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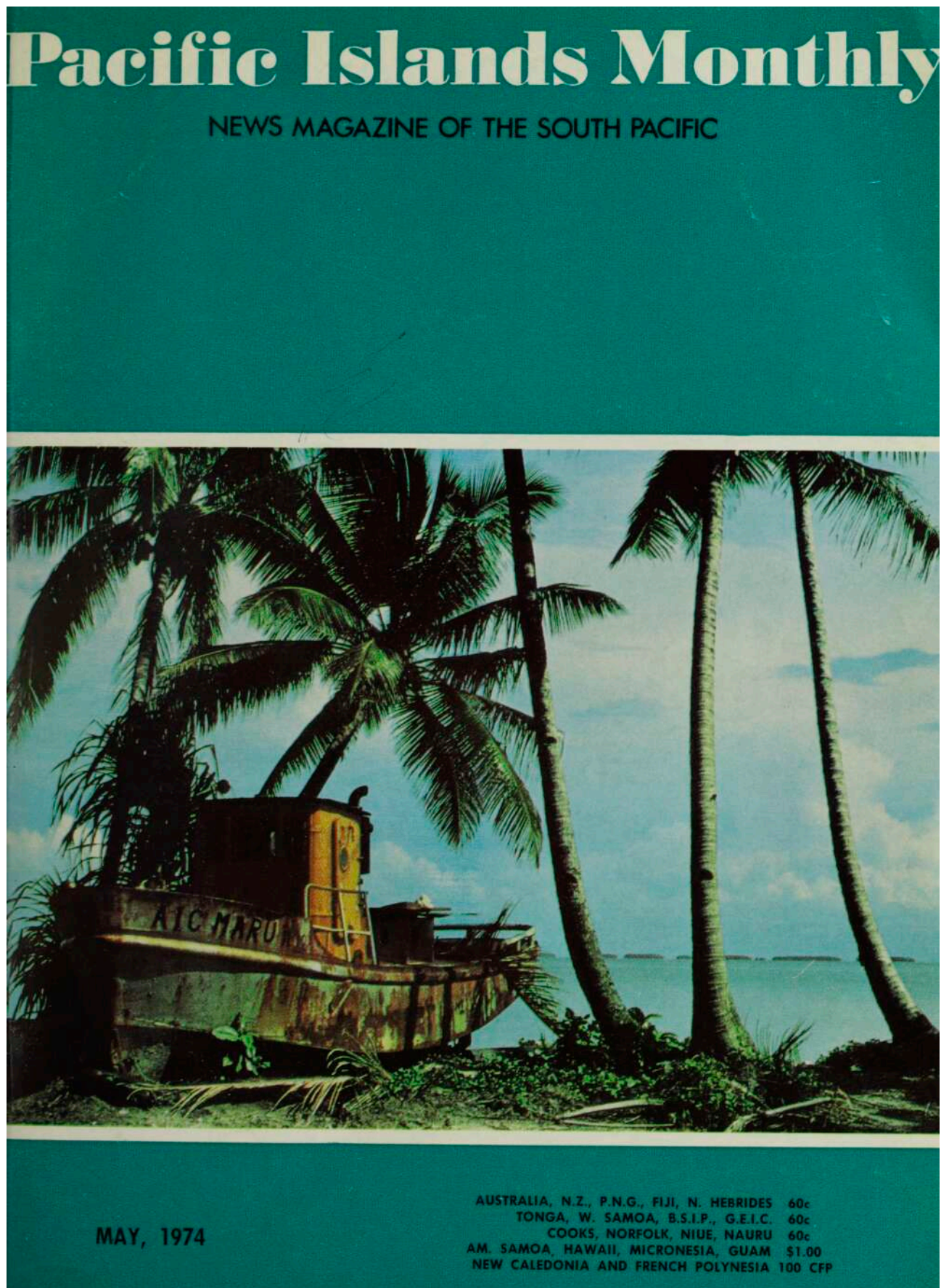
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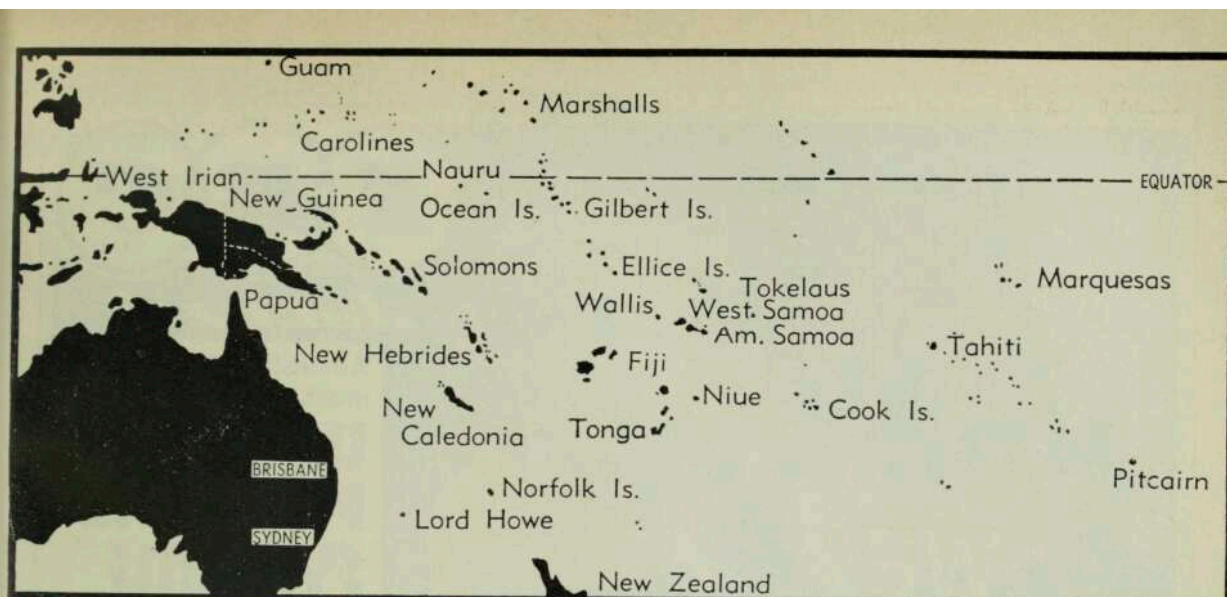


