lakebans were allowed to stay on the island for a few days. All went ashore except Niumataiwalu who stayed on board. Unfortunately they didn't find any strong man who could challenge Niumataiwalu.

People of Bau who went on board to see this great man began to talk about him, admiring his handsome features and prowess. This was the gossip mostly among the ladies. Before long the daughter of one of the chiefs heard about this. She wanted to see it for herself. She decided to visit him on the boat.

Early every morning she would cook food and sneak out of the house. She did all this secretly for fear of being caught. She would take a small raft and row furtively via the back of the island, so that nobody could see her. She would then approach the boat from the starboard side. This went on for quite a while and, as days passed, more frequently. Their daily relationship grew and they were lovers without anybody in Bau realising it.

The day came when the Lakebans had to return and the lovers had to part. Niumataiwalu left.

Before long, it was discovered that the chief's daughter was pregnant. The great Niumataiwalu was responsible.

In those days it was very serious to have an affair outside or before marriage and worse still if the girl becomes pregnant. As a punishment for this crime the man responsible was usually killed with a *wau* (club) while the expectant mother was ostracised by the members of the community.

The people of Bau gathered together when they heard about this to plot to put Niumataiwalu to death. Now the main problem they faced was: Who would be brave enough to kill the accused? Not even the strongest man in Bau had guts to kill him. The Bauans then went through the whole of Fiji to ask the people whether anybody could solve their problem. They went from island to island, village to village and they took with them *tabua* (whales' teeth) for this was a custom. A whale's tooth is usually presented to show respect and thanks for a particular favour or task. Also this is presented when you are in great need and would like some help.

It so happened that Niumataiwalu heard about the terrible plan. He started to escape to other villages and islands within Lau. The Bauans heard of his escape from Lakeba and were not sure of his whereabouts. They sent whales' teeth to the villages he was likely to visit. Together with the tabua were what we call *Matanivanua* (spokesmen) who would explain to the people the purpose of the whale's tooth. Niumataiwalu knew nothing about this.

At last the people from Bau came to the island Ono which is at the very

Kisses in the rain

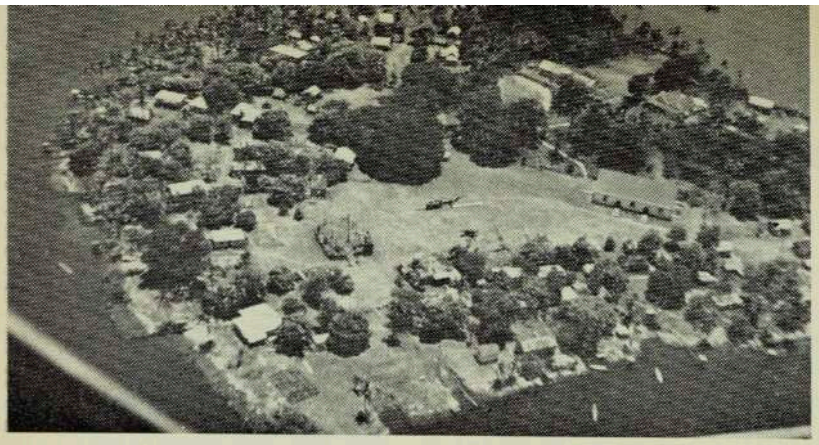
By DHRUP CHAND

It's been raining all day—
only a few people are about.
A chilly wind is blowing;
no-one wants to come out.

The lights are soft, orange.
You wait, alone, in the rain.
Your eyes shine, you smile, you're happy.
You know today he will come again.
The sky is dark and gloomy, cold;
and the rain comes down and down.
People hide beneath umbrellas
and move about the town.
You stand in a mac, in the wind and rain,
your hair is wet, but you do not mind.
And as you walk along the wet pavement,
your footsteps and your troubles are left behind.

Light walk, happy walk, walk through the rain.
Dreams in the water, so wonderful today.
You whom I don't know, you who don't know me;
you dream of someone now not far away.

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Lauans are welcome on the chiefly island of Bau.

southern tip of the Lau group. There they found a man who was willing to kill Niumataiwalu. A whale's tooth was presented to him to show respect and express thanks.

A meeting was held in the village of Matokana in Ono immediately. The main purpose was to make arrangements for the killing. It was decided that Niumataiwalu would be clubbed in the next meeting which would be just among the chiefs of Lau, excluding the Bauans although they were on the island.

Before the great meeting Saunikalou, the strongest man in Ono, who was to do the killing, had arranged with his only grandson all the things they would do.

It was decided that when the grog meeting was in progress the little boy was to enter the meeting house, bure, and present the club which was to be hidden smartly in newly-bored banana leaves as if it was just a bunch of banana leaves. The boy was told that as soon as he entered he was to go straight to his grandfather Saunikalou without any fear and hesitation and hand the bunch of leaves to him. If his grandfather was to chase him or growl for his interruption he was told not to listen but just hand the club and say the leaves were for smoking.

The meeting was called and the chiefs of Lau were present including Niumataiwalu who was blissfully unaware of the conspiracy. The grog party was in swing when the grandson walked in from the second door of the meeting house holding a bunch of banana leaves, all coiled up neatly. He walked straight to Saunikalou and presented the disguised club. Saunikalou had already started to growl and chased him but he knew that these would happen for he was told beforehand.

Now it was time to serve another round of grog and it was Niumataiwalu's turn to be served. The *qarava na dave* (grog server) filled his bowl and gave it to the culprit.

While Niumataiwalu was busy helping himself to his big bowl of yaqona, Saunikalou stood up, walked up to him and clubbed him brutally. Those who were in the house were shocked.

The great Niumataiwalu staggered out of the meeting house and collapsed. Within seconds he lay dead.

Saunikalou was thanked and praised for the great deed he had done. A big feast followed. Both the Lauans and the Bauans celebrated before the latter returned to their island.

As a reward the people of Ono-i-Lau are welcome to visit Bau anytime. Today it is said that some trees in Matokana, the village in which Niumataiwalu was killed, bear whitish-yellow leaves. These trees grow on the places where Niumataiwalu's blood fell.

Today we know that Bau is a chiefly island and respected by most people. People from other parts of Fiji perform ceremonies when visiting the island. Also when they are on the island they respect the people. They don't make noise or go around the island disorderly and drunk.

This doesn't apply to the people of Ono-i-Lau. They are pardoned for these actions. Again they don't go into extremes because they respect Bau. The Bauans have a special place for Lauans because of the legend of love and death.

identity

By JAMES MOVICK

i cry for the pride that is not mine
can never be, will never be;
for sprung from the muddy cesspool
of white sperms in black gardens
i am born without a soul
no identity of mine own and
i curse the misfortune that i should be
one of the depraved deprived fools
who lumber and labour
the contemptible calibans
ruled by the whim of whoever
prospero black or white may be
dancing to the applause
of bloody ariel's pipes;
on and on
to perish on the rocks of purgatory;
for i am prevented from attaining that mark reserved
for black or for white
who against each other fight
but are united against us
their despicable disinherited foetuses
of deceased discredited couples;
arise!
yeah . . . but for what?
develop our own character?
sure . . . but out of what?
inferior-motived, self-contemptuous, paranoic dreams of paralytic mind?
must we grovel on
like eunuchs or prostitutes
satisfying their own desires
which do not exist;
should,
could,
but don't?

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Return to Paradise

By MARY MILLS

Grateful am I for grass beneath my feet
Since I have known the concrete canyons
Of the world's great cities;
Grateful for friends, since I have sensed
The loneliness that lurks on busy sidewalks,
In great hotels and tall apartment dwellings
Luxurious but impersonal.
Glad am I for the music of a bird
Calling at dawn outside my window;
Thankful for the wide stretch of sky,
The sunlight on the palms,
The tropical, rich blaze of colour,
Deep blue of water, white of curling foam
And luminous cloud, the hills, the harbour—
Home of more loveliness
Than human eye can note or tongue express.



". . . Deep blue of water, white of curling foam" as exemplified by this photo of Sigatoka's sand dunes.

Farewell Fiji

By JACK DAVIS

Mr Davis, an Australian Aboriginal author and poet, wrote his poem when he left Fiji after the South Pacific Festival of Arts in May, 1972).

Farewell Fiji
Jungle, mountains
Laughter in the evening
Soft voices
Whispering feet,
The calm of the resident European
I mean, home he is always frantic.

But I am not for adoption.
I love my land.
Harsh, dominant.
Moulder of men.
Ayers rock, the Olga's
Rising up, indomitable,
Kaleidoscopic in the summer haze.
My land is my race, my joy
My birth of pain,
So with a jet's roar
Goodbye beautiful Fiji.

ALL IN VAIN

By JULIE MURPHY

The babbling woman sits by the village fire,
Her mumblings cascade with the spittle from her mouth,
As she shrieks and claws the air around her face.
With maddened eyes she sees nothing.

The village chief and priests and common-folk
Sit around in varying degrees of authority
And tremble at her inarticulate words
With fear and dreading in their heavy hearts.

The scribe writes every word she says
Into a dirty, hand-worn note book
Which some missionary left behind.
He struggles to keep up but dares not interrupt.

The doctor and his AMOs lie angry and puzzled
In a village hut after their long and dangerous ride
Not knowing why these plainly ignorant beings
Refuse the help they offer.

They had explained it all so clearly
With the use of charts and actions
One shot in the arm prevents disease and death
In those poor infected lungs.

At first all were eager to participate
And held their arms to be the first
Happy to know some better magic which could help them out
Of their endless painful waiting.

A scream rent the smelly, unwholesome air
And an old wizened woman began to roll and tumble on the earth;
Pulling her hair and frothing at the mouth
Her eyes rolled up till only white did show.

"She sees it, come we must go . . ."
They crowd around, and garland her with flowers
And sit her up a pencil at the ready
For all those words of wisdom she will utter
Of what the spirits say.

The ramblings go on which priests interpret,
As a warning of danger
The doctor and his medicines, that long silver needle
"Not needed—go home, we don't need you,
You bring evil to our home."

Imploring, pleading all to no avail,
"Go away, we don't want you here,
We have managed all these years, we see evil in your coming,
Our spirits warn us you are not good."

The months pass
An epidemic strikes
And crumbling huts are left
To tell the story that remains.

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THREE STORIES ON PACIFIC CHILDHOOD

A number of students taking the three-year Diploma of Education course at the University of the South Pacific are preparing a collection of childhood reminiscences for possible publication. The collection is being edited by Satendra Nandan and Noel Harrison, two lecturers at the university.

The main idea is to present a personal impression of childhood in the Pacific by gathering together experiences from the 10 island groups which make up the university's region. They'll cover mainly the six to 12 age-span.

The collection is not intended to be in any way complete. Nor can any claim be made that the experiences are typical of all children in all places in the Pacific.

The reminiscences should, however, show with honesty and intimacy part of the life of the Pacific from the point of view (low, and close to the ground) of some of the young—filtered admittedly by a selective memory.

Here are three short extracts from accounts written by two of the students, Miss Birmati Lakhan, from Ba, and Mr Malakai Tawaki, from the Lau Islands.

(1) The summer the sun did not blow up

By BIRMATI LAKHAN

SOME time during the Christmas holidays, when I was about six, a rumour spread rapidly among the children in our village that soon the sun would break. Instead of sunshine and rain, showers of fire and glowing splinters would fall.

This story filled me with great fear. My younger sister, my cousins and friends all wanted to know just when this was going to happen. An aunt told us it would be just over a month that the sun would blow up, and the sea would rise and drown all the land and all the houses.

At first we all cried. Then we got into a group and tried to think of ways we could save ourselves. I suggested that we dig a large hole, get inside, and cover ourselves with a big wet rug.

But an older cousin—he was eight—said that we would be baked to death inside, and that when the seas rose boiling water would fill the hole and all our dead bodies would float away.

My idea was dropped.

We then decided that if we managed to buy a big boat we could get into it and float on the water that would save us from drowning. But we still had to solve the problem of being baked by the heat.

We thought that if we could carry a big—very big—refrigerator on the boat we would be safe. We decided that we'd have to light a small fire inside the refrigerator, just enough to stop us from freezing.

With this bright idea we all went to our eldest brother and told him what we needed—a steel boat (so it wouldn't burn), and a refrigerator. He was surprised, because most adults hadn't heard the rumour. It was circulating almost entirely among the children. He scolded us and told us not to be silly.

When we went to our parents with the same request for immediate help they called a meeting of all the older people. The rumour was getting out of hand. Children were not eating properly.

Later on my mother told us that if we ate our food we'd be given a boat just before the sun broke.

My father and older brother were very angry and tried to find out who had started the rumour. It was finally traced back to the Readers' Digest.

A 14-year-old girl had read an article in the Digest which said that after millions of years the sun might explode. As the story went from mouth to mouth the time changed from "millions of years" to "next month."

My brother explained to us that God would never allow such a thing to happen because if he killed all the people in the world he would be committing a great sin. And God would never commit sin. This helped us to lose our fear.

Months passed, the holidays ended, and the sun stayed in one piece. We relaxed.

(2) School: first day

BY BIRMATI LAKHAN

I WAS 5½ years when my elder brother and Mum decided that I was ready to go to school. My mother went to the town, bought some material for my uniform, and made it. I was very excited and impatiently waited for the day when I would go to school.

One morning my mother woke me early and prepared everything for me. She dressed me smartly into a blue uniform with white collar and belt, and brushed my hair nicely. My older sister parcelled my lunch and made me eat breakfast.

At 7.30 I left home with my elder brother, who was in Class 6, and walked about 3½ miles to school.

I saw many new faces, and above all, teachers who appeared very strict and ordered children to do duties such as picking the papers and cutting grass.

My brother took me to the office where the head teacher enrolled me into the school. He was middle-aged and wore glasses, of which I was very frightened. However, he told me not to fear him, patted me on my

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head and told me to go to the Class I classroom.

My brother took me, gave me my food, chalk and slate and told me to stay there till he came back at recess.

This first day was adventurous. At 8.30 am I found myself in a classroom with many small boys and girls of my age. Many children were crying and trying to run out of the room. There was only one teacher and she was busy controlling the naughty children who were making things harder for her.

Those children who remained quiet she gave them a piece of chalk and told them to write numbers one to ten on our slates. Slowly we started to write the numbers.

Most children stopped crying and running away but one boy was very difficult to control. He ran from the classroom and when the teacher asked some big boys to catch him he started to bite and spit on them.

The teacher became very cross and beat him with a thick ruler on his back and head. This made all of us very frightened and we all remained quiet. The boy stopped being naughty.

After a long time the teacher asked us to show her the numbers we had written. We all took our work and showed it to her. The teacher gave us ticks and crosses. I remember a big cross on my slate while a girl sitting beside me had a big tick.

I did not know the meaning of the cross but was very happy because to me the cross appeared more interesting than the tick. Instead of rubbing it off I took the slate home and showed it to everyone. My brothers teased me. My mother told me what it meant.

She had never been to school herself.

(3) The old order changeth

By MALAKAI TAWAKE

A BIG change came into the life of our family when we were converted to another Christian religion. I never knew what religion we belonged to before this time but at about the age of four we became Seventh-day Adventists.

Changes came very quickly. We were forbidden to eat pork and many other things. Therefore we had to give all our pigs away to relatives during our reformation. This was really great. It meant we didn't have to feed the pigs any more, and that was one of the jobs I hated most. But my father also had to sell his movie theatre—to a Chinaman—and that wasn't so good, because I'd enjoyed seeing the films.

In the home things began to change also. More emphasis was placed on the Sabbath and its observance. As the Sabbath approached all the things at home were kept in order. My mother would be busy preparing food and mending clothes and getting everything ready so nothing would have to be done on the Sabbath itself.

The Sabbath began at sunset on Friday and finished at sunset on Saturday. We weren't allowed to make any unnecessary noise, or play, or work during those hours.

When we played during the week with other children they mocked and laughed at us, calling us the Seventh-day-keepers, particularly when we didn't participate in school sports on Saturdays.

I was very miserable and ashamed when students of my own age made a great fuss about my not eating pork or crabs because this was contrary to my new belief. These remarks were insults to my religion and to my parents.

We weren't even allowed to take part in school bazaars which were held on Saturdays and which included mekes and yaqona ceremonies. I wanted to attend but it was all pronounced evil and wrong.

Similarly, when there was death or marriage in the village, members of the clan were expected through custom to show signs of respect by attending the various ceremonies. This was one of the occasions when children were taught about traditions and customs. You were made aware of your status and of the social order of the community.

To this day I still don't understand why my brothers, sisters and myself weren't allowed to join in these ceremonies.

While the other children would be having fun and would be feasting in the ceremonial ground—known as *vanua-ni-soqo*—we'd be carrying on with our normal everyday activities at home. We were forbidden to attend any ceremonial gatherings.

Furthermore, if food were offered to us from such gatherings we weren't allowed to eat it. The new religion forbade it, for what reason I never knew.

I was deprived from learning the essential and important ceremonial activities of our community in the traditional manner. I never knew my roles, my status, my social class. I was never able to understand my link with the rest of the clan members *(mataqali)*, or of my duties and obligations to them and them to me. I knew only my very few close relatives.

At the other extreme I was under constant pressure from home to devote my time to learning my Bible, and memorising verse after verse from it. I was not only learning parrot-fashion, but I was also drilled on what not to eat, how to keep the Sabbath "holy", how to conduct myself before elders, how to dress, and, specially, how to be a hard worker.

Time passed very slowly at church services, and I remember one day when I tried to slip away and join the rest of the boys swimming in the river.

The sermon was long and boring. It was the same sermon preached over and over again: the same introduction, the same illustrations, and the same Bible verse. My mind was not on the message. It was on swimming.

I had to keep an eye on the head deacon. He acts as the disciplinary man in the church, makes sure that everyone closes their eyes in prayer, and that there's no talking and whispering or anything that might distract from the church atmosphere. If anyone was guilty of an offence the head deacon would escort him out of church. Usually he carries a rod as an instrument of peace.

When everyone was praying and the head deacon was not looking in my direction I crawled without hesitation toward the door. I made one last cat-like jump. While I was still in the air I felt a huge hand clutch the collar of my white shirt. Shaking, I stood in silence. My face was pale and I was frightened.

At the end of the service I was reported to my parents. I missed my Sabbath lunch and was told to wait for the afternoon to be caned.

This was not the only time I was in this sort of trouble. I was penalised on these occasions even

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more severely for breaking the rules and conduct of the church.

Much emphasis was placed on reverence, particularly inside the church.

My whole childhood was filled with "Don't do this" and "Don't do that". I was like a piece of delicate machinery tuned and driven according to the desire of the driver. I had lost my right and honour to be myself, to be an individual with his own perspective.

I was deeply confused at this time. I was lost among my own people. I wasn't readily accepted into the community. The new religion had brought a new way of life to the family. The spirit of individualism and desire for material wealth and riches was encouraged as a result.