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PACIFIC ISLANDS MONTHLY—MAY, 1974



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OUR COVER

On the beach at Rairok island, Majuro, but still working—AIC Maru No 2, a Japanese-built launch, custom built in Okinawa for the firm American International Constructors, for use on one project. It was designed to tow sections of an underwater pipeline into place. Since its arrival at Majuro, it has been used for odd jobs, including work as a tugboat for Majuro's small dock. The photograph was taken by Captain John J. Connor of the US Army Corps of Engineers. This issue of PIM reviews Japanese trade in the islands.



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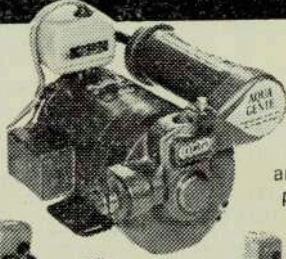


Jacuzzi

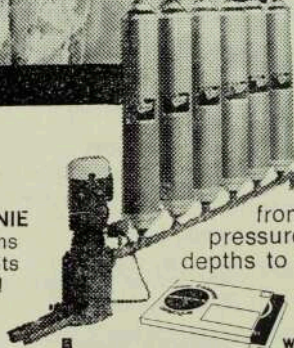
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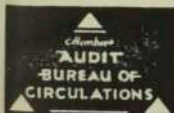
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May, 1974
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Up Front with the Editor

A group of Pacific Islands academic staff at Suva's University of the South Pacific, with some of the university's present and former students, has set up what it calls a "Think Group". The members will devote a lot of their private time in the next few months thinking out ways in which the next phase of the university's development can best be carried out.

In Papua New Guinea, there is already a rather special Think Group in the form of a cabinet committee of inquiry which has the job of looking at university development generally, and applying the lessons to the University of Papua New Guinea, and the University of Technology at Lae.

This committee is chaired by Dr Gabriel Gris, of Manus island, and from what I heard in Port Moresby recently it is asking itself whether the expensive University of Papua New Guinea in Port Moresby is what a newly independent and underdeveloped country needs, rather than several smaller institutions reaching out into the districts, with extension services and short courses which enable students to get on with the business of earning a living between times. This committee, before it reports to the cabinet in June, is making a wide tour of overseas universities.

Suva's informal Think Group is chaired by its convenor, Tongan Sione Tupouniua, a lecturer in Political Science at the university and also president of the University Staff Association (he's brother of Mahe Tupouniua, Tonga's former Finance Minister).

The USP's vice-chancellor, Professor Aikman, has recently resigned, and in a letter to council members explaining the establishment of the Think Group, Sione Tupouniua said:

"We feel it is now a propitious time for deep thought to be given to a wide range of issues concerning the university and its role in the region. It has now been going for over six years. Inevitably, as there were relatively few Islands people with very much experience about universities,

and those with that experience were very busy on other tasks, the nature of the university was determined largely by people from outside.

"This was true of the original planners, it was true of the academic staff and it was true of the council to the extent that a number of expatriate members were appointed from the US, England, Australia, New Zealand, the South Pacific Commission, etc, and by some regional governments. Yet many of the Pacific Islanders who could be appointed under the charter (eg representatives of such interest groups as agriculture, religious organisations, women's interests, industry, etc, which are provided for in the constitution) were not in fact appointed, and some of the Island members have been so busy with other heavier responsibilities that they have not been able to devote as much time to university affairs as we and they would have hoped.

"The first six years of the university's life has been described as the colonial era. Neither I nor the other members of the committee want to spend time on post-mortems of the advantages and disadvantages of that phase of very heavy dependency and even in some respects, subordination.

"What we do hope to do is to take a very positive look at the future. None of us would want the colonial phase to be followed by a neo-colonial one. Our only wish is to see how the university can serve the peoples of the Pacific more fully and effectively".

Certainly many questions have been asked lately about Islands universities and whether they have been too foreign-dominated, or too tied to foreign models rather than to the realities of the Islands in the 1970s. Myself, I query whether the things that are wrong with Islands universities are wrong because of foreign domination, as Sione's letter appears to suggest. There are lots of things wrong with universities everywhere.

The universities are no longer a training ground for ruling elites, and by opening their doors wider it was

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inevitable that they would have problems. Dr James Perkins, former president of Cornell University, New York, in a recent paper says there is not merely one current crisis in the world's universities, but five. These are the crises of *numbers*, *finance*, the *relevance* of the curriculum, the *new priorities* and the *new scepticism*.

He says that while experiences differ from country to country, the average number of students entering higher education has doubled in the decade from 1960 to 1970, and this will again double in the next decade. This is one of the reasons for the shortage of finance for universities, and because there has been an enormous increase in the use of public funds there has been an increase in public surveillance of academic expenditure, which in turn has raised deep problems about the future autonomy of universities.

Relevance of the curriculum, says Dr Perkins, particularly interests the newer countries, where applied knowledge, not abstract knowledge, is needed, and where students and their families who have no background of university tradition to prepare them, insist upon being taught something with a direct connection

with their needs and aspirations. But the curriculum problem is general.

On the question of new priorities, Dr Perkins says that somewhere along the way the intellectuals have shifted their social priorities away from concern for affluence, full-employment and peace-keeping by military power, towards a pre-occupation with justice for the world. But the universities have found the new social concerns of its students almost impossible to resolve.

And finally, he says, the fifth crisis is the new scepticism; a general belief that somewhere in the senses and sensations one is more likely to find truth than in an objective examination of the world around us. This, he says, denies the possibility of rational thought and seeks to undermine the very basis of the university.

Dr Perkins adds: "No new university organisation chart will be adequate to embrace the considerations with which the universities must now deal. Statesmanship of the highest order, both in and out of the universities, will be necessary if they are to fulfil their historic mission in our new world".

—Stuart Inder



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REGIONAL CO-OPERATION: AN IDEAL FOR THE FORUM, OR JUST TALK

By a staff writer

There are breakers ahead for the South Pacific Forum. It could founder on the waves of nationalism, with each member country paddling its own canoe to the exclusion of regional interests.

The warning was sounded at the fifth Forum held at Rarotonga in the Cook Islands from March 20 to 22 when, after three days of talking, the Forum closed with little solid achievement beyond agreement to refer projects, studies and reports to the already-overworked South Pacific Bureau for Economic Co-operation (SPEC) and other organisations or meetings.

One of the items on an overcrowded agenda was a regional airline. Nobody got anywhere and the only effect of the discussion, or, so far as some members were concerned, the non-discussion, was an uneasy feeling that nationalism was about to triumph over the very ideal which created the Forum—regional co-operation.

For the Fiji Prime Minister, Ratu Sir Kamisese Mara, the ultimate fate of a regional airline will be the acid test for the Forum.

Ratu Mara warned that failure to solve the problem of a regional airline, with at least two member countries wanting to fly alone, would transform the Forum into nothing but a talking shop. (See p 105).

And that was what the fifth Forum became. There was too much talk, several delegates said outside, with the knightly host, Sir Albert Henry, Cook Islands Premier, as the worst offender. He was on his feet a dozen times in a session, obviously enjoying batting on a home wicket, but talk obscured the real aims.

The agenda was overcrowded. There were too many formal decisions called for; technical papers fluttered though the air like confetti, and the atmosphere, with the delegates sitting at a round table big enough to accommodate King Arthur, Sir Lancelot, Sirs Galahad, Gawain etc, was hardly a "Pacific"

atmosphere. The intimacy of Wellington, of Canberra and the rest was crowded out of an overcrowded room. No one could have a quiet tete-a-tete with his neighbour. Speeches were formal at a time when a series of chats might have cleared the air. The result was a less-than-satisfactory Fifth South Pacific Forum with probably more than a tinge of resentment lowering the spirits of some of the delegates.

The latest newcomer, Papua New Guinea in the person of its Chief Minister Michael Somare, put its finger on the malaise.

"We can sense," he is reported to have said at the close, "that something quite important is missing from our attempts to solve problems of regional importance to us."

"I believe that a lot of the matters of technical but, nonetheless, of general importance discussed here have been discussed in other meetings through the South Pacific Commission auspices. Studies and feasibility surveys on matters discussed here have been conducted and oceans of paper have swamped our shores."

"But I fail to see any action accorded to these so-called expert studies which are very costly. I believe it's time we took con-

structive measures to implement some of our previous resolutions and put them into practice so as to benefit our people whose interests we are basically here to represent, and whose welfare should be uppermost in our minds when we make decisions here."

When Papua New Guinea first knocked on the Forum's door in 1972, there were fears that, as the largest of the Island countries outside the ANZAC group, she would dominate the Forum. Mr Somare has emphatically denied that his country wants a dominant role, but, with comments like the foregoing, it might fill the role of counsellor and adviser to the rest.

That role at the moment seems to belong to Australia, whose Foreign Minister, Senator Don Willesee, several times got the discussions back on an even keel when they strayed, as they often did. More than that, Australia, and New Zealand demonstrated that they still saw themselves as partners with the Islands, and generous ones at that.

When the talk turned to tourism and the Islands' cultural heritage, Australia offered \$250,000 as a first contribution towards a five-year programme for the preservation and development of Pacific cultures, but nobody suggested how the money should be spent. It is, however, for regionwide use and is additional to the \$15 million promised through the Australian South Pacific Aid Programme and the \$250,000 voluntary contribution to the SPC as well as the current project of assistance to the library and museum at Rarotonga.

New Zealand also showed her generosity. She gladdened Sir Albert's heart, and that of other banana growers with the news that she will pay another 70c a 56 lb case for the next six months. NZ also plans to spend \$35 million in the Pacific area over the next five years.

About \$2.5 million will be for two ships to work between NZ and the Cooks, a generous gift which maybe

Tanks for nothing

The nebulous pattern of much of the aid to the Islands as defined succinctly by Premier Sir Albert Henry during the Forum meeting:

"If a territory wanted aid to build a water tank, and a thousand dollars was available for this purpose, an engineer was sent to design the tank and the territory was left with a fine plan but no tank."