At times I felt that we were ostracised by our own clan members and friends. The great bond of kinship, and communal ownership and communal togetherness, had disintegrated. I was lost because I never knew my traditional customs.

I am a lost soul.

Legend

THE MOTHER AND CHILD

By LALITA DEVI

IN Dreketi, 53 miles from Labasa on the island of Vanua Levu, there is a small ageless hill. On the very top of the hill there's a stone in the shape of a mother and child.

Villagers who visit this stone image often talk of the legend of the stone mother. It is said that once a Fijian woman was left alone at home with her child. The husband had gone hunting, the relatives were visiting other relatives.

As the mother was feeding her baby, a stranger arrived. And the wind whispered to her his evil designs.

The woman, at once, gathered her child in her lap and fled. The stranger followed, each step increasing his appetite.

The woman scrambled up the hill, panting and praying. As she reached the summit, totally exhausted, she sat down, closed her eyes, pressed her child to her naked bosom and prayed: Dear God, Save me. Turn me into stone.

God listened.

The stone mother today is the living symbol of chastity and love.

Epitaph to a toad

By A. M. O'BRIEN

In Suva when the rains come down, the roads seethe with toads. They are frantically alive until flattened by cars . . .

Toad squatted statue
Still at the pothole
drinking in the dew
of a new day
it seemed
he glistened blistered
with polychrome warts
beautiful Buddha of the road
disgorging technicolour
croak still-steaming
cascade squeezed out
almost delicately
by a passing car
crystal eyes glowed
deep in death
"I was what you are:
you will be what I am"
so ran the inscription
on a Goanese tombstone
I remembered . . .

Who?

By KAMLA KUSHAL

Born Actors We are
all
and our Stage, is the
World
nature provides Us with
scenery,
Who is Our Director?

and to improve Ourselves,
imitation
stages on the Stage
created
actors out of Actors
trained,
Who trained Us Actors?

fame achieved through
performances
by producers, directors and people
graded
Soon recognised according to their
classes
Who graded Us in Classes?

Ah, cunning actors
when fed up with acting, you
resigned
Saying, your health has
declined,
But what do we do when we want to resign
To whom should we send our Resignation?

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Sunbeam

New round gourmet Skillet

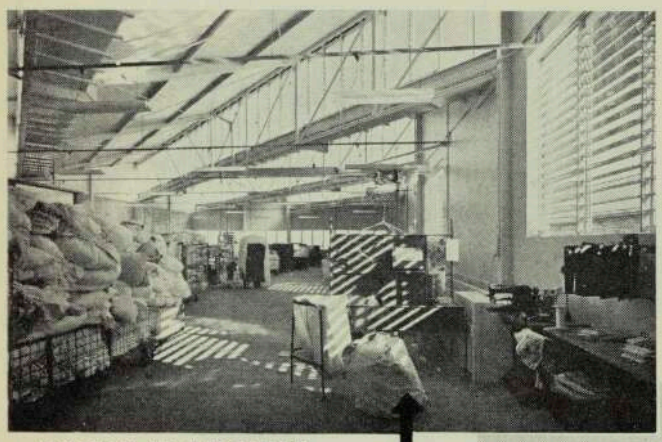
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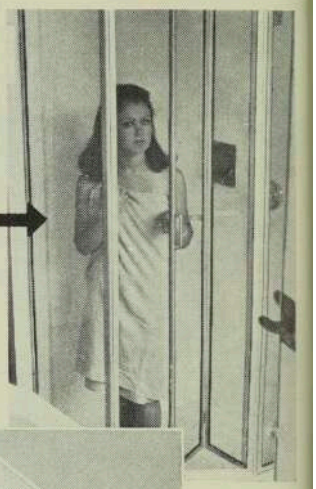
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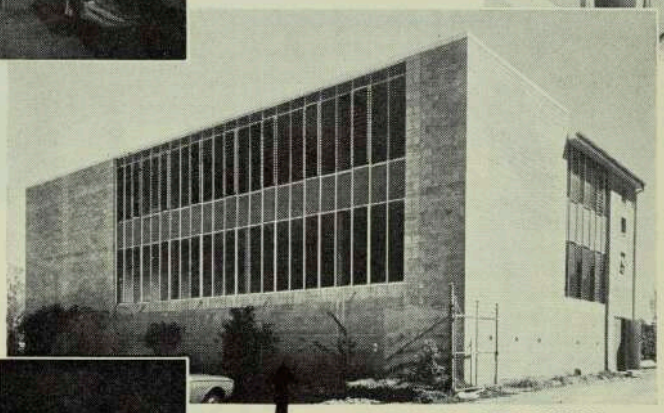
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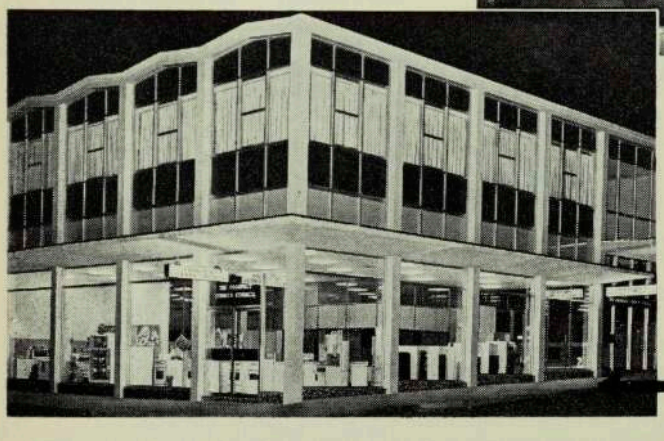
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Books, Reviews, Writers

WHEN VOLUNTEERS SERVING ABROAD EARNED A MERE $6 A YEAR

As a rip-roaring adventure story f rough life in the Pacific in the ld days, William T. Wawn's The outh Sea Islanders and the Queens- nd Labour Trade is one of the adable items of classic Pacific terature. But the book went into nly one edition, and that published 1893 in London, so it has been vailable only to the keener col- ctors or specialist libraries, and at price the average reader would ardly be prepared to pay.

H. E. Maude, who writes a fore- ord for this reprint by the Austra- an National University Press, re- arks that he paid only 3/6d for the py that he picked up as a youth Charing Cross Road; I got mine r about $8, by mail from a British ookseller at a time when prices adn't started their current climb, ut today you might have to pay ore than $100 for it in the original. ANU's new edition, photo- raphically reproduced, with a new dex, bibliography, notes and long troduction by its editor, Dr Peter orris, is available for less than $A10, nd is better value than the original nyway. There is no point in obtain- g high-priced originals when there a more informative reprint avail- ble, unless you have an eye for vestment. Who, for instance, but an vid collector/investor would want ook's voyages in the originals when e can have Beaglehole's massively formative Hakluyt Society works?

One certainly gets a picture of aptain Wawn by reading his account f his many labour recruiting oyages over the final quarter of the st century, when 100,000 Islanders, om every Pacific environment, were cruited to work in the cattle ations, mines and plantations of ueensland, Fiji, Samoa and New aledonia. But Dr Corris is able to nfirm our picture of Wawn, or at mes change it, in his notes on Vawn's book, which he compares ith Wawn's journals, so that he an show us what has been glossed ver or added to.

Wawn was not an entirely pleasant haracter. Born in Durham in 1837, the son of a banker, shipowner and member of parliament, he had the kind of comfortable background and sound education which enabled him to write his one and only book. He also became a competent ship's master, with experience in command of many ships operating throughout the Pacific Islands, including New Guinea and the Marshalls, but he was a stormy petrel, who had frequent clashes with officials and missionaries. He had the sailor's poor opinion of landsmen and took his bias out on the Government Agents sent aboard the labour recruiting ships to see justice was done.

But of course it wasn't an easy trade for anybody to be involved in. Although Wawn's accounts help to make it clear that the incidence of kidnapping in those times has been exaggerated, kidnapping and cruelty there certainly were, but the more horrible excesses are the ones that we keep hearing about. The vast majority of the recruits who went to Queensland volunteered for their three-year terms as a way of seeing the world, of becoming big men or of escaping village problems.

Having signed on, the recruit's kinsmen ashore would receive an immediate parcel of trade goods, and what the recruit got for his three years' work was $18, his keep and his memories. But first he had to survive the voyage to Queensland, and with frequent outbreaks of diseases such as dysentery aboard the recruiting ships, his chances were reduced for a start. Then he had to survive the rigours of work he was not used to; the mortality rate in Queensland being five or six times as high among recruits as among the European population generally. Each year he worked his chances of remaining the full term increased, as he became fitter and acclimatised.

Then he had the problem of being returned, because the recruiting ship, despite regulations, might not always put him ashore among friends, and at best he ran the risk of being robbed of his hard-won possessions, and at worst of being despatched by an enemy.

The recruiters too had their share of problems, with the frequent risk of a tomahawk attack or a stray shot even in areas where they had previously been well received. The Government Agents, poor fellows, responsible for the general welfare of the recruits, often had their life made a misery by masters and crew anxious to bend the regulations and to expect the GA to look the other way while they did it.

The smell of it all comes through strongly in this great adventure story of fights, murders, blockades, mutiny, cannibalism, human greed and endeavour in the early days of European penetration of the Pacific Islands.—*Stuart Inder.*

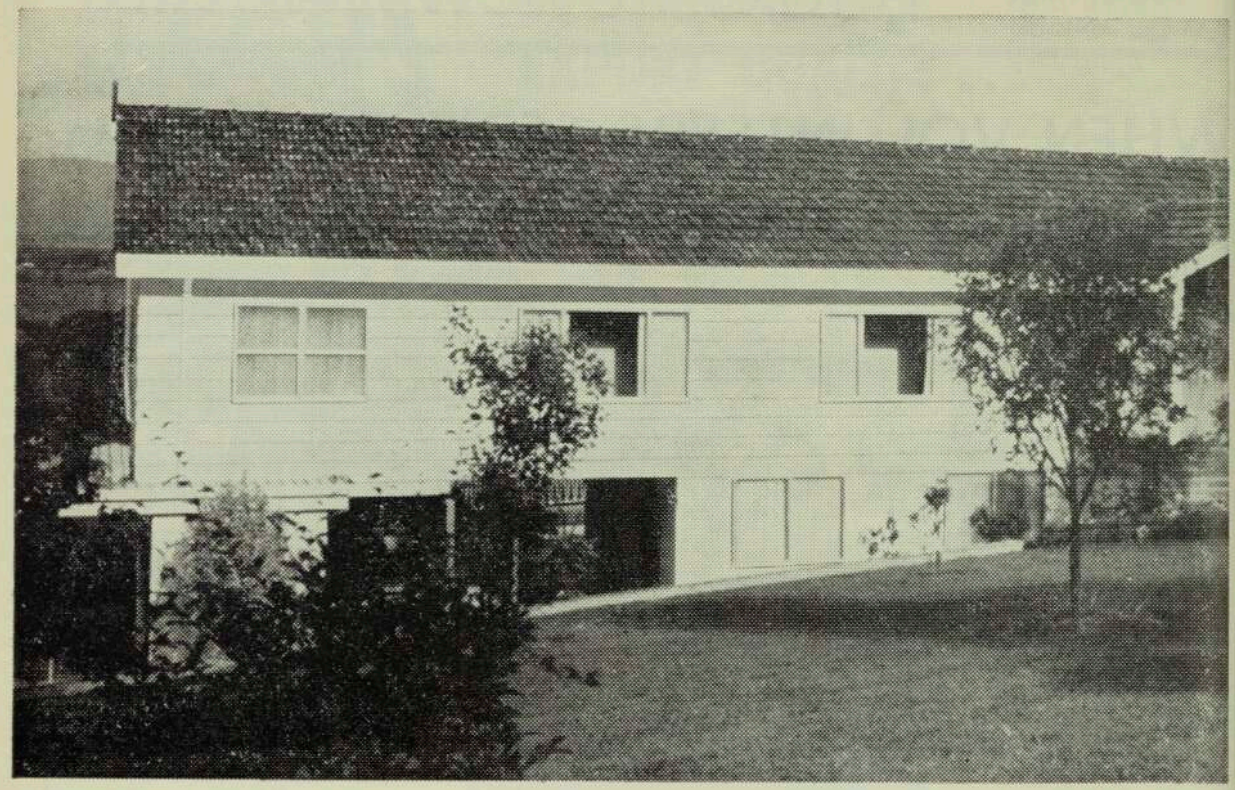
(THE SOUTH SEA ISLANDERS AND THE QUEENSLAND LABOUR TRADE, by William T. Wawn, edited by Peter Corris. Australian National University Press. Canberra. $A9.95).

Author's new post

Mr Vincent Eri, author of The Crocodile, first published novel of a Papua New Guinean, has been appointed the acting Director of the PNG Department of Information and External Services, replacing Mr Sam Piniau, who has been made chairman of the National Broadcasting Commission. A Bachelor of Arts from the University of Papua New Guinea and holder of the Diploma of Education, Mr Eri comes to his new job from that of acting First Assistant Director of Education. He was born at Moveave village in the Gulf District in 1936 and began work as a teacher in 1959. The author of several works, he is actively associated with the Literature Bureau in the promotion of Papua New Guinea writing and writers and is a member of the University Council.

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Pick of the paperbacks

THE CROCODILE, by Vincent Eri, was first published in 1970 and was hailed as a milestone in South Pacific Islands literary history being the first published novel written by a Papua New Guinean. It did two things. It opened a window onto the Papuan scene which, less than 50 years ago, was a closed book to most people. And it became an example to other would-be authors in Papua New Guinea and, indeed, in the other South Pacific Islands. What one Islander could do, another could emulate, so that, today, there is a growing and important circle of writers, of poetry, of prose, of plays, in Papua New Guinea and, through MANA in PIM, in Fiji, Western Samoa and the other Island territories. The Crocodile is now in paperback to reach an even wider circle. Eri tells the story of a Papuan villager's dilemma—one which must exist in emerging communities all over the undeveloped world—as he finds himself between the cultures of his own world and that of the white man, between pagan ways and the ways of a Christian. His wife has been taken by a crocodile. As one born into Papuan culture he must revenge his wife's death on the sorcerer who caused it. But the beliefs and ways of the European must also be considered. (Penguin, $1.20.)

THE BARBARIANS, by Catherine H. Berndt and Ronald M. Berndt, asks the question "Who are the barbarians?" Are they the Aborigines of Australia, the men of the New Guinea Highlands, or the people of Britain or the United States? The authors, both anthropologists, who have worked in the Australian Aboriginal field and in New Guinea, demonstrate, by contrasting the societies of the European with those of the so-called undeveloped peoples, how each society is both civilised and barbaric. After all, what's the difference between a shrunken human head from the Jivaro Indians of South America and a lampshade made from the skin of a Jew killed in a Nazi concentration camp? (Pelican, $1.70.)

HOMOSEXUAL, OPPRESSION AND LIBERATION, by Dennis Altman, is one man's account of his personal liberation as a homosexual—liberation as, not from. Apart from being the odyssey of what the heterosexual regards as an odd bod, it answers many of the criticisms aimed at Gay Lib. Before World War II, in a courtroom in the north of England more than 20 men crowded into the dock for sentence for homosexual offences. One shouted across the courtroom before being led out to start a prison term, "Our love will be recognised some day". His prophecy is coming true all over the world! For those who would wish to delve even deeper than Altman goes, there's an impressive bibliography covering eight pages. (Penguin, $1.60.)

A HISTORY OF NEW ZEALAND, by Keith Sinclair, is a study in the development of New Zealand's society from the voyages of Captain Cook and the foundation of the colony to the present day. The work was first published in 1959 and has been revised by the author to bring it up to date. Mr Sinclair ranges wide over the New Zealand scene, covering race relations—important in a country which has a city (Auckland) with the largest Polynesian community in the world—politics, economics and cultural change. The New Zealander, unlike the Australian, sees himself as a Pacific Islander which is perhaps why New Zealand has been so generous with the Island territories, pouring into the Islands more money and aid, per head of population, than any other country. (Pelican, $1.60.)

BRITAIN'S LEGACY OVERSEAS, by Geoffrey Bolton, is a paperback study of Britain's relationship with her colonies and former colonies. The author is Professor of Modern History at the University of Western Australia, and he brings a fresh approach to this study of the Empire, "the histories of which," he says, "have declined like the decline of the British Empire". He dives right into his subject in the first paragraph: "The British Empire was founded under Elizabeth I and dispersed under Elizabeth II. It survived no longer than the Roman or the Spanish Empires, but its impact was greater than that of either, because it involved a greater number and variety of peoples. Four nations. the US, Canada, Australia and NZ originated in British colonies of settlement." Full of fascinating facts about the diffusion of British customs and institutions. (Oxford University Press, $2.10.)

'RAPTURE' CONTINUES IN PNG

Here in Port Moresby we had begun to fear that the "first fine careless rapture" of Papua New Guinean theatre had dwindled into silence. But two recent successful productions have allayed our fears. And the prospects for the rest of 1973 look hopeful, with the Third Niugini Festival of Arts in Port Moresby getting under way as I write.

Sogeri High School's production of Russell Soaba's Scattered by the Wind brought out strongly the theme of the blending of old and new, village and city, in modern Papua New Guinea. The lyrics, set to haunting Anuki tunes, were sung by a very with-it looking group of young men and women dressed in slick flares and singlets, who, between-whiles, did cool, jazzy, mod dances, rather subdued in tone.

At the end of the play, their cool, urban dance alternated with the grass-skirted bobbing and jogging of a Milne Bay traditional dance group, until, in a final scene, the lights went up on the whole stage, and on the two groups, and grass skirts and flares danced together in a symbolic blending of old and new, village and town.