Ratu Sir Kamisese Mara . . . civil aviation will be the test.

won't fit into a regional shipping scheme which was one of the topics over which the Forum became truly bogged down. Such a scheme, despite SPEC's work on it, and a long conference in Tonga, seems as far off as ever. (See p 103).

All the Forum did, after Senator Willesee warned that it was too soon to talk about a regional shipping corporation, was to agree to establish a regional shipping council. This will work through SPEC on the job of making further studies and investigations to help the Forum to arrive at a decision whether, or not, to form a shipping corporation—a case of “as you were” two years ago.

One thing the Forum did, as valuable as anything it did, was to act as a safety valve in the case of countries like Fiji and Tonga almost ready to blow a gasket over the recent expulsions of Islanders from Australia and New Zealand.

Australia produced a paper on the Labour Ministers' conference in Sydney last October and on this hook Island speakers hung their complaints—Australians didn't understand their labour problems or the workers' environment; were Filipinos preferred to Islanders as workers, why not guest workers, and a dozen other queries which have been going the rounds in the Islands.

Both Australia and New Zealand explained their position. New Zealand cleared the air on those early morning visits on illegal immigrants by the police and Senator Willesee explained Australia's difficulties with its own wild unionists and the need for some workers' training scheme for the Islands.

Sir Albert Henry thought it would be a good idea, when he gave a paper on a labour exchange scheme, to swap workers, a kind of cultural exchange scheme for the working community, who never get anywhere unlike the

professional man, who gets training overseas, said Sir Albert.

His paper produced no concrete results beyond a commendation of the labour exchange to individual member governments, but, on the subject of labour relations, the Forum agreed to support plans for a seminar in Suva this year on problems of industrial relations and a further conference of Labour Ministers in New Zealand later this year.

Throughout most of the discussions, Fiji's Prime Minister had little to say. What he did say was, as usual, to the point, but at times there was too much talk and little action.

His main interest lay in civil aviation, but this subject wasn't reached until the third day when President Hammer DeRoburt, of Nauru, produced a paper on the subject.

Ratu Sir Kamisese had earlier complained that SPEC had devoted much of its energies to the business of the regional shipping line, and little attention had been paid to the problem of a regional airline.

The SPEC agreement, he said, gave the bureau a role to perform in transport. He felt that should mean airlines as well as shipping.

Mr Mahe Tupouniua, SPEC's director, who had had eulogies by the bucket poured on his head for the work SPEC had done since the last meeting, said he required a specific directive on civil aviation and the strength and support of a definitive Forum backing.

There was no doubt about needing support because, as NZ Prime Minister Norman Kirk pointed out, SPEC was a body for regional co-operation and co-ordination, but, in the matter of civil aviation, “could be forced into the position of taking sides with one or another of the Forum countries whose interests conflicted with other member countries”. So he thought there was a struggle ahead!

The Forum cleared the air by deciding that Fiji should call a meeting of Ministers of Civil Aviation.

There was a long discussion on atmospheric nuclear testing and after many a speech which ranged over the whole topic, including the part played by China in nuclear pollution, it was decided, once again, to call on all governments, in particular the French, the only government in the South Pacific, to halt testing.

There were a dozen other topics, including a request from the Congress of Micronesia to be allowed to send observers to the meeting. They will be told to apply to the Prime Minister of Tonga, where the next Forum will be held—in July, 1975.

Other decisions made were:

- SPEC to act, when appropriate, for members negotiating with the European Economic Community;

- SPEC to provide an information service of the availability of aid in the region;

- To give support to the SPEC report on the upgrading of telecommunication links and a feasibility study for a South Pacific regional telecommunications network;

- SPEC to provide a report on the fuller dissemination of regional news;

- Members to consider plans to improve the regional approach to technical education;

- SPEC to examine an offer by the International Centre for Living Aquatic Resources Management to help in improving fisheries;

- Forum members to meet before the Law of the Sea meetings in Kenya and Venezuela;

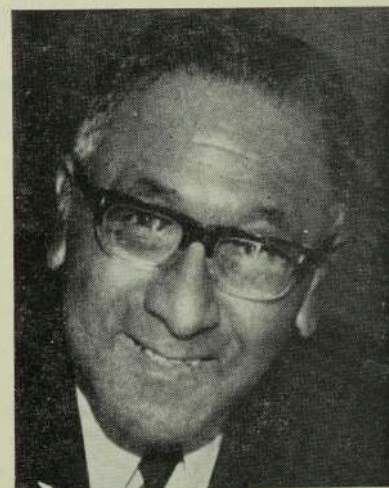
- SPEC to study a UN Mission report, commissioned by SPEC, on trade expansion, and also consider Cook Islands' proposals for the establishment of a regional centre for bulk purchasing;

- Careful consideration to be given to the establishment of a Pacific Council, and

- An approach to be made to a Law Conference to be held in Suva to ask them for a report on a proposal by Western Samoa to establish a regional court of appeal.

The last word, as was the first word, was spoken by Sir Albert Henry. “I feel a bit sad that this Forum is now closing,” he said.

According to one observer, who was in it from the beginning, Sir Albert was the only one with a sad heart.



Sir Albert Henry . . . he wanted a labour exchange.

Unaccustomed to custom queens!



From a Honiara correspondent

This is Miss Custom Queen, Catherine Mandetea, who was selected for the title at the Solomon Islands Fair in Honiara during the visit of Queen Elizabeth in February. But, in late March, she was the subject of a debate in the BSIP Governing Council after the member for East Guadalcanal, Mr Waita Ben, attacked the fair as nothing but an opportunity for businessmen to make extra profit—an “expatriates’ fun fair” instead of a chance to show the royal visitors the customs of the Solomon Islands.

He said the Custom Queen competition was a public offence because it showed off Melanesian women in front of crowds and it gave businessmen an opportunity to make money by selling pictures of semi-nude girls. In days gone by the custom punishment for spying on girls dressed like this in the Guadalcanal might have been death. He said Guadalcanal girls had not entered the competition after he had asked them not to.

The exchange in the Governing Council reminded some members of a similar-sounding debate in the Governing Council last November on the “importance of inter-island marriages for a national society”. Chairman of the Local Government Committee, Solomon Mamaloni, who is noted for his readiness to speak ironically as well as plainly and critically, said during that debate: “Yesterday, the Honourable Member for South Malaita (Emilio Li’i Ouou) raised on the adjournment the matter of dress of women in the Solomons, a somewhat popular subject in this chamber. After the adjournment of the sitting yesterday I asked him, ‘Why don’t you want to see girls wearing short dresses or

mini skirts?’ He said to me that he hated to see the part from their knees downwards to their feet.

“I asked him another question, that if he happened to marry a girl from Kwarae (north of Mr Li’i’s electorate) who insists on wearing short dresses or mini skirts what would he do if his wife preferred to wear what clothes she wanted? The Honourable Member said to me that if he saw his wife wearing a mini skirt above her knees and talking to a person wearing long bell bottom trousers in public he would beat her without mercy.

“I asked him what for. He said that such a person wearing long bell-bottom trousers, talking to his wife, who is wearing a mini skirt, is showing disrespect and unfairness to his wife in public. He should be wearing a pair of shorts exactly the same measurement as his wife’s mini skirt. ‘Equality in status for the sexes’, he said to me very angrily.

“I then left the Honourable Member with a very good piece of advice, that if he meets girls wearing mini skirts in the streets of Honiara he should shut his eyes tight until they pass him. He was very convinced and went away satisfied.

“Half an hour later, Mr Chairman, on my way to Betikama (near Honiara) I saw the same Honourable Member in front of a shop, holding hands with a girl friend from another island who was wearing a mini skirt about four inches above her knees, and he was not keeping his eyes shut; he was looking the girl up and down and I am sure he must have been contemplating the importance of inter-island marriages for a national society. He sure forgot all about his topic then”.

Power struggle in the Solomons

From a Honiara correspondent

The British Solomons will probably get its new constitution and a cabinet government in June, but in late April nobody could say with any certainty what party or parties will be in power then.

The constitution was supposed to have been introduced in the March session of the Governing Council, but there was delay in London (for the details see *Tropicalities*, p 14). It now looks as if the important document will be ready in May, but, as most members of the Governing Council will be overseas making various tours at that time, it is unlikely that the constitution will come into force until a special meeting of the council, probably in June. Until then, the Western Pacific High Commissioner, Mr Donald Luddington, will retain his high-sounding title. But when the constitution is promulgated he reverts to being Governor of the Solomons, and his other responsibility, for British affairs in the New Hebrides, is transferred to London.

Selection of a new leader as Chief Minister of the Solomons will come from the People’s Progressive Party or the United Solomon Islands Party. The PPP announced itself in February. Its leader is Solomon Mamaloni, chairman of Local Government in the Govco and member for West Makira. Its membership has not been disclosed.

On April 1, the USIPA was re-constituted under leader Benedict Kinika, but on the very next night there was a statement over the Solomons radio quoting a politician as saying that USIPA did not have the majority of 13 in the House that Kinika said it had, as there had been eight defections from USIPA.

Whatever the truth, Kinika has certainly been battling to keep the party together and is said to be prepared to resign from leadership to keep it from splitting wide open.

Nothing has yet been announced as to just what USIPA’s problems are but it might have something to do with the fact that neither the

leader nor deputy leader are Malaitans. Deputy leader is Dr Gideon Zoloveke, Chairman of Communications and Works, and member for Choiseul.

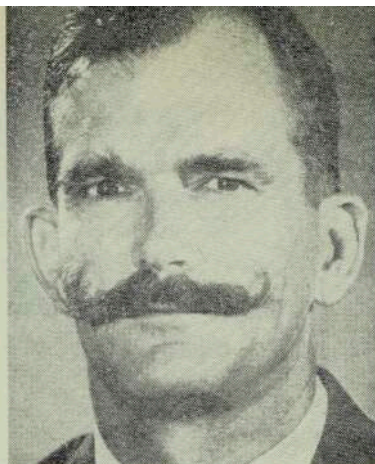
Meanwhile USIPA still claims 13 members, PPP is thought to have six and there are five independents in the 24-member House which, after the new constitution is promulgated, will become the Legislative Assembly. The Chief Minister will be elected by the elected members. Defections from any of the three groups are possible between now and June, but it is certain that independence will be holding the key to political stability and probably the Solomons will end up with a coalition government like its next-door neighbour, Papua New Guinea.

While the lobbying goes on, the civil servants are frustrated and the private sector uncertain.

Predictions are that USIPA will be the strength in the coalition, but in any case the aims of both it and PPP are very similar. Neither is shouting for independence, and in fact some of the top civil servants express surprise that politics in the Solomons are not more strident than they are.

Main aims of USIPA are to "seek internal self-government as soon as possible and ultimate independence from colonial rule at a pace in keeping with its principles". Its principles include those of preserving the dignity of the Solomon Islanders, to abide by the provisions of the Declaration of Human Rights, to provide an even distribution of wealth and "to build the Solomon Islands into a politically, economically and socially strong and stable unified nation".