I thought Eleanor Boyd's interesting production over-emphasised this old-new theme at the expense of the other principal theme of the play (which was better served by the UPNG performance of the same play at the First Niugini Festival of Arts in 1971): namely, the theme of humanistic protest against the narrow rigidity of village Christianity. James, the protesting son of a Papuan pastor has his counterparts all round the world. He rejects all labels, including the label Christian, and calls himself simply "a true dedicated human being" using language that sets up Existentialist echoes in western ears:

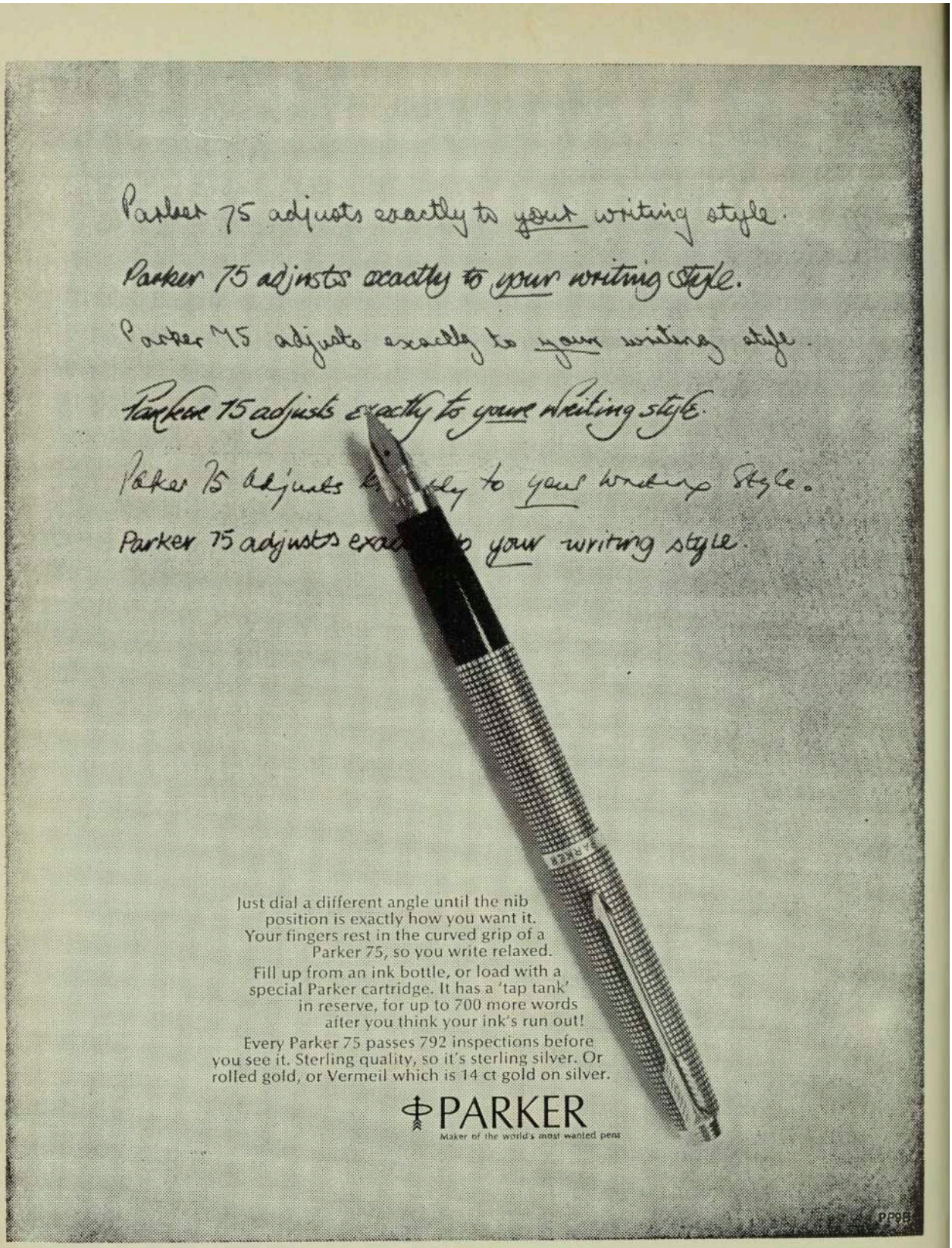
> "I am neither good nor bad, neither right nor wrong—I just simply am".

If anyone thinks that in so Christianised a society as Papua New Guinea there is no place for modern, radical doubt, then he should read this play in Kovave (Nov 1972).

The second theatrical success of the year was Death of Muruk by Bernard Narokobi. This is not a play about conflict of cultures or ideas: it is play which reasserts traditional Melanesian values. It is based on a Dagua myth which Margaret Mead

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Cassowaries and masked spirits dance in Muruk's dream, a scene from Bernard Narokobi's play Death of Muruk.

has referred to as "the Arapesh version of "The Swan Maiden". "Arapesh" is the word coined.

In it, a young man falls in love with a cassowary-women, marries her in human form, but then, tempted by the fleshpots, neglects her and their children. The wife abandons her human form and becomes again a cassowary, and turns the four youngest children into swallows. In this story is expressed the Melanesian sense of the oneness of man with nature, and also the more specifically Dagua attitude to men-women relations, and fatherly and husbandly responsibilities.

The villagers, who were students from various parts of Papua New Guinea, danced genuine Dagua mourning and wedding dances taught to them by the playwright's parents, who came to Port Moresby from the Sepik District specially for the purpose.

The cassowaries, those Dagua symbols of femininity, swam and ran in their rose-red grass skirts, their small, sharp-eyed heads nodding at the end of the long graceful necks formed by the arms of the dancers. In Muruk's dream, masked spirit and ancestor figures on the male side, and cassowaries on the female side danced in competition for the controlling influence on Muruk's, as-yet, unborn children.

The dream, (with its dance), is an addition to the myth, and to the original script of the play. It is a good illustration of how the demands of a new age are creating a new but, nonetheless, authentic Papua New Guinean drama.—*Kirsty Powell.*

Suva Arts Festival on records

One of the important documentations of the South Pacific Festival in Suva last year is the magnificent library of recordings of the music. That two New Zealand commercial firms saw the value of such a heritage of ethnic song and rhythms being preserved is both exciting and valuable.

Kiwi/Hibiscus, an offshoot of A. H. and A. W. REED of Wellington and the Viking Record Co also of Wellington, have issued some 22 titles on LP records. Some of these are also available as cassette tapes.

All the recordings preserve the best of the Pacific countries' traditional music as specially prepared and performed in the festival. Among the countries represented are Tonga, British Solomons, Niue, Gilbert & Ellice, New Hebrides, Cook Islands, American Samoa, Fiji and Australian Aborigines.

Without any doubt those recordings made at live performances are the best. They are filled with the exuberance of the performers and that magic that communicates between those on stage and the audience. Some that fall in this category are Cook Islands, part 1 and part 2 (Kiwi/Hibiscus), and the Solomon Islands (Viking).

They can be procured through all record shops or by contacting the recording companies, Kiwi/Hibiscus and Viking Recording Co, Box 6002, Wellington, NZ.—*Victor Carell*

BOOKS RECEIVED

Some of these titles will be reviewed in forthcoming issues.

TECHNICAL CHANGE IN ASIAN AGRICULTURE, by R. T. Shand, Australian National University Press. **BIG-MEN AND BUSINESS**, Entrepreneurship and Economic Growth in the New Guinea Highlands, by Ben. R. Finney, Australian National University Press. **NEW GUINEA PATROL**, by Martin D. Kerr, Robert Hale and Co. **UNTANGLED NEW GUINEA PIDGIN**, by Wesley Sadler, Kristen Pres Inc, Madang. **THE NATIONAL INCOME OF WESTERN SAMOA**, by Ian J. Fairbairn, Oxford University Press. **THE SETTLEMENT OF POLYNESIA**: A Computer Simulation, by Michael Levison, R. Gerard Ward and John W. Webb, Australian National University Press. **NEW ZEALAND SHIPWRECKS**, 1795-1970, by C. W. N. Ingram, A. H. & A. W. Reed. **LIVING IN TOWN**: Problems and Priorities in Urban Planning in the South Pacific, edited by John Harre, South Pacific Social Sciences Association and School of Social and Economic Development, USP. **BRIDGE AND BARRIER: THE NATURAL AND CULTURAL HISTORY OF TORRES STRAIT**, edited by D. Walker, Australian National University Press. **IMMIGRANTS AND POLITICS**, No. 3 in Immigrants in Australia series, by Paul R. Wilson, Australian National University Press. **FIJIAN FRONTIER**, by Laura Thompson, with a new preface by the author. Octagon Books, New York.

$21,000 PAID FOR WHALING LOGBOOK

What is believed to be a world record price for a whaling journal, SUS21,000, was paid recently for a Nantucket whaler's account of a voyage in 1850 to the South Pacific.

The logbook in question was kept by William A. Folger, on his voyage to the Pacific in 1850 in the ship Monticello.

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Pacific Transport

JETS OVER TONGA – ON A WING AND A PROMISE

The opening of Tongatapu's new sealed 6,400 ft international airstrip in early October means the advent of jet services for the kingdom, plus a new era in international connections which may cut across present alliances.

Tonga is now on the threshold of operating its own international charter services, and it may soon follow with a bid for a regular international airline of its own.

The new international strip, tarmac sealed on coral, crosses the existing 4,800 ft grass strip at Fua'amotu, and will allow Air Pacific's BAC 1-11 to make connections from Suva. Air Pacific has been operating 748s on this run, and anxiously awaiting the completion of the strip, which has been behind schedule.

But Tonga now has its eye on the possibility of becoming its own international carrier.

If it does, it's likely to be the only one flying on a wing and a promise.

Out of the blue in August came an offer of a Boeing B737 twin passenger 100-seater jet aircraft from a Japanese millionaire philanthropist, 74-year-old Mr Ryoichi Sasakawa, who visited Tonga early in August. He liked what he saw and, later, bearing out a statement he made that his only hobbies were work and sharing what he has with other people, he offered King Taufa'ahau Tupou a twin jet. All Nippon Airlines, of which Mr Sasakawa is a director, is ordering several new planes. As a multi-millionaire it was easy for Mr Sasakawa to say, "Put one in for Tonga".

The king doesn't think he will have to wait long for the gift. He thinks it may arrive before the kingdom is really ready for it, but negotiations are to begin soon with two, as yet un-named, overseas airlines which might be interested in building more hotels in Tonga. Outside help will also be sought over creating an international airline.

Meanwhile, its internal airline, operated by the Tonga Tourist and Development Co Ltd, is currently taking delivery of a Beechcraft Baron 58, able to take five passengers plus pilot, to augment its present 10-seater Britten-Norman Islander and Piper Aztec aircraft. The Aztec is temporary and will be replaced at the end of the year by another Islander.

The Beechcraft will be available for charter operations from Vavau, Tonga's northern group, to Pago Pago, Apia, Niue, and Nadi and Nausori in Fiji. Vavau's present strip is 2,300 ft although there are plans to extend it to 4,800. The only other airstrip in Tonga, apart from Fua'amotu, is on the big southern island of 'Eua, which is also 2,300 ft long and which will be operated in November. Work will shortly begin on a 2,200 ft strip for the central group of Tongan islands, Haapai, on that group's main island of Lifuka, which should be finished by February. Tonga Tourist and Development Co has the rights to service these strips.

The international charter operations will be especially valuable, because the same organisation operates the first-class Vavau resort hotel, Port of Refuge, which has been suffering from lack of clients because of the inadequate air services to date. Present connection is a daily flight from Nukualofa, but as Nukualofa has not had its jet strip operating, passenger traffic into Tonga has been only a fraction of what it could be. Both Air Pacific and Polynesian Airlines are encouraging more traffic on the run with cheap "Pacific Triangle" fares connecting Fiji, Western Samoa and Tonga.

Direct services into Vavau particularly from the Samoas will mean an additional increase in the traffic.

The hotel group also has a licence to build a resort hotel at Ha'atafu beach, on Tongatapu, and hopes to start construction before December and complete the first stage by 1975. First stage is 96 bedrooms in what will eventually be a 162-bed hotel in competition with the Nukualofa Dateline Hotel for resort hotel visitors.

Obstacles – not planes – on Lae's new runway

Plans for a new airport at Nadzab (up the Markham Valley road outside of Lae) may be shelved if the Papua New Guinea Government can be persuaded that other projects should have priority. A suggestion to postpone starting work on the new airport has been made by the Coombs Task Force, Australian Prime Minister Gough Whitlam's bunch of experts on whose recommendations the 1973-74 Budget was based.

The plan, approved by Parliament in October, 1972, is to provide a new airport, including runway, taxiway and apron works, roads, car parks, engineering services and terminal buildings, plus operations and maintenance accommodation.

The cost has been put at $1.8 million for 1973-74, $1.9 million in 1974-75 and $150,000 in 1975-76. The airport will be one of Australia's contributions to developing PNG transport facilities.

The existing airport at Lae is suitable only for medium-range aircraft and daylight operations. Other drawbacks are a noise problem, especially for the local hospital, and the lack of available land for developing ancillary services. The airport's critics also allege that it is interfering with the "orderly development of the town."

Apart from these problems at the existing site, the task force pointed out, it was argued in support of the new project that, in time, Lae would become the second major centre in Papua New Guinea and would need a first class aerodrome.

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Continental assured support

Continental Airlines will continue as the national carrier for the US Trust Territory under an amended franchise. The new agreement will remain in force till August 2, 1978, after which it will be automatically renewed for four additional periods of five years each. Either side may end the agreement at six months' notice.

With a virtual assurance of official support for 25 years, Continental is in a happy position for forward planning. The TT Government is obliged to "assist and support" Continental in efforts to operate to other countries from the Trust Territory.

The immediate significance of this provision is that Continental is one of three airlines seeking rights between Saipan and Japan. But a TT Government spokesman refused to confirm or deny the agreement had the effect of putting the government on record in support of Continental's bid.

The agreement takes away Continental's tax free status. In return, the government has freed the airline from carrying civil servants on official business at a discount. The airline was willing to continue offering the discount, provided the Civil Aeronautics Board agreed. However, the government felt the benefit to the territory through Continental's new liability to the gross business receipts tax would more than offset the loss of the discontinued fares.

Continental is not now obliged to build six hotels, one in each district as under the old agreement, it more than met its obligations in providing hotel rooms. It built hotels in Truk and Palau districts and is building one in Saipan. It has spent more money and provided more rooms in these hotels than it was required to provide in the six hotels. The Marshalls, Ponape and Yap districts will not now have Continental-owned hotels.

But the airline has agreed to train Micronesian management staff for any Micronesian-owned hotel.

The agreement records that the airline has exceeded the minimum level of scheduled air services required and that it has spent more than the required 6 per cent of passenger revenue on tourism promotion.

SHIPPING ADDITIONS

Sofrana-Unilines has bought a ship from Japan for the Australia-Pacific Islands trade. The ship, to be named Capitaine La Perouse, is being refitted, and will arrive in Australia about the end of November.

Meanwhile, two ships, the Jette Bue and the Gamma, which Sofrana had under charter, have been returned to their Danish owners.

The schedules for two Sofrana ships servicing Fiji from Australia have been slightly altered. The Captain Cook now leaves Melbourne every 28 days, and the Captain Bougainville leaves Sydney every 28 days.

Two new ships in the Bank Line will be used to replace some of the smaller tramps used to carry copra and coconut oil from the Pacific Islands to Europe. These ships, the Corabank and Meadowbank, each 15,240 tonnes (15,000 tons), are the first of 10 new multi-purpose ships for the Bank Line world-wide tramp services.

Each ship is able to load 252 6.096 metre (20 ft) containers.

PAL IS NOW ON ITS OWN

Tonga, Western Samoa and Fiji have decided to release Air Pacific from its responsibility to manage Polynesian Air Lines, provided there is a firm arrangement for regular consultation between the two airlines. Ministers from the three countries, responsible for air matters, decided this at a recent meeting in Nukualofa.

The ministers discussed a paper from President Hammer DeRoburt, of Nauru, about Nauru's participation in Air Pacific. They agreed to defer a decision about Nauru to a meeting, to be held soon, of ministers from the UK, Australia and New Zealand, as well as the island countries. The ministers also deferred a request from President DeRoburt for a refund of Nauru's capital subscription in Air Pacific.

TONGA'S SHIPS IN THE RED

Tonga's Pacific Navigation Company had an audited loss of $72,590 from May 8, 1972 to June 30, 1973. Some ships showed a profit. The acting Finance Minister, Dr Sione Tapa, in reply to questions in Parliament, gave details as follows for each ship.

Loss—Tauloto I (from May 8, 1972, to March, 1973), $94,430; Hifofua, $22,470; Pakeina, $31,760; Fonualei, $3,960; Fangailifuka, $430.

Profit—Tauloto II (December, 1972 to June, 1973), $28,530; Olovaha, $15,550; Niuvakai, $14,300; Aoniu, $8,060; Ulufonua, $4,620.

As part of a long-range plan for a regional shipping service, Tonga has swapped the agency in Australia for the Pacific Navigation Company from Burns Philp to Karlander (Australia) Pty Ltd.

According to Burns Philp, Tonga made the change as the result of a study by members of the South Pacific Forum of plans for a regional shipping service. The plans drawn up an Australian adviser specifically named Karlander (see p 79).

Full shipping hire service

A ship hire service will soon be available in the South Pacific leasing container ships, containers and cranes to shipping companies. The services will be offered by an Australian subsidiary of Sea Containers Inc, of which Mr Arvid Rasmussen, of Sydney, will be managing director.

Mr Rasmussen was traffic manager of Karlander in Sydney for four and a half years and resigned to take up his new position on September 1.

Sea Containers Inc is already in the South Pacific. It chartered the Tarros class container ship, Union South Pacific, to the Union Steam Ship Co of NZ Ltd, to operate a container service from Auckland to Fiji and Samoa.

The Union South Pacific, by the end of August, had made four trips to Suva, Lautoka, Apia and Pago Pago. According to a USS Co spokesman in Sydney, physically it is working well. However, the company still has to work out the economics of the operation before making any decision about extending the charter of the Union South Pacific, or chartering an additional Tarros ship. But it is satisfied with the speed at which the ship can unload—eight containers an hour. One small problem at present is a shortage of containers.

The Sea Containers Inc group owns 17 container ships of various sizes, and all are on lease. It has close to 40,000 containers, and four shore-side container cranes out on lease.

Sea Containers Inc is a United States company, of which the Australian operation, covering Australia, New Zealand, Papua New Guinea and the South Pacific, will be a subsidiary. It has a new ship building programme in progress.

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TRANSPAC UNDER CONGRESS FIRE

Transpac Lines Inc is not providing satisfactory services to the US Trust Territory from Japan and the US west coast, allege US TT parliamentarians.

Both Houses of Congress are investigating the services by their committees on resources and development. Mr Sasauo Haruo, of Truk, chairman of the House of Representatives Committee, said after a recent joint meeting of the committees, there had been a steady decrease of service and a steady increase in shipping costs in Micronesia since the creation of MILI, which was later reorganised into Transpac.

All terminal operators in the Trust Territory have been asked their opinions about improving the services. The United Nations Economic Commission for Asia and the Far East has been asked to supply a shipping consultant to Congress.

Mr Polycarp Basilius, of Palau District, a member of Mr Haruo's committee, was also critical of Transpac services. He said his district legislature had adopted a resolution expressing dissatisfaction with the Transpac services.

"According to the information I now have, it would appear that to protect the best interests of all the people of Micronesia, Transpac should be dissolved, and either a new company or a new organisation should be allowed to provide shipping services to our people," he said. "The present situation is more than just a crisis—it is a disaster."

INTEGRATED SHIPPING

The pattern of shipping in the Pacific Islands in the future will depend to a large extent on a number of in-depth studies and conferences. For many years shipping services within and between Island groups have been haphazard. Services to the Islands from metropolitan countries have not given full satisfaction, although they have been better organised, and run to some sort of schedule.

Positive steps so far include the regional Pacific shipping conference in New Zealand in October, although the Enna G dispute created some pre-conference bitterness. A report has been prepared by an Australian shipping expert about the operational and financial structure of a regional shipping line for the South Pacific Bureau of Economic Co-operation (SPEC).

This report may not be distributed till it has been cleared by the South Pacific Forum, which will not meet till April.

One of its recommendations is that Karlander Pty Ltd be involved as a spearhead in a regional shipping line for the South Pacific.

There has also been a United Nations Conference on Trade and Development survey. This covered a wider area than the report on the regional shipping line. Discussions about the latter, initially, covered Fiji, Western Samoa, and Tonga.

Two Pacific Islands governments, Nauru and Tonga, already operate shipping lines covering a number of groups and territories.

The 13th South Pacific Conference at Guam discussed sea and air transport during a debate about the UNCTAD survey. Guam called for an extensive study to set up an "efficient, economic and integrated system covering the entire Pacific area". The proposal noted that member governments had done little about orderly transport; existing systems were inefficient, uneconomical and cumbersome.

Most speakers confined their remarks to shipping as it was generally agreed that air transport matters should be dealt with on a government-to-government basis.

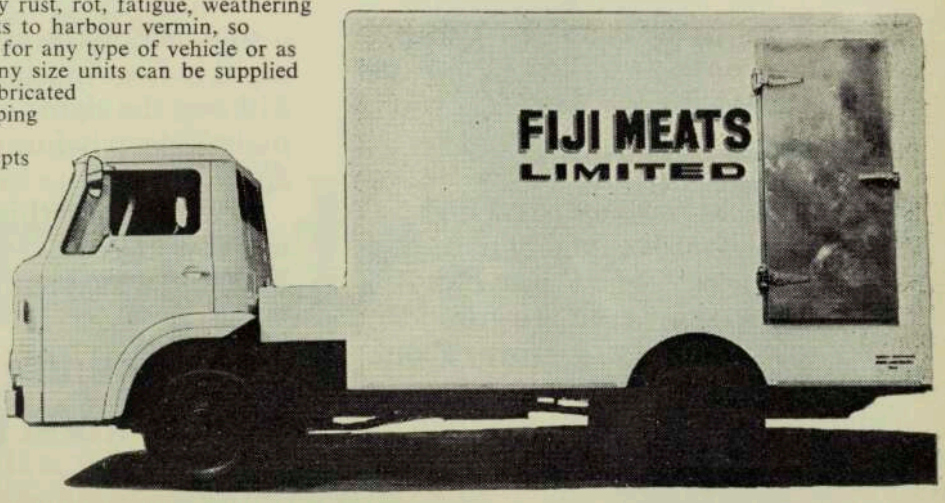
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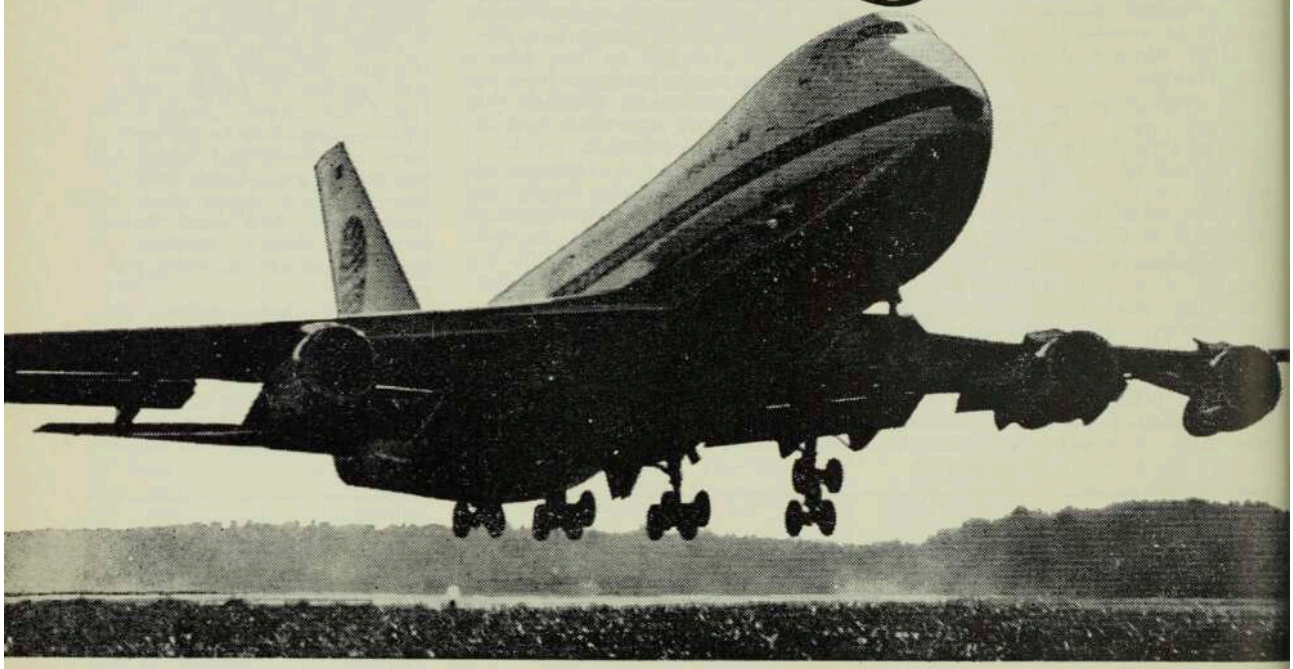
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ient programme), said a number of equests had been received to investiate port and harbour facilities.

The speakers were concerned more with broad outlines of transport ather than in getting down to detail. No doubt that will be left to the xperts. The Pacific Islands have one riceless asset in shipping—an abundance of natural raw material to turn nto efficient seamen.

The conference did not vote on the Guam proposal. Instead it referred to the 14th Conference, when the PEC report and the UNCTAD survey will be discussed.

APANESE EYES ON MADANG

A Japanese company, Kambara Kisen Co, is believed to be interested in setting up a ship-building complex at Mililat Harbour, Madang. The company operates the cruise ship, Tropical Rainbow.

The PNG Government's Madang urban study, of 1972, listing possible port locations, said Mililat was bigger than Nagada. However, it had navigation problems because larger ships would have to approach through waters dotted with islands and reefs.

The shoreline was also uneven, which would make straight lengths of wharf face expensive to construct.

Enna G tiptoes out of NZ

From KATHLEEN HANCOCK in Wellington.

There was a subdued bustle aboard Nauru's Enna G in Wellington in September. With the arrival of Captain D. J. Ball, now acting marine superintendent for the Nauru Pacific Line, and five officers, work in getting the ship back into service got under way. However, mouths were buttoned up tight as to the rights and wrongs of the Enna G dispute.

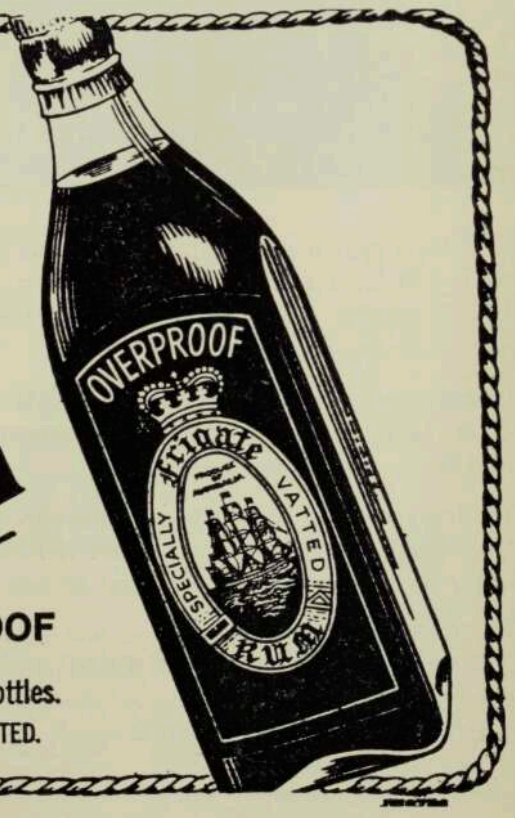
Captain Ball said he could not comment, but a crew member said, "We feel as if we're walking on a crate of eggs". No one wanted any more trouble in Wellington. All they wanted to do was to get the pride of the line back to sea and into action.

In Wellington, interest in the ship flared again as preparations for the Enna G's departure for Melbourne progressed under the command of Captain Jim Brunton, with a crew of Nauruans and Solomon Islanders. A NZ television feature, Joe Cote's documentary on Nauru was well-timed and produced some interesting comments from both Nauruans and Kiwis working on the island. Nauruans reckoned that the prospect of competition with New Zealand shipping was at the bottom of the trouble, which was reported to have cost Nauru more than $200,000, including a payment of $51,566.18 to have her released from a writ of arrest for debt. The payment was made to William Cable Ltd. The Naurans on Cote's documentary said that the NZ awards were based on NZ conditions and living standards and were not applicable in their area.

New Zealanders working in Nauru said that NZ had a big responsibility to the Island territories. The NZ image had been damaged, and Nauru considered its efforts to provide work for the future when the phosphate industry dries up had been sabotaged.

Ashore in Wellington it was hard to get two stories that tallied on the initial cause of the hold-up. But one crew member said, "PIM's August editorial just about hit the nail on the head". The secretary of the Wellington Seamen's Union, Mr Toby

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Hill, thought otherwise. He said that the dispute only arose when the Fijian seamen approached the union, which referred the whole matter to the wide-ranging Maritime Union.

The Minister for Island Affairs, Mr Amos, put it a bit differently. He said it had simply been a matter between the Fiji unions and Nauru.

In Wellington the view is that the Enna G is unlikely to go on to the Auckland-Pacific Islands run, which badly needs the service.

The Enna G left Wellington on September 20, 118 days after it had tied up, for Melbourne. It sailed from Melbourne on October 6 for Nauru under the command of Captain Ball. Captain Brunton returned to the Eigamoiya as master after the arrival of the Enna G in Melbourne.

The Enna G issue was expected to be hotly debated at the regional shipping conference at Waitangi, NZ, on October 27 and 28. Before that she was the subject of questions in Parliament. The Minister of Labour, Mr Watt, said the NZ Government did not pay to settle the dispute. He said only the parties concerned could release details of the settlement.

Present plans are for the Enna G to resume its Pacific Islands cruising from Sydney—taking in Noumea, Vila, Suva, Pago and Apia, among other ports.

Nauru Pacific Line's Hydra has been transferred to the Australian-Fiji-Samoa service. She was previously on the Australian-Papua New Guinea run, but sufficient cargo was not available. The Eigamoya will now go on this service, but will omit Port Moresby. After calling at New Guinea ports the Eigamoya will carry on to Guam and Nauru.

The Hydra is on charter from Norway. The last charter expired at the end of June, after which she was chartered for another seven months.

AIRSTRIP FOR LORD HOWE—MAYBE?

An airstrip, about 3,000 feet long will be built at Lord Howe Island between January and May, 1974, provided the Australian Prime Minister Mr E. G. Whitlam, approves a request by the NSW Premier, Sir Robert Askin, for the Australian Army to do the job. With the army laying the strip the cost will fall considerably—to about $750,000 from the $2.6 million which was talked about for several years.

The strip will be built entirely on land, and will involve the relocation of only four homes.

The airstrip will be capable of handling smaller twin-engined aircraft like the Cessna and the Nomad.

The Tourist Board hopes that Airlines of NSW will continue the flying-boat service till the strip is ready to take aircraft.

Airlines of NSW ran two special flying-boat services from the island on October 7 to bring back to Sydney about 80 holidaymakers who had been stranded there because of the strike by Sydney Airport technicians. Earlier the airline had made tentative arrangements to divert a liner to the island to pick up the passengers.

BEATING THE CURFEW

American Airlines, on October 28, changed the routing and time of some flights into Australia from the US mainland because of the start of daylight saving in New South Wales and Victoria, and the need to comply with the 11 pm curfew at Sydney airport.

The Friday and Sunday flights will overfly Nadi to arrive and terminate at Sydney at 10.25 pm. One weekly flight into Melbourne will still stop at Nadi as there is no curfew in Melbourne and, consequently, no need to make up time. On Wednesdays, a flight from Honolulu will stop at Nadi on the way south, and is scheduled to arrive at Sydney at 10.15 pm.

On Tuesday northbound flight out of Melbourne is now diverted through Sydney, and overflies Nadi on the way to Honolulu.

DOCKWORKERS' GAINS AT PORT MORESBY

Port Moresby Watersiders have made some major industrial gains, chief of which is a rise of 8c an hour. Other gains are three weeks' paid annual leave, 20 per cent dirt money and 10 minutes tea break.

An arbitration tribunal handed down the new award late in September after hearing claims by the Central District Waterside Workers' Union and representations from the Employers' Federation of PNG on rates of pay and employment. The union had asked for a rise of 14c an hour for casual workers and 16c for winchmen and hatchmen, a daily minimum pay of four hours, and a 15 minute tea break for casual employees.

Casual workers will be paid for at least two hours' work if the work finishes within two hours of starting.

The union also asked for a working week of 40 hours (44 at present) and for sick leave to 10 days. The tribunal rejected both claims.

The chairman, Mr R. Maro, said: "We believe that employees will be much happier and more settled if they receive a regular, known wage. This means we believe as many employees as possible be made permanent".

The tribunal did not fully accept that workers needed three weeks' annual leave to visit their families; they needed it for rest and recreation. The working week could not be reduced from 44 hours because of the likely effects on the economy.

The award requires the employer to give absolute priority to the employment of registered casual workers, provided they are at the pick-up centres at the required time, and that work is available. The award came into force on October 1 and will last for a year.

In Fiji, the Dockworkers' and Seamen's Union, after being deregistered because it had failed to keep its accounts as required under the Trade Unions Ordinance, formed another union, styling it the Fiji Waterside Workers' and Seamen's Union, with Taniela Veitata, secretary of the old union, unanimously elected secretary. This new union takes in the Fiji Maritime Workers' Union, which was formed after deregistration of the Dockworkers' and Seamen's Union.

The treasurer of the new union, Manueli Raivasi, who was also treasurer in the deregistered union, said after the meeting the union wanted to set up a regional shipping line. It already had a ship in mind, costing $25,000.

SOLOMONS' FLEET EARNED $380,000

The BSIP Government fleet steamed 582,581 km (362,000 miles) in 1972, with an average load of just over nine passengers and 2.54 tonnes (2½ tons) of cargo on each ship each trip. The fleet earned more than $380,000.

Another new ship, the Wataro, a sister ship of the Wango, was commissioned in May, replacing the Mary, which was withdrawn pending a decision about her future. Two other ships, the Wakio and the Wagina, are being built and should be in service early in 1974. A new landing craft, to replace the Vonu, is on order in the UK.

The introduction of the Markworth Shipping Co's Regina M made a big impact on passenger services to the west of the group, and set a new standard of comfort for deck passenger travel.

The BSIP Marine Department surveyed Onebia, Kira Kira, Waimasi, Suuomoli and Suulopo harbours. Many beacons and lights damaged by Cyclones Carlotta and Ida have been, or are being, repaired.

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Cruising Yachts

● **VALIANT,** a 40 ft ketch, arrived at rotonga on September 3 from Honolulu d Tahiti with Mr Verne Bixby, s wife, Bonnie, and their two ildren, Wendy and Bradford. The Bixbys ought **Valiant** last December, left Hono- lu in June and arrived at Tahiti three eeks later. Mr Bixby is a physics teacher the Kamehameha Boarding School Hono- lu, which has 1,500 Hawaiian students. is on 12 months furlough during hich he is carrying out research on olynesian countries. Plans were to call American Samoa, Tonga, Fiji and New aland, returning to Honolulu next ptember.

● **RAVENSONG,** a 40 ft cutter, arrived Rarotonga on September 4 from Cali- rnia, Papeete, Huahine, Raiatea, Tahaa d Bora Bora. On board were surveyor nnis Brown, his wife, Eva, a journa- t, their son Stephen, and friends Robert d Karen Arris and Tom Wyneken. essrs Aris and Wyneken are also jour- lists. They intend sailing to New Zea- nd.

● **ARCHIV,** 29 ft steel sloop, arrived Rarotonga on September 5 from peete with owner-skipper Warwick Bain d crew John Gauntlett and Jenifer Hop- ood. All three are Britishers and the cht is registered at Cowes, Isle of ight. **Archiv** was built in Holland about years ago and left England in Septem- r last year on her present voyage. It planned to call at Tonga, Fiji and New aland.

● **YANDA,** 35 ft steel-hulled sloop, so arrived at Rarotonga from Papeete September 5 with owner-skipper Peter ransky, his wife, Robyn, and their two ildren, Rachel aged 10 and Andrew, 8. ey are Australians and started their oyage from Holland to Australia three ars ago. They will sail to Sydney with lls at Tonga and Fiji. **Yanda** is re- stered at Sydney.

● **VAHINE,** 26 ft sloop, arrived at Rarotonga from Bora Bora on September 7 with Ortwin Ahrens and his wife, Elli. The Ahrens started their cruise from Hamburg, Germany, and ports of call included the Canary Islands, West Indies, Panama, Galapagos, Marquesas, Tuamotus and Society islands. Plans were to visit Niue, the Vavau Group in Tonga, Fiji and New Zealand.

● **FIONA,** a 42 ft ketch from Poole, England, arrived in Port Moresby on September 8 from the New Hebrides. After a week's stay, Jo Menell and Brian Mcgarry sailed for Singapore, Vietnam. They plan to sail to Shanghai, Vladivostok and Murmansk.

● **AOTAHI,** a 40 ft fibreglass slop from Auckland, with skipper, Hal Con- way wife, Elaine and crew Brian Wyatt, Beth Ellingworth and Steve Durney ar- rived in Port Moresby from Cairns on September 29. After a short stay, **Aotahi** sailed for Samarai the north coast of New Guinea then on to Indonesia.