Its platform on commerce and industry says that it welcomes foreign investments so long as people are not unjustly exploited, and in big development projects USIPA wants



High Commissioner Luddington . . . the down-to-earth type.

the government as equal partner. USIPA says that it wants close association with the United Kingdom even after independence.

Meanwhile in the space of a few short months the front row of the British "presence" in the Solomons has completely changed face.

From an older and shyer Sir Michael Gass, the top post has been passed to a relatively young, adventurous and, from the start, popular Mr Donald Luddington, the ex-Hong Kong civil servant turned diplomat.

A keen mixer, simple, yet suave "down to earth" type, Luddington as High Commissioner, and his wife, have taken to the Solomons, and vice-versa, like no other recent head of government. He is fond of bushwalking, and recently walked across the heart of Malaita, nearly 30 miles.

So far, perhaps the only shoulder he's run into has been that of Solomon Mamaloni, the chairman of the Governing Council's Local Government Committee, who has charged him and the acting Chief Secretary, Trevor Clarke, with trespassing on his portfolio, and trying to run the government.

Mr Clarke is also ex-Hong Kong, and a newcomer to the Solomons. He's more than 6 ft tall, with firm opinions.

New also is the Financial Secretary, Mr Reg Wallace, formerly a civil servant on the Gold Coast (now Ghana) and British Somaliland, then in Britain as a principal in the Treasury.

Wallace is settling in and giving his post its rightful place in government—without the status heaped on it by one-man-band finance expert, planner, outspoken development strategist of the Solomons, John Smith, who is now Governor of the GEIC.

Micronesia gapes at the seams

By JOHN GRIFFIN *Editorial Page Editor of the Honolulu Advertiser.*

There's a mixture of good and bad developments in the drawn-out process of negotiating a new political status for Micronesia, the vast central Pacific area which the US has ruled since World War II under United Nations trusteeship.

The bad news is that the district legislature in the Marshall Islands (site of US missile tests) has passed a resolution calling for separate negotiations on that district's political future.

There's also talk of the Marshalls breaking completely with the Congress of Micronesia which has been negotiating with the US on the future of five of the Trust Territory's six districts.

The immediate issue is revenue sharing—a Marshalls proposal that each district be allowed to keep half of the taxes (mostly on salaries) collected there and now going to the Congress of Micronesia. A revenue-sharing bill was killed in the congress session just ended.

This has special importance because the Marshalls provide more than 60 per cent of the perhaps \$4 million making up such revenue.

If the Marshalls isn't bluffing, the result could be separate negotiations such as those now going on with the Marianas district. Or, if Washington wouldn't go for that, there has been talk of the Marshalls asking the UN if they could team up with the tiny, independent and very rich (from phosphate) Republic of Nauru and the Gilbert Islands, a Micronesian group now part of a colony Britain seeks to leave soon.

At the least, however, the Marshalls move is another sign of the internal disagreements and tendency toward fragmentation which US officials consider the most dangerous trends in a region largely held together by various kinds of colonial rule (Spanish, German, Japanese, US) over the last 300 years.

Such disagreements among Micronesians have been increasing in the past few years as they have approached the major decision on their political future.

Back in the summer of 1972 it

HONIARA'S DAWN STREAKERS

It was about 4 am in Honiara's upper-crust Guadalcanal Club when the Western "phenomenon" hit the Solomons.

Two men, said to be holidaying Bougainville miners, streaked between blurry-eyed revellers causing some return to sobriety, at least for a while.

There were some mumblings in Secretariat, laughter among the liberals, but general wonderment among local people as to the white man's latest oddity.

THE BETTER NEWS

seemed the US and Congress of Micronesia negotiators had a deal on a status called "free association". Basically, that calls for Micronesia to have basic sovereignty and virtually complete internal self-government, while allowing the US to run foreign affairs and defence and have military bases (in return for substantial payment).

Since then the Marianas district has insisted on pushing off on its own, and leaders of other districts have disagreed on goal, approach, tactics and timetable.

The most notable achievement of the congress was passage in its just-concluded session of a bill for a US-financed constitutional convention to be held next year. A much-needed programme of public education on future status also is under way.

There are those who charge the US has encouraged fragmentation in the interest of keeping future base sites under the American flag. But most evidence indicates it has been Micronesian differences and indecision (some understandable, some not) that has dragged out the negotiation process in recent years.

The better news in terms of progress is that the separate negotiations aimed at US commonwealth status for the northern Mariana Islands district of the Trust Territory are moving ahead.

Top negotiators for both sides held meetings in Honolulu, and indications were they expect to reach final agreement of a formal meeting in May and sign it later this year.

There are, however, a couple of delicate points:

While it's agreed the US will have a large military base on Tinian, still unsettled are its extent and whether land will be US owned as Washington asks or leased as the islanders want. Plans call for the base (air, sea and land-manoeuvre facilities) to be developed over seven years, to have a small permanent population (perhaps 1,500) but much expansion possibility in case of emergency need.

Then there is Guam, the nearby but separate Marianas island which the US has ruled since the Spanish American War.

Naturally enough, the Guamanians are looking closely at the kind of deal Washington is giving the northern Marianas and is offering the rest of the Trust Territory. For example, where the Territory of Guam is governed under an organic act passed by the US Congress, the northern

Marianas commonwealth (also an American territory) will have a constitution drawn up by its people.

At the least, Guam will want its own constitution, and also perhaps more financial advantages from Washington. In fact, there are those in the US Congress who may insist on that—and it's well to remember that the US Congress will be increasingly involved in the status picture.

So the timetables on all this are drawn out at best.

Estimates run to three years before the Marianas Commonwealth will be established. That allows time for a plebiscite, constitutional convention and separate arrangements for Guam. Meanwhile, military base plans are expected to move forward.

Eventually, after the northern Marianas catch up economically, they may want to join politically with much-bigger Guam (110,000 vs. 15,000 population now). Both have a majority of Chamorro people.

The outlook for agreement on the rest of Micronesia is much less certain, even leaving aside the new uncertainty over the Marshalls. Congress of Micronesia leaders talk of five to 10 years before they will be in a new status. Events and changing attitudes may well alter this picture in the next few years. But for now a quote from a Micronesian seems appropriate.

This former government official said recently in noting the internal disagreement: "Maybe we should stop negotiating with the Americans and negotiate with ourselves for a while."

● *Footnote. The fourth round of talks between the United States and the Marianas Political Status Commission headed by Senator Edward Pangelinan was scheduled to begin on May 15. First choice for meeting place is Honolulu or, if funds are low, Saipan.*

STATE'S FOOT IN THE NICKEL DOOR

From a Noumea correspondent

The largest industrial enterprise in New Caledonia, the French mining company *Societe Le Nickel* (SLN), is being joined by a state-controlled oil company to form a subsidiary to operate SLN mining installations in New Caledonia.

The new company, the name of which was not immediately worked out, will comprise equal share holdings by the SLN and its new partner, *Aquitaine Petroleum* (SNPA).

The state-controlled oil group will take up 50 per cent of the new company which has asset backing evaluated at 1,142 million French Francs (\$A160 million). SNPA will thus pay over half this value to the SLN holding company. The new company will take on SLN debts which have accumulated over the past two years of trading loss (1973 loss was about 150 million FF, then about \$A25 million).

Installations being taken over comprise the SLN's nickel leases and smelting factory in New Caledonia as well as the refinery at Le Havre, in France. In order to extend operations, the two partners are preparing an increase in capital. An initial injection of 200 million FF (\$A30 million) will help stabilise the company's finances as well as contributing to raising production capacity at the Noumea smelters to 75,000 tonnes, from the current capacity of 60,000 tonnes (since the close-down of the three blast furnaces).

Aquitaine originally came to New Caledonia associated with US *Freeport Minerals* as a counter proposition to Canadian *Inco's* bid to work the island's southern lateritic nickel ore. *Aquitaine* has also sought oil leases off the mainland and around the *Chesterfield Islands*.

The new partnership was forecast by SLN president, Baron Guy Rothchild, when he told shareholders in June, 1973 of the vacuum created by the withdrawal of the US *Kaiser Aluminium and Chemical Corporation* from its joint SLN subsidiary, *Neo-Caledonien du Nickel* (NCN). It was *Kaiser* which helped finance the building of two new *Elkem* and three giant *Demag* furnaces begun in the late 1960s.

Now, the takeover of nickel operations in New Caledonia by a state-controlled company reinforces the policy of the French Government to keep foreign interests out of the island and, in the absence of private capital, to jump in with state finance to control the development of Caledonian nickel reserves.

A 'deceived' Chatenay bows out of Caledonian politics

From a Noumea correspondent

A veteran Gaullist leader in New Caledonia has published a lengthy declaration of his bitterness and weariness over the Caledonian struggle, while staging a dramatic resignation from the Territorial Assembly in favour of a Melanesian successor.

Georges Chatenay, for 18 years leader in the House of the pro-French Administration party Union Democratique (UD), announced his political retirement mid-March in a 17-page catalogue of his deceptions and frustrations.

The 55-year-old Caledonian barrister, his face deeply lined beyond its years, has been the local champion of the French presence on the island and yet now, like a disillusioned team captain, he has walked off the field and deserted his supporters. In his own words, he is withdrawing "to give back to my electors the votes they have given me for so long over political beliefs which I no longer hold and which are no longer held by the others, either".

He describes the doubt now entering his mind and, in the measured but veiled terms of a lawyer and veteran tactician, asks was it wrong that the light should have been seen before him by a well-known Caledonian teacher, readily identifiable as 'an autonomist'.

Before coming to this questioning of all he has stood for, Chatenay opens his heart to tell how he has been deceived by those in high places, in Noumea and Paris, who willingly listened to his counsel but failed to take heed of a Caledonian spokesman. He addresses his thoughts to colleagues and friends as well as to Governor Eriau, "who will no doubt be one of the last Governors of our territory, for . . . the tide of History is irreversible".

Just as he is sickened by outside manipulators from Paris, so he warns fellow islanders to beware of Communist inspiration and to trust rather in local men.

If one seeks an immediate prompting to Chatenay's lengthy outburst, one notes his reference to the nickel situation and to the forthcoming

French senatorial elections. Twice Chatenay failed in attempts to become Caledonian deputy to the National Assembly in Paris, since autonomists Lenormand and Pidjot both defeated him. Since by his own admission he has now been dropped from the intimate deliberations of the French authorities, he no doubt realises he could not be their candidate in the forthcoming senatorial tussle.

In the nickel context, Chatenay's letter is written as Canadian INCO's bulldozers are being shipped out of their seemingly hopeless project in New Caledonia to go to the more welcoming nickel mines of Indonesia, just as did E. Pentecost's Japanese bulldozers several years earlier. At the same time, he notes the growing French state control of the island's nickel industry with nothing new being achieved—"One could die laughing to think that SNPA (Aquitaine Petroleum) which came to stop INCO from being established here, is going (to content itself with) absorbing the SLN".