● **ALAUNTO,** 33 ft trimaran, arrived at Rarotonga from Bora Bora on Septem- ber 11 with San Franciscan owner-skipper Don Schmidtkev and wife, Caroline. Mr Schmidtkev, a schoolteacher, took five years to build the tri which he sailed from San Francisco last November, calling at Mexican ports and the Marquesas. Plans were to spend some years teaching in

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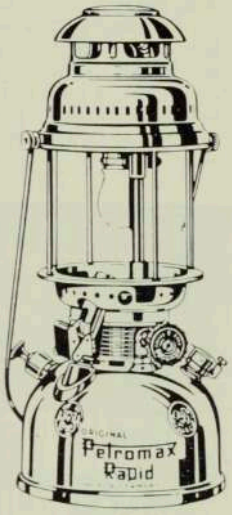
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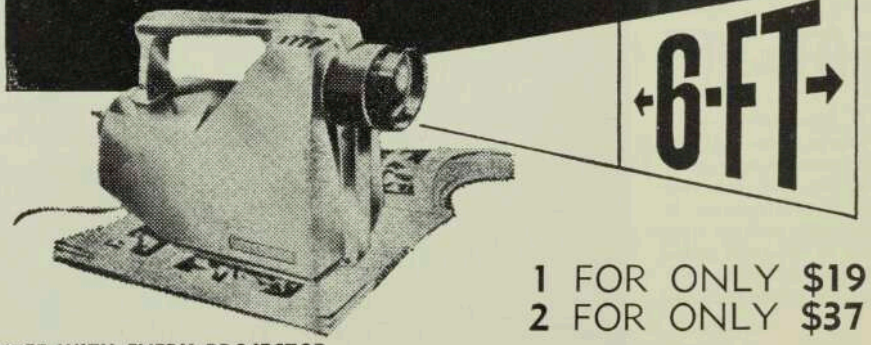
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lew Zealand after calling at Aitutaki and pending the hurricane season in American amoa.

● **SANTA LENA,** 30 ft motor yacht, vent on a reef off the Nadroga coast of iji late in September. She was later owed to Suva for inspection. The owner, 6-years-old Ted Warner, an Englishman, ad put the yacht on automatic pilot and one below just before she grounded. he keeled over after the grounding, and he pounding from the heavy seas tore gaping hole in her side. Mr Warner eft England in the yacht about four ears ago on a projected 10-year round-he-world voyage from east to west.

● **ENSENADA,** 27 ft Aitkens cutter ith owner-skipper Dave Croucher, ife Flo and 11-year-old son Daniel, was Gizo (BSIP) in September. From home ort Townsville in Queensland, the rouchers sailed to Lae and then visited inschhafen, Madang, Rabaul and Kieta. hey left Kieta on August 11, planning to ruise to Fiji via the Solomons and New lebrides but had two setbacks. The motor roke down and then, on reaching Gizo, ave had to go into hospital for three ays. Wife Flo, in a letter to PIM, wrote:" ince leaving Nila in the Shortland Islands e've had the pleasure of sailing with nother yacht, **RAMBLER 11,** a 36 Alden ketch, six years out f Berkley (California) owned and ailed by Dick and Ann Willis. Dick nd Ann are keen shellers and are looking orward to meeting other shell collectors their travels. They are also heading or Fiji."

● **ASTRAEA,** a 44 ft cutter, arrived Rarotonga on September 18 from Bora ora with owner-skipper John Orr, his ife, Annette, their daughter, Penelope, nd relatives John Brooks and Lindsay rown. The family is from Hilo, Hawaii. **strаea** was built in Vancouver and was unched in May, 1972. The leg from awaii to Papeete was made in un-ettled weather. Plans are to call at onga and New Zealand and to return Hawaii in four years' time.

● **SEAFARER,** a 65 ft gaff-rigged ketch, rrived at Rarotonga from Bora Bora on October 9 with owner-skipper Andrew egal, his wife Wendy, their 2½ year-old laughter, Darrian, and friend Jerry Jacobs. hey called at Hawaii, the Tuamotous and ost of the Society Islands. Plans were sail to Russell in New Zealand's Bay f Islands and, eventually, to circum-avigate.

ASK THE SLOCUM

The Slocum Society, of Hilo Hawaii, offers an extensive range of information for cruising yachtsmen. It is a repository of information on long-distance small boat passages. Members may call on the society for advice when planning cruises. Membership is open to all; offshore experience is not a requirement.

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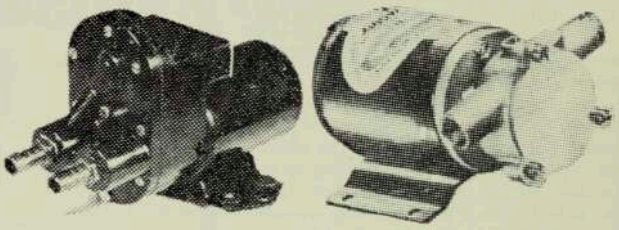


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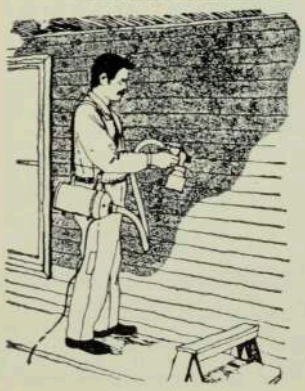
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PACIFIC JET NEWS

SPIKE MILLIGAN OFF THE BEATEN TRACK

By SPIKE MILLIGAN



Probably more than anything, the world-famous Goon Show radio series of the 1950's has contributed to Terence Alan Milligan's reputation as one of the most quixotic, and certainly one of the funniest men alive.

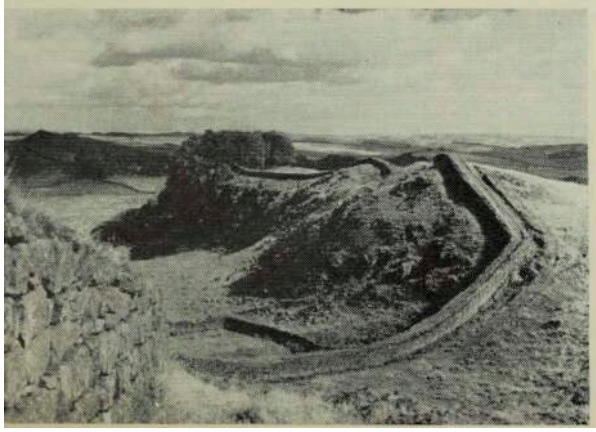
The world knows him better as Spike of course—author of nonsense books, actor of crazy comedy and hilarious man with a few very serious causes.

He has been as much in the public eye off-stage, by putting his name to the conservation cause. He takes the preservation of architecture and natural beauty seriously, and is fond of wildlife, but his campaigns have inevitable tints of Milligan humour and madness. As when he fought to preserve the quaint gas lamps on Constitution Hill, next to Buckingham Palace, when they were threatened with removal in favour of concrete electric ones. Spike suggested to the authorities that they might like to plant plastic daffodils in the roadside flowerbeds as well, to put them in keeping with the modern look. And, once, at the Hayward Gallery in London he took a hammer and smashed a large tank containing tropical fish which were being electrocuted as part of an exhibition.

Try and see Britain from her *secondary* roads. These are away from those high speed highways which don't give you much chance to drive slowly or stop to look around. These secondary and country roads will take you through the countryside and into villages, and there you find the *real* character of these islands. You'll find yourself passing through rural settings that clearly show their origins in Anglo-Saxon times, and villages that have changed little since the time of say, Oliver Cromwell. Each village has its church, usually the oldest building around. Don't be embarrassed about approaching the vicar. He can fill you in with a few important dates and facts, and also probably tell you a bit about the village's history. And a visit to a rural pub of an evening will let you deeper into the personality of the farming community, whether you're in the company of ploughmen or farmers or both. Many of the older villages, like Winchelsea, in Sussex, have their own local museums, which are more intimate and sociable in comparison with the monoliths like the British Museum, and in many cases, more interesting.

If you want to go the *whole* hog, take a book on the flowers and wildlife of the British Isles. You'll find a book on geology, minerals and fossils useful. There are many sites that you can potter around and most certainly, as I did at Kettering, in Northamptonshire, find fossils in local excavations. If you are a glutton, and want up to date information on archaeological excavations, contact the Council for British Archaeology, 8 St Andrew's Place, London, N.W.1. They will tell you everything you need to know, and if you wish you can even work on a site in the humble task of digging — and get paid!

All there is to do next is get in the car and enjoy it. But a point further. What season? Well, for me, it would be spring running into summer, or summer running into autumn. These two overlapping seasons offer snowdrops, lambs, chicks, bird's nest hatchings, and at the other end, tired summer green commuting into burning embers of autumn. Both spring and autumn offer that brisk morning cold, with the first warmth of March to the dying warmth of September.



Along your way you will come upon places of humble origin that spawned illustrious sons and daughters. I had an occasion to be passing through Ecclefechan, in Scotland, and discovered the birthplace of Thomas Carlyle. Among other things there was the cot he was born in and the wooden foot-rocker cradle his mother lulled him to sleep in. On the subject of Scotland try, once in your life, to be there when the first heather is turning the hills into purple in July, August and September.

If you are a romantic, as I am, you'll always take a volume of poetry with you. Wordsworth's daffodils still grow in the Lake District (alas, no longer in hosts!) and to read the verse on the spot is a special pleasure.

But for me the most romantic trip of all is along Hadrian's Wall, in Northumberland, in the late spring, I won't go on about it (though I could!) but to find, not far from the excavated camp at Housesteads, a deserted Roman rock quarry, and still see the holes made to take the stonemasons' splitting pegs, you can't help but ask the question "Why did they suddenly stop work?" So prolific are Roman remains in this area, there's a farm at Hexham with a Roman bath being excavated in the cowshed! Once, at Corbridge (the Roman word is Corstopitum), I waded in the River Tyne, and near the remains of the Roman Bridge I found a Roman buckle among the shingle, which I donated to the local museum on the Corstopitum Site.

Hadrian's Wall, Northumberland

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Hotel accommodation for as little as $A5.30 in any one of 26 cities across the United States of America and Canada is available through British Airways' "North America for You" programme.

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The offer is based on two people travelling together and sharing a double room, but single rooms can be booked for an extra $A3.00 per day.

The hotels are large tourist class establishments (200 to 800 rooms) with restaurant, cocktail and coffee lounges. All rooms are with private bath and in some cases a television set.

First class hotels are available at $A8.80 per day with an additional charge of $A3.90 for single rooms.

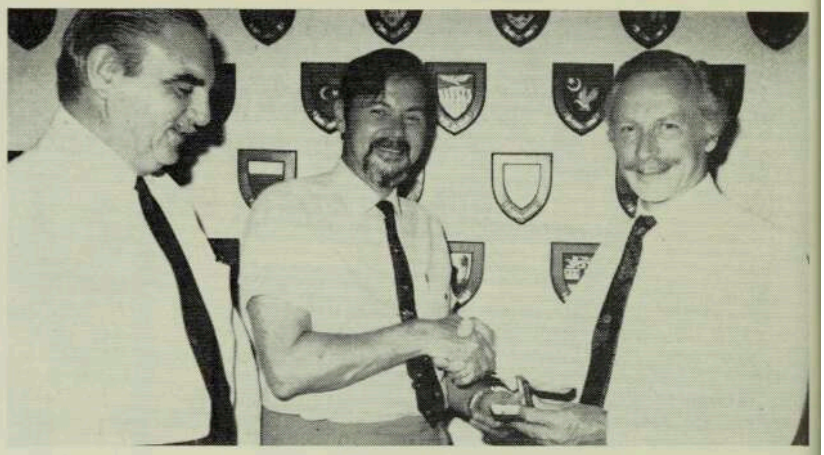
Admission to a museum or other sightseeing attraction every three days is included and discounted transport between cities is available. Greyhound bus costs $A70.00 per person for unlimited travel within the USA and Canada for 15 days and self-drive cars are available for $A78.00 per week per car with unlimited mileage.

For passengers stopping over in Los Angeles, there is a city package which includes four days (three nights) accommodation, with some sightseeing, for only $A15.20 per person.

Passengers from Nadi can use the programme as the fast way to Europe —with a break. Leaving Nadi by British Airways' VC10 on Monday, Wednesday, Friday, Saturday or Sunday you arrive in Los Angeles (because of the international date line) the day before.

You can then rejoin the same flight (BA594) on Tuesday, Thursday, Friday, Saturday or Sunday or take British Airways' Boeing 707 Polar flight on Monday, Wednesday or Friday non-stop to London arriving ten and a half hours later at 3 pm on Tuesday, Thursday or Saturday.

If you decide to spend some time touring, you can fly on with British Airways from nine cities in the USA and Canada—Chicago, Detroit, Washington, Boston, Philadelphia, New York, Toronto, Montreal or Miami.



Gordon Shepherdson (centre) is seen receiving his 30-year pin from Trevor Glover, generai manager charters. Murdo MacDonald, manager South Pacific Islands, is seen on the left.

NADI'S "SHEP" CLOCKS UP 30 YEARS

Gordon "Shep" Shepherdson, British Airways' airport manager at Nadi, was recently presented with a pin to mark his 30 years' service to the airline, by Trevor Glover, general manager charters who was visiting Fiji. Also present was Captain Johnny Johnson, manager aviation British Airways Associated Companies.

Bearded "Shep", who has 21 wall plaques bearing the arms of every station at which he has served, is one of those hard-working chaps who has done so much for the airline's reputation over the years.

Australian-born, from Lismore, Victoria, "Shep" has been airport manager at Nadi for five years and immediately before that was in Colombo. He reckons that 90 per cent of his 30 years has been spent overseas and the list of places at which he has served sounds like a world gazetteer.

They are: Lagos, Tel Aviv, Madrid, Khartoum, Kuwait, Baghdad, Bahrein, Dacca (Bangladesh), Salisbury (Rhodesia), Livingstone, Tripoli, Brazzaville, Kaduna, Accra, Bathurst, Freetown, Durban, Cairo and Goose Bay, Labrador.

Ba is fastest from Suva to Sydney

With the introduction of new trans-Pacific (northern) winter schedules from the beginning of November, British Airways in conjunction with Air Pacific provides the fastest link from Suva to Sydney and Melbourne with its VC10s.

The Air Pacific flight to connect with the VC10 leaves Suva at 6 am and arrives at Nadi at 6.40 am, in good time to board the British Airways flight which leaves for Sydney and Melbourne at 7.15 am on Tuesday, Thursday, Friday, Saturday and Sunday.

So the overnight stay in Nadi is a thing of the past—and you arrive in Sydney at 10.30 the same morning or in Melbourne at 1 pm.

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British Airways - BOAC PACIFIC JET NEWS

WHEN IN ENGLAND (SAID VESPASIAN) DO AS THE ROMANS DO

By MARGARET RULE, Curator, Fishbourne Palace

To the south of the A27 east-west runk road lie the salt marshes and eed-filled creeks of the most easterly rm of Chichester Harbour, in Sus-ex. Nineteen hundred years ago, the cene was very different: instead of he roar of articulated lorries thunder-ng along the road, the air would ave been filled with the creak and plash of ships lying at anchor, and he sounds of the voices of seamen, nerchants and craftsmen speaking in nany languages would have floated cross the water.

At that time, the creek was still avigable for shallow draught nerchant ships, and since the time f the Roman conquest merchants' hips from all over the world had ome into Fishbourne Harbour. At rst, they brought supplies for the rmy and, later, building stone, rtists and craftsmen to add the nishing touches to the developing ivil buildings.

The advantages of the site would ave been obvious to Vespasian, who nen commanded the Second Augustan egion campaigning in Wessex. A roup of wooden store buildings and ranaries were constructed close to he shores of the natural sheltered arbour, which was well protected rom the easterly and south westerly ales, and which lay in the safe territory of a friendly client king. As the front line moved westward, the need for a supply base in the Chichester area declined but, by now, the port facilities had been improved, wharves and jetties had been built and a network of street and roads connected the harbour with Chichester and, ultimately, with London.

This settlement continued to develop until the mid-60s, when the timber buildings were demolished and an elaborate masonry house was built on the Southern part of the site. This house was probably the earliest palace of King Cogidubnus. It was lavishly decorated with mosaic and marble inlaid floors and brightly coloured painted walls and, to the south of the living quarters, there was a magnificent range of hot and cold baths.

In 75 AD, there was a complete change of plan, and the site was landscaped in preparation for the construction of the palace—which is the largest known Roman building in what was the Province of Britain, covering an area of nearly 11 acres. Its four wings were built to enclose a central courtyard garden which was formally subdivided by a series of gravel paths and shrubs.

The bedding trenches for semi-circular and rectangular arcades of shrubs were found alongside the paths by the archaeologists who excavated the site, and today the garden has been restored to its original plan.

When the palace was built, in 75 AD, craftsmen and artists must have been commissioned to come from Italy to lay the floor-mosaics, prepare the stone wall veneer and marble inlay and paint the frescoes on the walls. At this early date, there would not have been any native craftsmen skilled in this work. The floor-mosaics laid in the Palace were in the main stream of Italian mosaic art of the first century. Many of them were sophisticated black and white geometric designs similar to those found at Pompeii, Ostia and Hadrian's villa, south of Rome. One elaborate polychrome floor-mosaic in the North Wing was decorated with stylised patterns of flowers and buds, with corner motifs of chalices and amphorae supported by dolphins and fish.

In spite of all this grandeur, the Palace was only in use as a single architectural entity for about 25 years. From about 100 until 280 AD, the buildings underwent considerable changes, many new floor-mosaics were laid, new suites of baths were built and underfloor heating was provided in the North Wing for the



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Eating out in Hong Kong—Chinese style

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first time. The last series of alterations began in the 280s and it seems that a major re-building programme was just getting under way when the structure was totally destroyed by fire.

After the fire, the ruin was systematically demolished and all the usable building stone and tiles were taken away for use elsewhere.

For over 1,600 years it lay completely forgotten and unsuspected until it was accidentally discovered in 1960, when a Water Board engineer laying an 18 inch water main across open pastureland realised that his mechanical excavator had cut through five masonry walls and two mosaic floors.

For the next eight years, exploration of the site continued each season, under the direction of Professor Barry Cunliffe, FSA, and in 1963 the site was purchased by the Sussex Archaeological Trust.

The entire North Wing of the Palace has been preserved under a modern cover building and the remains of thirteen floor-mosaics can be seen *in situ*.

HOME TO FIJI AFTER TRAINING COURSE

Dixon Seeto returned home to Fiji recently after completing a three-year course in taking good care of people —by courtesy of British Airways.

Dixon was one of two Fijians who were offered scholarships by BOAC in 1970. He went to London and joined the airline's general apprentice scheme.

His last year's training was specially prepared to allow him to return home to the post of assistant to the commercial manager of Air Pacific, an associate of British Airways.



On his return, he said: "It's been a very rewarding three years. It could well turn out to have been the biggest break of my life."

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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Business and Development

AUSTRALIAN AID MISSION SEES 'VERY BRIGHT FUTURE' FOR THE SOLOMONS

From a Honiara correspondent

Really big money is available for development in the Solomon Islands from two main sources—Australia, if the protectorate shows it can "produce the goods", and the Asian Development Bank. There are other sources, including the Commonwealth Development Corporation. An Australian aid mission recently visited the BSIP. So did the protectorate's newly appointed alternate director at the ADB headquarters in Manila, Mr Christopher Conybeare, an Australian.

The BSIP is pinning great hopes on an oil palm industry, which includes building a mill with associated buildings for Solomon Islands Plantation Ltd on Guadalcanal Plains. Mr Conybeare dashed immediate hopes of a $3 million to $4 million loan because the mill is in such a "tender stage". The BSIP Government, backing the project, now seems likely to look elsewhere for a loan, possibly from the Commonwealth Development Corporation, so that the mill may be built on schedule, ready to process the first palm fruits.

The Australian attitude is to make grants, provided a case can be made out for a project. Aid has been given in the past, but not of any great magnitude. Current aid is mainly heavy equipment for road building, provision of two experts on pasture improvement working on the Guadalcanal Plains, a study of animal diseases, Brahman cattle for breeding, and technical advice.

Mr J. Starey, who headed the Australian aid mission, had a look at aid possibilities. He formed a "quick conclusion" that the future of the BSIP was "very bright indeed". He inspected the cattle industry, particularly the large communal development on Holokama plantation, Santa Ysabel, and the small, but growing cocoa industry.

The BSIP now has a cattle population of 15,721 (15.4 per cent up on 1972) and is well on the way to internal self-sufficiency in beef with 40,000 head by the early 1980s. Self-sufficiency could well be followed by a beef export industry.

Mr Starey said he was impressed by the possibilities of bauxite deposits on Rennell and Wagina Islands, the flourishing skipjack tuna industry, and the oil palm industry. He considered the Solomon Islands far more capable of developing than some other groups the aid mission visited, especially through diversifying in agriculture. The mission visited the GEIC, Fiji, Tonga and Western Samoa before going to the BSIP.

An obvious extension of aid, Mr Starey said, would be to provide long landing barges to carry cattle and equipment between the islands. There was also a short-term need for a cannery. Depending on a NZ study of such a proposal, it might be appropriate for Australia to help to build a cannery for beef and other local foodstuffs.

Also with the Australian mission was Mr Harold Bullock, the Australian High Commissioner in Fiji, who said all the individual projects the BSIP government proposed would fit into the seventh development plan, which would start in 1975. Australia was most interested in helping high priority projects. It was up to the BSIP government to set its priorities.

Australian aid in the Pacific till mid-1972 had been small; the emphasis was on helping SE Asia. Now more aid was to be given to the

Sour days ahead for sugar

Fiji's hopes for a bigger and better sugar market were dashed within one disastrous week in October. The International Sugar Conference in Geneva failed to draw up a new international agreement to regulate the world free sugar market from next January.

Only four days previously it had been a different story. The leader of Fiji's delegation to the talks, Minister without Portfolio Ratu David Toganivalu, told the country to count on a quota boost from 155,000 tons a year to 180,000.

"But although disappointed, we are not discouraged," the Minister for Agriculture, Mr Doug Brown, said after he heard of the conference breakdown. "It makes us more determined to maximise efforts to perform even better than in the past as far as sugar production is concerned. We will keep and even improve our good name as a reliable producer of top quality sugar."

Sugar officials hope for a chance to salvage the talks, but so far they have broken down completely.

The Fiji Sugar Corporation's general manager, Mr Gwynfor Bowen-Jones, admitted he was disappointed with the breakdown, but he wanted to wait for the return of Fiji's sugar talks team before commenting further.

Banking on an increased market, Fiji was eagerly making plans to expand the industry by bringing under cane an extra 15,000 acres adding another 1,000 cane farmers to the present force of 15,000.

Representatives of Australia's sugar industry said that, in the short term at least, the absence of an ISA seemed unlikely to have any adverse effects on Australia's industry.

Looking further ahead, however, the main area of concern was that some countries, encouraged by the high prices and the absence of regulations of exports to the free market as the ISA ends on January 1, might pursue policies of irresponsible production.

Meanwhile, Fiji still has her customers and commitments, in spite of international hassles. The Prime Minister, Ratu Sir Kamisese Mara, has discussed Commonwealth sugar agreements at European Economic Community talks in Brussels.

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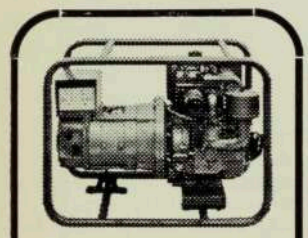
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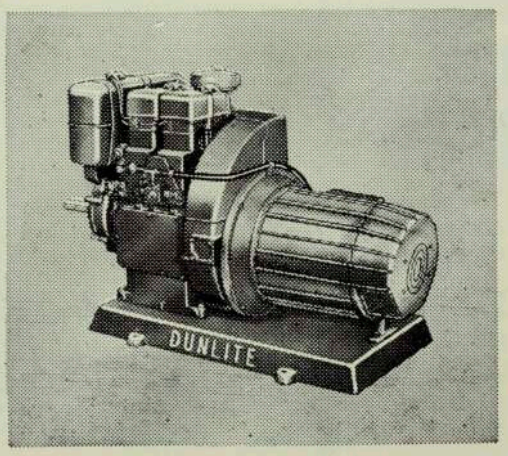
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BSIP, Fiji, Tonga and the GEIC particularly, with some to Western Samoa and the New Hebrides, and possibly the Cook Islands.

"I am confident that aid will increase further at the end of the present pledge period in 1975", he said. "We are working on the basis: You give us the projects and, within reason we will find the money".

Mr Bullock said one of the most appreciated services supplied to the BSIP so far had been an annual visit by a team of eye specialists for surgical operations. That type of service would be extended to other types of specialists' visits.

"We are considering asking other South Pacific countries if they too would be interested so there could be a circuit of specialists", he said.

"There is really no justification for posting specialists permanently among the small populations of the islands".

Crocodiles in the farming business

A crocodile farm experiment has been launched at Port Moresby with a two-pronged objective—to conserve a dwindling crocodile population and build up a local industry to tan 25,000 to 30,000 skins a year. This move follows a trial in the Western District, where crocodiles are raised under farm conditions.

There's money in crocodile skins. These are recent Papua New Guinea prices — Fresh water skins — Belly width 254 mm (10 in.) and over, $3.40 an inch (1st grade), $1.80 (2nd grade), 60c (3rd grade); belly width 203.2 mm (8 in.) to 228.6 mm (9 in.), $8.50 (1st grade); 152.4 mm (6 in.) to 177.8 mm (7 in.), $4 (1st grade); and 91.6 mm (4 in.) to 127 mm (5 in.), 80c (1st grade). Salt water skins (1st grade): Belly width, 254 mm (10 in.) and over, $3.50 an inch; 203.2 mm (8 in.) to 228.6 mm (9 in.), $10 each.

There are some sobering thoughts about the future of the industry. The export value of skins in 1972-73 was $254,379. In 1965-66 it was $1,001,075. Unrestricted killing in some parts of Papua New Guinea is reducing the number of crocodiles.

Mr Rod J. Kelly, senior wildlife ranger, recently warned that the industry would perish if the government did not enforce strict measures to protect it. The regulation to protect crocodiles with a belly width of more than 20 inches had not been enforced in the East Sepik, West Sepik and Madang Districts, resulting in a lower number of skins from that area. In Papua, mature animals are not killed, and, says Mr Kelly, the industry there may recover in three or four years. Papua had had a long dry season and future production would depend on the mature breeding survivors.

There are nine licensed crocodile skin exporters, but only six are active. Licences have been issued to 47 crocodile skin buyers—20 in New Guinea and 27 in Papua. Buying licences cost $10.

Fiji in the red but unworried

Fiji's trade deficit in 1972 was a record $66 million, but there is no cause for alarm for it is almost covered by "invisible" earnings from the tourist industry and the inflow of overseas capital. The imports were up by about 18 per cent to $131 million, and exports rose by about 5 per cent to $65 million.

The gross domestic product was estimated at $215 million, a rise of $27.2 million, compared with 1971. The gdp, per head, increased from $354 in 1971 to $397 in 1972.

Sugar production fell from 322,070 tonnes (317,000 tons) in 1971 to 301,968 tonnes (298,000 tons). Higher prices offset the drop. The earnings from sugar at $34.4 million were 4.8 per cent up on 1971.

Receipts from gold exports were $2.942 million, compared with $2.678 million in 1971, even though the weight of exports dropped by 11 per cent. Real output in manufacturing and processing grew by about 5 per cent. Demand pressures in the building and construction industry continued throughout 1972, with real output increasing by about 14 per cent.

Hurricane Bebe affected domestic food supplies and demand pressures in the construction industry, forcing up the cost of living. The consumer price index rose from 115.2 in 1971 to 125.7 in 1972. The number of registered companies at the end of 1972 was 1,456, a rise of 22 per cent on the total at the end of 1971. Wage employment rose by 1 per cent, compared with 10 per cent in 1971, while salaried employment rose by 5 per cent, compared with 9 per cent in 1971.

A decline in production, coupled with a sharp fall in world prices, cut export earnings in the coconut industry by about 40 per cent—from

ISLANDS WANT DEVELOPMENT BANK

Provided somebody comes up with the cash, the South Pacific Islands look like getting their own development bank. The South Pacific Conference meeting at Guam in September decided to form a committee to study methods for raising the wind after hearing a United Nations Development Programme (UNDP) report of a 12-month survey which said that a South Pacific Regional Development Bank could be a viable institution. This on the basis of capital worth only $US30 million introduced over a five-year period. By world standards this is a small amount.

At the outset the delegates at Guam were divided over the potential value of such a bank. The doubters were Guam, the two Samoas and the Solomons. Western Samoa advocated association by all Island countries with the Asian Development Bank to which several of them belong already. Mr Bill Hussey of UNDP and his colleague Mr C. Langendorf of UNDAT favoured the idea of a bank but it was Mr Mahe Tupouniua, director of the South Pacific Bureau of Economic Co-operation, the Forum's own institution, who swung the vote in favour of a bank.

The UNDP report had asked and answered four questions in the affirmative—was there a need for a bank; could administrative costs be kept to a minimum; could capital be found to finance it and would member countries be able to service their borrowings?

Mr Tupouniua held there was a strong case for a bank. There were already some lending institutions in the Pacific but they were national institutions and did not cater for regional needs. The Asian Development Bank was not really in a position to understand fully the unique needs of the South Pacific Islands. The SPC would do well to establish its own development bank.

Guam changed its mind and supported the idea, and the resolution setting up a committee, proposed by Dr Joseph Williams of the Cook Islands, was supported by 11 members.

On the committee are Guam, Micronesia, Cooks, Western and American Samoa, Nauru, Fiji, the Solomons and Papua New Guinea. No French representation!

The UNDP is being asked to confirm the availability of capital from donor countries to get the project off the ground.

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$3.944 million in 1971 to $2.375 million in 1972.

The tourist industry showed a slight drop in earnings, although there was an 8.9 per cent rise in the number of visitors. The receipts for 1972 were estimated at $31 million ($31.1 million in 1971). Hurricane Bebe, devaluation of the US dollar and tighter Australian regulations governing the entry of duty-free goods were the main reasons for the fall.

The government's ordinary revenue for 1972 was $59,072,354, and expenditure was $56,724,847. The surplus of $2,347,507, was very close to the original estimate of $2,384,043.

Trouble brewing for PNG tea

The New Guinea tea industry's future is clouded. Tea is about the only commodity not commanding high prices on world markets today. Pacific Islands producers are enjoying particularly good prices for a number of commodities — copra, cocoa, coffee and sugar. Rubber prices, too, are good.

Two revaluations of the Australian dollar in nine months dealt heavy blows to the struggling tea industry. The PNG Government is using the new currency alignments as a lever to get the Australian Government to give short-term help to the industry.

Three of PNG's "big four" tea producers recently told the PNG Government they were operating at a loss, and would have to close unless they were helped. These were Kurumul Tea Plantations (owned by Pioneer Concrete), Mt Hagen Tea Growers and ANG Developments Ltd.

The "odd man" out was W. R. Carpenter. There is no reason to suppose W. R. Carpenter is doing any better than the others. It is probably just as concerned as the other big growers at the state of the market. But it is obviously looking at the position in the longer term, for it is putting up another tea factory at Aviamp to supplement its existing factories at Kudjip and Kindeng.

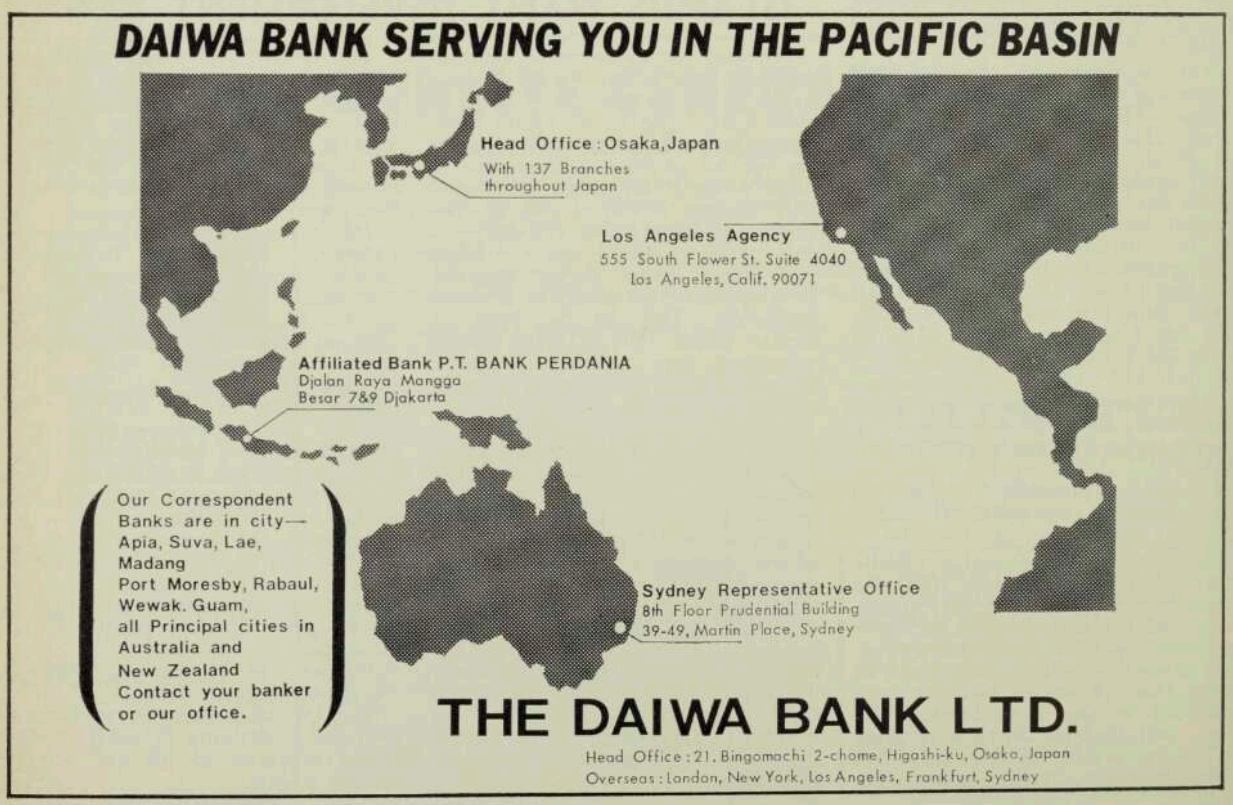
The industry's plight poses a difficult problem for the government. There are about 500 small growers, most of them indigenous people, who sell their crops to the tea factories. Then the industry is highly labour intensive. The plantations employ about 500 people, and up to another 20,000 depend on the industry for casual employment.

PNG could take a positive step by devaluing to help the producers if it was master of its own currency, but the country will use Australian currency till December 1, 1974, at the earliest. And unless Australia does an about turn before then and devalues, a currency move for PNG is just not on.

The industry expects losses for the 12 months to June 30, 1974, to reach about $700,000. The compensation sought from the Australian Government is based on currency realignments since July 1, 1972, with a reduction in compensation if prices rise above a base level, and no increase if they fall.

The PNG Government has asked Australia to pay this assistance for three years—to June 30, 1975, or till PNG gets its own currency.

● The New Guinea Development Corporation will invest $50,000 in a cocoa fermentary, a store and a service station on the Gazelle Peninsular. The corporation will buy the store and the fermentary and lease the service station, in Rabaul, for three years. The corporation is also building a $50,000 tavern at Wunawutung on a beach front about seven miles from Rabaul.



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BUSINESS BRIEFS

● Tourist spending in Micronesia in the 12 months ended June 30, 1973, estimated at more than $3.5 million, makes tourism the fastest growing source of overseas earnings. Most of the visitors were from the US and Japan. The six districts recorded 47,115 arrivals, compared with 36,199 in the previous year. The Marianas attracted the majority, 69 per cent or 32,467.

● Tourism was the biggest industry in the New Hebrides in 1972 when estimated earnings were $3 million, with copra next at $1.372 million. But copra, now in a boom, is back as the No 1 earner of foreign exchange. Visitor arrivals in 1972 totalled 19,381—9 per cent more than 1971. Most came from New Caledonia, followed by Australia and the US.

● The Abemama Island Council in the GEIC has agreed to build a small hotel as an extension of the existing rest house. Initially, extensions with include two chalet-type blocks, a new kitchen and store, small maneaba, tennis court, a larger lounge and dining room and a small bar. The project will cost about $9,000.

● Two Honolulu businessmen are looking at the possibility of setting up a juice extraction industry in Tonga. They are interested in using various by-products at present wasted. The men are Mr B. M. (Fred) Bervang and Mr Harold T. Chikamoto. Mr Chikamoto said products which had possibilities were tropical fruits such as guava and passionfruit. Some vegetables could be suitable. It might be possible to can coconut milk, and process other by-products of the coconut.

● Seven Western Samoa farmers have been given a pat on the back by the Samoa Development Bank for paying back loans made by the bank for their farming projects. The bank made the pats gilt-edged by giving each man another loan—$1,600 each to buy second-hand pick-up vehicles specially ordered for them. The good payers were listed as F. C. Falana'i, Fata Ututau, Fetalaiga Lafai, J. S. Lafai, O. T. Fonoti, Aleki Sosene Feagai and C. Popi.

● The Southern Highlands Area Authority of Papua New Guinea is unhappy about a scarcity of air services to Mendi hampering the development of tourism, the only industry in the area. The authority considers there is enough traffic between Mt Hagen and Mendi to allow two airlines to operate in competition without financial hardship, and that DCA regulations covering Fokker and DC3 operation on the Mendi airstrip are restrictive and hampering the tourist industry. DCA and the central government have been asked to urgently reconsider allowing Territory Airlines to operate to Mendi in competition with Macair Charters from Mt Hagen.

● W. R. Carpenter Holdings Ltd is making a 1-for-5 bonus issue, following another sharp rise in profit. The directors said the results for the year ended June 30, were much better than expected. Trading results for 1972-73 would be maintained at the previous year's level of more than $7 million. The directors expect to maintain the dividend rate of 10c a share on the higher capital.

● Burns Philp (SS) Co Ltd overcame difficult trading conditions to earn a record net profit of $1,019,778 in the latest financial year. Hurricane Bebe, industrial unrest, fewer tourists and price control were some of the problems. Apart from merchandise trading, the company improved results in most areas. The directors recommended a final dividend of 6¼ per cent, to make an annual payout of 12½ per cent.

● Tonga had a visible adverse balance of trade of $5,405,845 in 1972. The value of imports was $7,455,916 (up $1,150,999 on 1971), compared with exports valued at $2,050,071 (down $150,161 on 1971).



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New Guinea Representatives: Rabaul Trading Co. Pty. Ltd.,
Rabaul — Lae — Madang — Kieta.

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Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Australian dollar (October 17) equals New Zealand, $1.0062 (buying), $1.0022 (selling); Fiji $1.1612 (buying), Western Samoa. T0.9093 (buying); US, $1.4900, $1.4850; UK, 61.4024 np, 60.9533 np; French Pacific 115.23 (buying), 113.47 (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, $219; 2nd grade, $209; substandard (ss), $80.

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, $144.00; 2nd quality, $130.00.

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 September 29 was $100. Marseilles 146 French francs (per 100 kilos) October 3.

COOK IS.:—Copra goes to Abels, Ltd., of Auckland, who operate NZ's copra crushing mill. Prices for October-December, packed shipping weights f.o.b. were fixed at $NZ251.22 1st grade, hot-air dried, $NZ249.37 1st grade, sun-dried, and $NZ247.99 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 October 17 (July/September shipment) was spot £stg 609 ton, c.i.f.; UK, Continent.

October 17. In store Rabaul, export quality, $840 per ton delivered ex wharf Sydney $950.

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, 46c per lb; B grade, 43c, C grade, 41½c, Y grade, 41¾c (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.

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 October 18, quoted: Selling, Noumea and Papeete, Pac francs to the $Aust., 112.09 (commercial—export and import transactions), 113.94 (financial)—nearly all other transactions. Paris-London: Buying 10.2450 francs go the £ (commercial); 10.4350 francs to the £ (financial). Also £ = 186.2727 (buying), 186.5454 (selling) Pac. francs; 5.50 CFP to 1 metropolitan franc.

Banks should be approached for daily quotes.

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, September 28, Philippines, in bulk, $US354.39 per long ton, c.i.f.

NZ aid for Cooks agriculture

The NZ Cabinet has approved a $63,000 grant to the Cook Islands Government to help the Cooks buy agricultural machinery and equipment, and sheds for storing equipment. The Cooks Minister of Economic Services, Mr W. Estall, said the NZ Cabinet had also agreed to give the Cook Islands a grant of 80 per cent of the cost of agricultural spray materials needed for this year. This would amount to an additional maximum sum of $70,000.

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PORT MORESBY: H. A. K. McKee, Manager for Papua New Guinea, 1st Floor, Carpenter's Supermarket, Champion Parade. P.O. Box 136. **RABAUL:** D. F. J. Gross, Manager at Rabaul, Mango Avenue. P.O. Box 123. **LAE:** R. H. Myer—Manager at Lae, Kam Hong's Building, Central Avenue. P.O. Box 758. **SUVA-FIJI:** L. M. Rolls—Manager for Fiji, McGowan's Building, Margaret Street, P.O. Box 521.

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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 Cruises operates a South Pacific cruise programme to include the above ports plus the Solomons.

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

AUSTRALIA - NEW CALEDONIA

Sofrana-Unilines operates a fortnightly service from Sydney to Noumea.

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

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).

Poiynesie maintains three-weekly passenger sailings—Sydney, Noumea, Vila and Santo.

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 maintain a monthly service from Sydney to Noumea, Suva, Lautoka and Papeete.

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 - NAURU - MARSHALL ISLANDS - GEIC - GUAM

Nauru Pacific Line operates regular six weekly cargo/passenger liner service from Melbourne and Sydney to Nauru, Majuro, Tarawa and Guam.

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).

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 be-

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tween 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

Fijian Swift 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.

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 three 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.

British Airways-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, and one direct flight to Honolulu.

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.

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 - HAWAII - US

Air-NZ, with DC8s, operates weekly from Melbourne to Los Angeles via Auckland and Honolulu and return.

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 - AM. SAMOA - HAWAII

American Airlines, with 707s, operates out of Auckland to Honolulu, via Nadi and return two times weekly. Two flights per week via Pago Pago.

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 Nadi to Honolulu five times weekly (one flight via Pago Pago), and from Honolulu to Nadi four times weekly (one flight 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.

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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 BACI-11 operates weekly Honiara to Brisbane and return.

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

British Airways-BOAC, with VC10s, operates weekly Sydney to Auckland and return, and a weekly service Melbourne 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.

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JAPAN - WEST IRIAN - DILI

HONGKONG-DJAJAPURA-BIAK-MANOKWARI
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"PALAU MARU" 6,494T	"BIAK MARU" 6,430T
"TACOMA MARU" 30,952T	"HIEI MARU" 25,228T

AGENTS:

GUAM: Atkins, Kroll (Guam) Ltd.
TARAWA: G. & E. I. Development Authority.
APIA: Burns Philp (South Sea) Co., Ltd.
PAGO PAGO: Kneubuhl Maritime Services Corp.
NUKUALOFA: Tonga Shipping Agency.
SUVA: Burns Philp (South Sea) Co., Ltd.
LAUTOKA: Burns Philp (South Sea) Co., Ltd.
NOUMEA: Agence Maritime et Aerienne Caledonienne.
SANTO: Burns Philp (New Hebrides) Ltd.
VILA: Burns Philp (New Hebrides) Ltd.
HONIARA: British Solomons Trading Company Ltd.
PAPEETE: Etablissements Baldwin.
HONG KONG: Ike Maritime Co., Ltd.
SINGAPORE: The Borneo Company (Singapore) Ltd.
DJAJAPURA: P. N. Pelajaran Nasional Indonesia.
BIAK: P. N. Pelajaran Nasional Indonesia.
SORONG: P. N. Pelajaran Nasional Indonesia.
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Island Transport Ltd., Lautoka.
O. F. Nelson & Co. Ltd., Apia.
Agence Maritime et Aerienne Caledonienne S.A. A.M.A.C., Noumea.
Breckwoldt & Co. (S.I.) Ltd., Honiara.
Carpenter Shipping Agencies, Port Moresby, Rabaul, Lae, Madang.

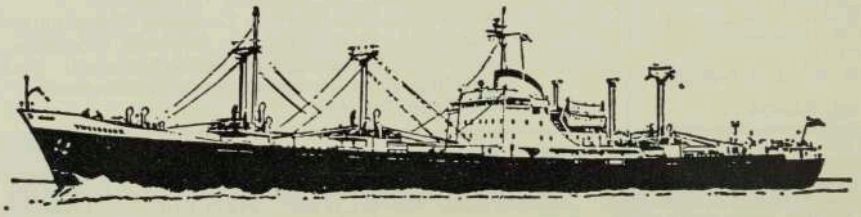
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NZ - NORFOLK IS.
Air-NZ, with chartered DC4 operates to Norfolk Is. every Sunday. A Qantas service returns every Saturday.

AUCKLAND - SYDNEY - SINGAPORE
Air-NZ DC10 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 and return. 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.

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 BAC 1-11s and 748s operates from Suva to Nukualofa four times a week. Saturday service operates via Nadi.

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 three 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 weekly. Papeete flights operate from San Francisco via Honolulu and Pago Pago 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.

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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.

GUAM - US TRUST TERRITORY

Continental-Air Micronesia with 727s and DC6s operates regular service connecting Honolulu, Okinawa and Guam with Saipan, Rota, Yap, Palau, Truk, Ponape, Kwajalein and Majuro.

Details from Air Micronesia, Saipan.

Air Pacific Inc. (not connected with the Fiji-based Air Pacific) with Piper Navajo and a deHavilland Heron, operates regular services linking Guam, Saipan, Tinian, and Rota, and charter services are available to other Trust Territory islands.

Details, Air Pacific Inc., P.O. Box 7689, Tamuning, Guam, 96911, U.S.A.

Lagoon Aviation Inc. with Grumman Widgeons, operates charter services for the Marshalls district, based on Majuro.

GILBERT AND ELLICE ISLANDS

Air Pacific, with Herons, operates regular services between Tarawa, Butaritari, North Tabiteuea and Abemama.

PAPUA NEW GUINEA

TAA and Ansett operate throughout Papua New Guinea.

Aerial Tours operates in Central, Western, Gulf and Sepik districts.

T.A.L. (GV)—Territory Airlines Pty Limited — operates scheduled services and charter flights from Goroka, Kundiawa, Madang, Wewak, Vanimo, Mt. Hagen, Mendi to Highlands, Sepik and Coastal areas. Talco Territory Travel Service of Papua New Guinea—Twin Otter Tourist flights throughout Papua New Guinea.

Further details from T.A.L., P.O. Box 108, Goroka, Papua New Guinea.

Macair throughout Papua New Guinea.

Bougainville Air Services operates daily throughout Bougainville. There are six regular services Kieta-Buin. Details: Arawa, Phone 956-159; Buka, Phone 16. Box 298, PO, Kieta.

NEW CALEDONIA

Air Caledonie, with Twin Otters, and Islanders operates regular services to Houailou, Isle of Pines, Isle Ouen, Kone, Koumac, Lifou, Mare, Noumea, Ouvea Touho, Mueo, Belep, Tiga.

Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesiae with Britten-Norman Islanders and Trislander operates to Santo, Malekula Norsup and Lamap), Aoba (Walaha and Longana), Pentecost (Lonorore), Erromanga, Tongoa, Aneityum, Tanna, Epi, Sola and Vila. Direct connections are available to and from Santo for all international flights arriving in Vila.

Details from Air Melanesiae, P.O. Box 72, Vila.

SOLOMON ISLANDS

Solair, with Beech Barons and Islanders operates to Auki, Avu Avu, Babanakira, Barakoma Bellona Is., Fera Is., Gizo, Honiara, Kira Kira, Marau, Munda, Parasi, Sege, Yandina, Santa Cruz, Mono, Rennell Is., Choiseul Bay, Ballalae and Ringi Cove.

Details from Solomon Islands Airways Ltd., Box 23, Honiara, BSIP.

TONGA

Tonga Tourist and Development Co, with Britten-Norman Islander and Aztec aircraft, operates between Fua'amotu, (airport for Nukualofa) and Vava'u Monday to Saturday. Service soon between Fua'amotu and Eua. Aircraft available for sightseeing and regional charters.

Details from Tonga Tourist and Development Co, PO Box 91, Nuku'alofa, Tonga.

COOK ISLANDS

Cook Islands Airways Ltd, with a Britten Norman Islander, starts service on November 25. Seven flights a week will operate between Rarotonga and Aitutaki. Service will be extended to Atiu, Mangaia and Mitiaro when airstrips are built.

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KARLANDER KANGAROO LINE: Serving: Los Angeles, San Francisco, Auckland, Melbourne, Suva, Lautoka.

AUSTRALIAN TERRITORY LINER SERVICES: Serving; Melbourne, Sydney, Newcastle, Brisbane, Weipa, Gove, Thursday Is.

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San Francisco: Transpacific Transportation Co.
Los Angeles: Transpacific Transportation Co.
Madang: B. J. Back Pty. Ltd.
Yandina: Levers Pacific Plantations Co. Ltd.
Santo: Burns Philp (N.H.) Ltd.
Lord Howe Is.: R. Wilson Leanda Lei.
Thursday Is.: Torres Industries Ltd.
Manus Is.: Edgell & Whiteley Ltd.
Rabaul: Rabaul Trading Co. Ltd.
Honiara: E. V. Lawson Pty. Ltd.
Kieta: Breckwoldt & Co. Pty. Ltd.
Lae: N.G.G. Trading Company.
Wewak: Burns Philp (N.G.) Ltd.
Fiji: Burns Philp (S.S.) Ltd.
Gizo: British Solomon Trading Co.
Vila: Burns Philp (N.H.) Ltd.
Norfolk Is.: Burns Philp (S.S.) Ltd.

BOOMING TONGA.—The tourist industry is beginning to boom in Tonga which played host to 4,722 air visitors between January and September, 125 more than for the whole of last year. There were eight more cruise ships in the nine months than in the same period last year and 6,892 more cruise passengers and crew.

BOOTED OUT.—Twenty-eight Tongans arrived in Apia by air on October 10 and were kept in police custody until they could be flown to Tonga. They had been deported from New Zealand after being declared illegal immigrants with expired permits.

WHITE GHETTO.—The New Zealand Race Relations Council has asked for an immediate, radical and public review of the NZ immigration policy. The council's secretary, the Rev D. Borrie, said that white migrants to NZ were helping the development of a white ghetto in the South Pacific at a time when the country needed to encourage the growth of its Polynesian identity.

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Deaths of Islands People

Sgt-Major Merire, BEM

Sergeant-Major Merire, BEM, who retired from the Royal Papua New Guinea Constabulary in 1967, died recently at Morobe. He was described as one of the finest nco's in the force. In World War II he showed tenacity and courage, which won him honours, promotion and a place in PNG's history. Sergeant-Major Merire, who was buried with police honours, leaves a widow and eight children.

Mrs T. S. Valai

Tupou Seini Valai, eldest daughter of Tongan noble, the late S. L. P. Vaea, and Kalo, died recently, aged 85. She married Valai Tupou, who predeceased her. She is survived by seven children. She was buried in the family vault at Utulangivaka Cemetery, Houma.

Mr. A. F. Bywater-Lutman

Mr Adrian Frederick Bywater-Lutman, known as Ponto, died recently at Nukualofa, aged 60. He was born in England and educated in New Zealand. After a long naval career, which included service in World War II, he went to Tonga as radio officer for the government, retiring in 1968.

Mr. F. Stock

Mr Frank Stock, a former postal official in the Colonial Service, died recently at Malton, Yorkshire, aged 71. He was postmaster at Tulagi for 14 years before transferring to Fiji in 1941.

Mrs Violet McCoy

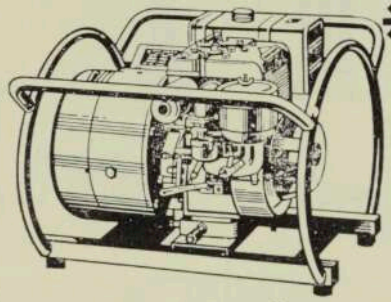
Mrs Violet McCoy, the last to bear the name McCoy on Pitcairn Island, died recently, aged 59. She was an Australian. She married Mr Floyd McCoy, a Pitcairner, in Auckland, in 1941. Soon after Mr McCoy returned to Pitcairn with his wife. After his death in 1963, she corresponded with many of his radio "ham" contacts and acquaintances, and built up a stamp business which she operated till her death.

The Hon Fusitu'a

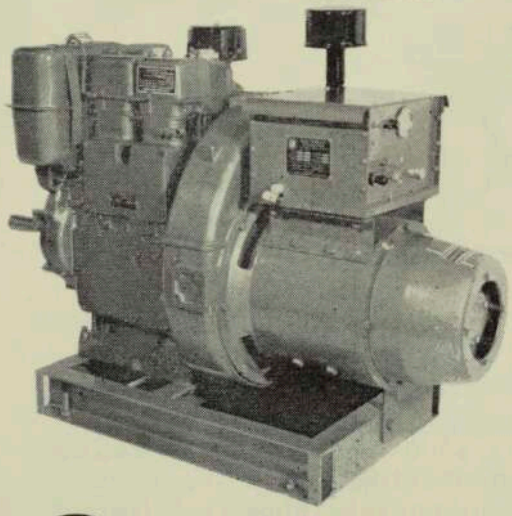
Tonga's longest serving noble, the Hon Fusitu'a, died on October 15 at the age of 65. He was one of the three nobles of Niuafoou Island (Tin Can Island), receiving his title in 1929 when only 21 years old. He is survived by his wife Pisila.

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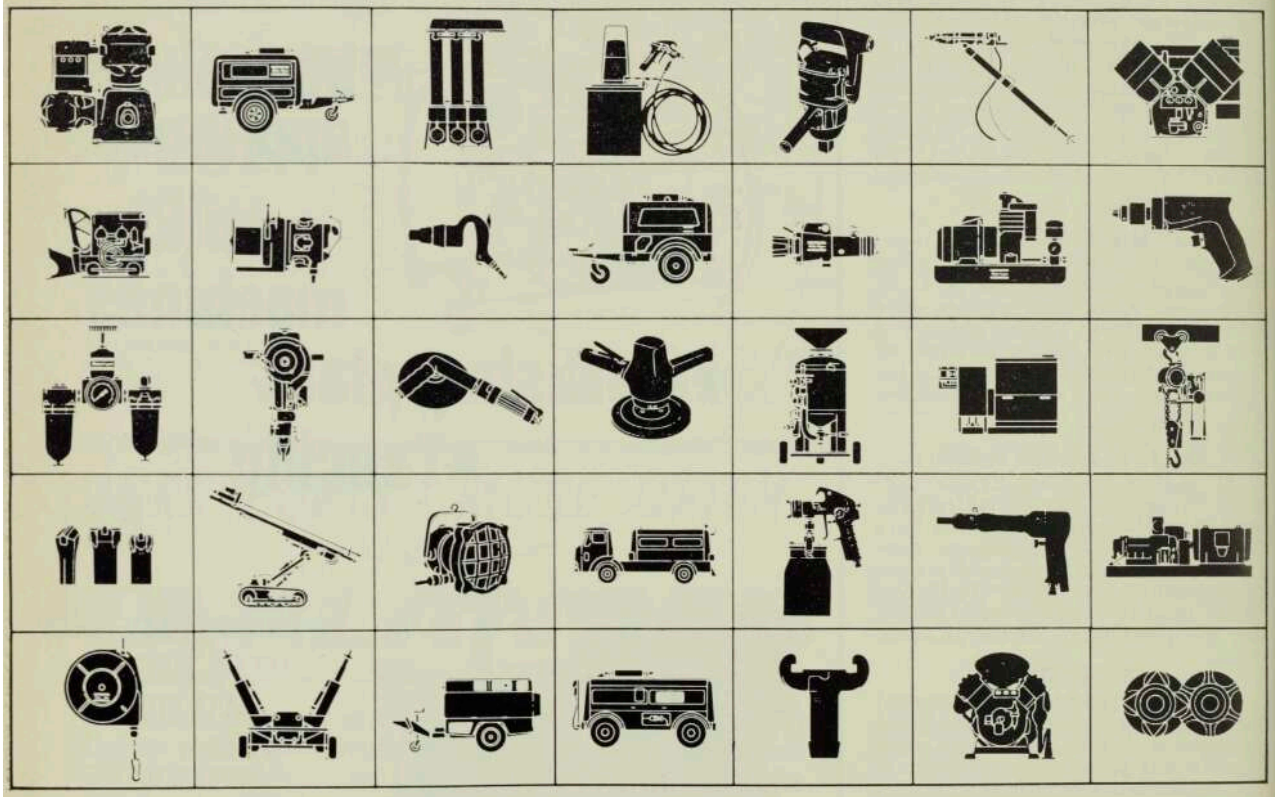
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In a Nutshell

CURRENCY CHARGE.—Fiji plantation owner and land developer Robert Hunter bade a temporary farewell to his wife and new baby at a Sydney wharf towards the end of October and they returned to their home at Savusavu on Fiji's Vanua Levu. Mr Hunter had to stay. Appearing at a Sydney Petty Sessions Court a few days earlier on a currency offence, he was allowed bail on $1,000 and had to surrender his passport until his trial at the NSW District Court in November. Mr Hunter was charged with having attempted to take $16,782 in Australian currency out of Australia without Reserve Bank authority. The magistrate was told that the money was found in Mr Hunter's suitcase during a luggage check at the airport on September 5 when he was waiting to board a Fiji-bound plane.

Mr Hunter had told a constable he did not know of any regulation requiring him to have Reserve Bank permission before taking out the money which he had received from business associates in Sydney for a deposit on a home unit and which he intended bringing back to Australia within five days. Constable Tonkin said in court that Mr Hunter had been co-operative.

REEFS RECOVERING.—Coral reefs in the New Hebrides, which had been badly damaged by the Crown of Thorns starfish, are recovering and the starfish are rapidly decreasing in numbers. It is believed that the starfish are being eaten by two species of fish which were not thought to include it in their diet, the Puffer fish and the Trigger fish. Scientists at Cambridge University in England have discovered that these two fish do, in fact, feed on the stomach and egg-producing organs of the starfish.

NEW 'GASWORKS'.—Fiji looks like getting an elaborate Parliament House in a commanding position on Battery Hill, Suva about a mile from the centre of the city. A joint select committee of both houses of parliament recommended the building be erected in phases over five years. Without the assistance of designs and plans, the committee estimated the cost at $4million. The final figure, no doubt will be much higher. The committee recommended an international competition for the designs and plans for the various buildings.

FLU IN COOKS.—All Rarotonga schools and cinemas were closed late in September because of an influenza epidemic. Public meetings and church services were postponed as part of control measures. By September 28, 636 victims had been treated.

AIRLINE EXPANSION. — Although Air New Zealand refused to confirm, or deny reports, it is believed agreement is expected with British Airways for Air NZ planes to fly to London. BA would lease Air NZ's DC10s for the Los Angeles to London route. At present Air NZ does not operate beyond Los Angeles.

RAFTS WINNING.—The three balsa-log rafts which left Ecuador in South America on May 27 to sail to Australia were reported on October 17 to be in Tongan waters. The crews, four on each raft, were keeping the rafts close together and expected to reach Queensland early in November. They have survived hurricane-force winds and a near-miss when they almost ran on an uncharted reef in the Cook Islands. The voyagers are attempting to repeat the 1970 voyage of La Balsa which sailed 8,564 miles in 161 days.

ULAWUN ERUPTS.—Mt Ulawun erupted fiercely early in October, and many people in West New Britain were evacuated to safer ground. Lava poured from the 7,500 ft mountain and black ash and smoke rose to 12,000 ft. A glowing gas cloud, which incinerated everything in its path, rolled down the mountain. Boulders, up to 6 ft in diameter, exploded into ash as they were thrown from the crater, leaving trails of sparks and smoke.

WARMER WELCOME.—After sitting for years on requests from the tourist industry to extend the present automatic three-day stay permit for visitors, the Western Samoa Government has decided to make it a seven-day permit. Cabinet has approved the extension but parliament meeting in November will have the last word.

LOCALISATION IN PNG.—The Papua New Guinea Service Board is aiming at having all posts for department heads localised by 1975-76. There are 18 departments, seven of which are held by Papua New Guineans.

CSR RECORD.—The CSR Co Ltd, in the last year in which profits from its Fiji subsidiary, South Pacific Sugar Mills Ltd, were included in the balance sheet, turned in a record net

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profit of $23,339,596 in the year ended March 31. The Fiji contribution to the result was about $1.14 million. The effect on the group, which now covers building materials, chemicals and mining, as well as the traditional sugar, will depend on what the company does with the money it gets from the sale of SPSM Ltd to the Fiji Government, compared with the loss of $1.14 million in profit. There is, however, still a small return from Fiji for services.

NEW BISHOP.—Archdeacon Derek Rawcliff, of the New Hebrides, who has been Archdeacon of Southern Melanesia since 1959, will be consecrated Bishop of the New Hebrides on January 25. He will be the third assistant bishop for the Anglican Diocese of Melanesia.

NO REVALUATION.—The Western Samoan Cabinet has decided against revaluing the tala (dollar) as a result of an earlier Cabinet decision that the Samoan tala would be fixed to the United States dollar. Minister of Finance Sam Saili said this would mean that the tala would be devalued in terms of the three revalued currencies of Australia, New Zealand and Fiji.

$5 MILLION DEAL.—Fiji's first chain of hotels, Northern Hotels Ltd, which included the first tourist resort, Korolevu Beach Hotel near Sigatoka, has been bought by a new Fiji public company, with New Zealand backing, for $5 million. The buyer, the Tourist Corporation of Fiji Ltd, is backed by the New Zealand-based company Trans Tours, which will take over on December 1. Chairman of the Tourist Corporation of Fiji is Mr Roger Probert, managing director of the Fiji Gas Co. In the deal are Korolevu Beach Hotel, the Club Hotel in Suva and hotels in Nadi, Ba, Lautoka and Sigatoka.

NEW AIRLINE.—Cook Islands Airways Ltd, and Air New Zealand-Cook Islands Government joint venture, will commence operations on November 25. Using a nine-passenger Britten Norman Islander plane, Cook Islands Airways will make seven flights a week between Rarotonga and Aitutaki, 140 nautical miles, and an hour apart. The service will be extended to the southern Cook Islands of Atiu, Mangaia and Mitiaro when airstrips have been built there. Manager of the new airline is Mr N. A. Nisbet, who arrived in Rarotonga recently and who will combine this position with that of Air New Zealand's manager in the Cook Islands.

MICRONESIA AND US AGREE ON TALKS DATE

The seventh round of talks between the Micronesians' Joint Committee on Future Status and the United States' representatives will open in Washington (DC) on November 10.

The date was fixed at a two-day meeting in Honolulu in mid-October between Senator Lazarus Salii, the joint committee chairman, and Ambassador Franklyn Hadyn Williams. Senator Salii said, after the meeting, that the joint committee expected to receive before the next round of talks America's views on the return of public lands. "Ambassador Williams indicated that the people of Palau will be satisfied with his response so far as the return of public lands in that district is concerned, and it will also be satisfactory to all other districts," said Senator Salii. He added that both he and the ambassador believe that the next round would see much progress accomplished in the drafting of a Compact of Free Association.

PNG BANK BOARD.—First board of the Bank of Papua New Guinea will comprise the bank governor Mr H. ToRobert (chairman); the deputy governor, Mr P. S. Ferguson; Mr Laho Karukuru, Mr Peter Roni, Mr Walter Zavattaro, Mr Dian Roo, Dr Ron May and Mr Francis Seeto. The Secretary for Finance, Mr H. P. Ritchie would also be a member.

SIAMESE TWINS.—Siamese twins born to a North Malaita (Solomons) woman in a cave on September 13 are thriving in Kilu'ufi hospital. The twins, who are joined at the abdomen but have all limbs and organs separate, may go overseas for an operation to separate them but the father has to give permission. Because of custom, however, he cannot see them until some time after birth. Custom played a big part in the after-care of the twins and mother. No men were allowed near the cave and the mother and children had to be taken to hospital along a path specially carved out of the bush as they could not use a road on which the men walked.

LUCKY ESCAPE.—An Australian pilot, 24-year-old Chris Baker, on a delivery flight with a twin-engined Cessna 310 from America to Australia, crashed into Mele Bay, off Vila in the New Hebrides on October 6, but escaped with a few bruises. One of the engines failed while flying over the bay waiting for the Bauerfield landing lights to be switched on.

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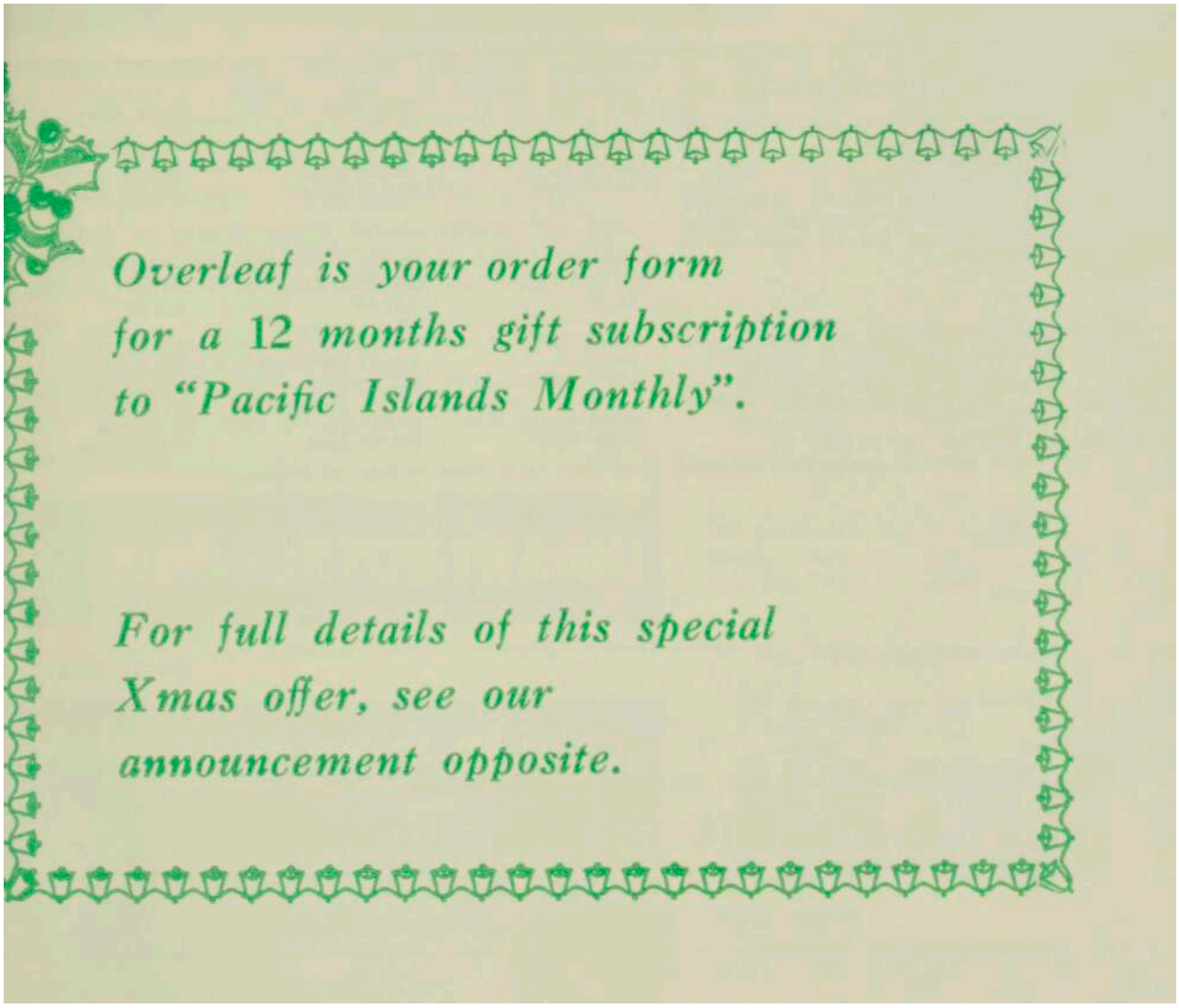
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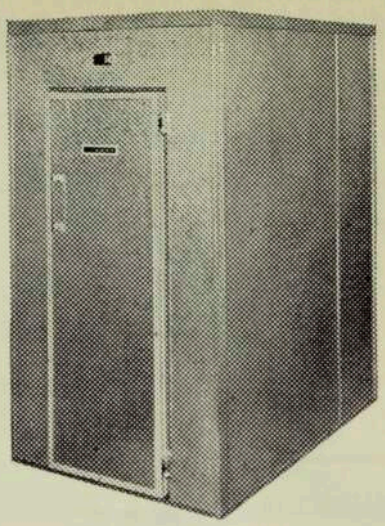
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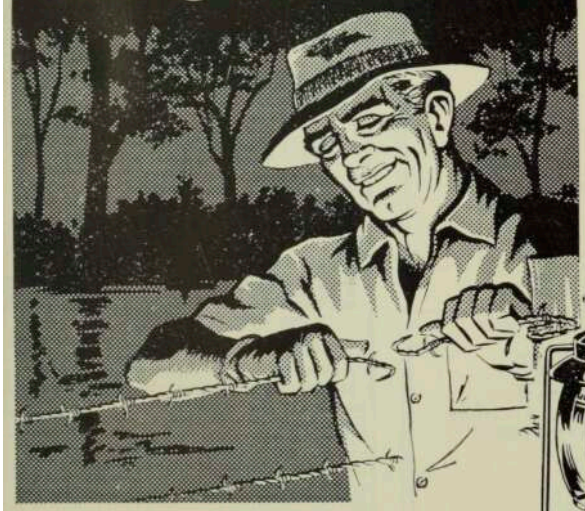
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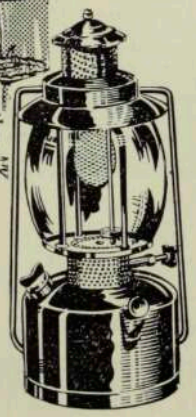
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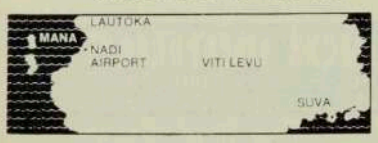
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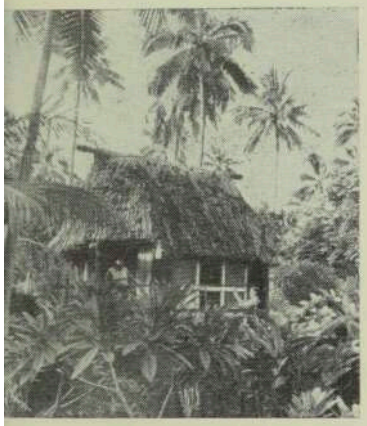
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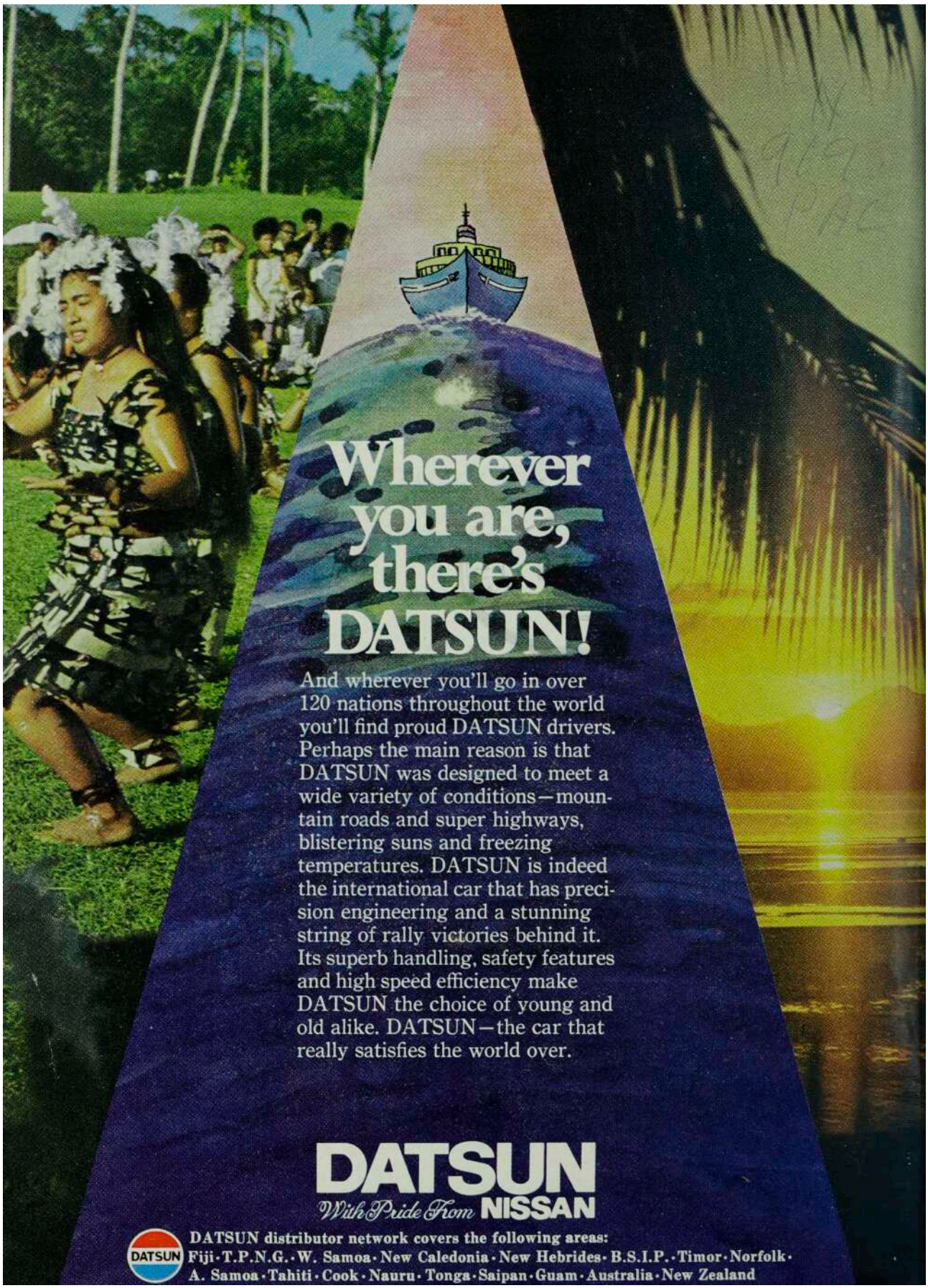
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