Chatenay's disillusionment is clear—for years he has been legal adviser to the Canadians, whom the Caledonians have been clamouring for Paris to allow into the Territory.



And still there is no new nickel factory.

Now recalling what his old (autonomist) teacher stood for, Chatenay joins with today's youth: "I cry out after them—We're fed up!" He sees the tide rising beyond long-felt Caledonian suffering to the day when the islanders assume their responsibilities. He deplores having Caledonians treated like "state wards" and calls for enlightenment, good old French *humanisme*.

Chatenay's replacement in the assembly will be next man on his electoral list, Joseph Tidjine, a 39-year-old Melanesian who taught for seven years in the New Hebrides before joining the Hebridean Bureau at the High Commissioner's office in Noumea.

Meanwhile, Chatenay quits "hoping not to have to return". He announces he is tired out and going to sleep . . . "with one eye open".

Is he still hoping that he will be called back to fight for a remedy which he is not bold enough to dictate?

PACIFIC UNIONS TALK ON BOYCOTT

Leaders of South Pacific trade unions met towards the end of March in Noumea and issued a policy statement on possible boycott action over this year's French nuclear tests.

Those present were Mr Bob Hawke, President of the Australian Council of Trade Unions (ACTU), Mr Jack Egerton, member of the ACTU executive committee, Mr Apisai Tora, President of the Fiji Trade Union Federation and Mr Charles Taufa, President of the Federation of Polynesian Trade Unions.

In their joint communique signed at the Chateau Royal hotel, the delegates noted that any regional boycotts could have harmful effects on workers in the countries concerned.

They agreed to recommend strongly to labour organisations that any boycott in 1974 or later should be carried out in such a way as to affect metropolitan France directly and not the South Pacific Islands.

New Caledonia's major labour federation, USOENC, was not party to this agreement and later issued its own communique which supported the main terms stated by Australia, Fiji and Tahiti. In addition the USOENC underlined the wasteful nature of the tests, particularly amid the current energy crisis and inflation. The Caledonians even suggested there was a risk that the French nuclear force, like the Concorde plane, would not finally be achieved.

No hatchet for the Governor

From a Pago correspondent

Governor John M. Haydon, of American Samoa, has been found innocent of violation of the Hatch Act by United States Civil Service Administrative Judge John McCarthy. Haydon was charged with illegally interfering in American Samoa's 1972 general election. A hearing on the charge was held in Pago Pago last year and Judge McCarthy handed down his recommendations to the Civil Service Commission in late March.

The Hatch Act is a federal statute barring federal employees from interfering in elections. Haydon had been charged on six counts of Hatch Act violations, mostly in connection with the use of the government-owned radio and television stations in American Samoa.

The American Samoan News Bulletin reported that Haydon said he was "very pleased" with the result, but added he had yet to receive a copy of the decision. "I would rather reserve further comment until we have had an opportunity to study it completely", the governor said.

There had been much confusion on the result of the hearing, as one local Pago Pago newspaper, the Samoa News, had run an edition with a huge headline declaring that Haydon had been found guilty. Wire service reports and word from Washington DC, however, confirmed that Haydon had been cleared of all charges.

Judge McCarthy ruled that Haydon's actions were an intrusion on the election, but that Haydon had not intended to influence votes.

The main question in the 1972 election was a proposal calling for the popular election of a Samoan governor in 1974. The proposal failed.

The charges grew out of a KVZK television film, entitled "Your Country—Your Vote" which, according to Haydon, was intended to outline the duties and responsibilities of the Governor of American Samoa. Opponents claimed that it was simply a "showpiece for accomplishments" of the Haydon administration.

Other charges grew out of a radio programme in which Haydon stated that no Caucasians should be elected to the Legislature of American

Continued on p 128

FOOD FOR THE SPIRITS—COCK'S BLOOD OR WHISKY

From Vijendra Kumar in Lautoka

THE Fiji Medical Association recently voiced its opposition to acupuncture—the Chinese "cure-all" which is much in vogue in Western countries now. Practitioners of this dubious art are to be found in Fiji but they generally lie low, fearing prosecution under the government's laws which ban such practices as witchcraft.

Despite the law, the black art is far more prevalent in Fiji than acupuncture. The country abounds with faith healers, black magicians, exorcists and plain old charlatans. Their services are much in demand from people of all shades and hue—a rejected lover wanting a love potion to win his beloved, a vengeance-seeking relative cut off from the family estate, a barren mother pining for a child, and hundreds of the sick and ailing whose relatives think they are possessed by evil spirits.

One odd thing about this "black community" is the utter lack of racial or religious prejudice. An Indian suffering from mysterious stomach ailment may consult a Fijian witchdoctor and vice versa, and a Muslim sterile woman may seek out a Hindu faith healer. There is much jealousy and rivalry among the practitioners who vie with one another to increase their clientele. It is, after all, a highly-lucrative business.

Hapless "patients" have found to their dismay that "consultation fees" charged by these men are much higher than doctors' fees. And, often they find themselves in their clutches for long periods. In addition to cash, they may demand such offerings as a goat, a rooster (white-feathered preferably), a pig or some choice piece of meat, like an ox heart, as sacrifices to their "gods" or "spirits". The tastes of some of these airy beings may range from rooster's blood (the meat is eaten by the man's family) to a bottle of brandy or whisky.

From my own experience, I know that a Fijian witch doctor's attendant spirits may be won over quite cheaply—usually with a couple of pounds of yaqona kava—to perform a cure or exorcise an evil spirit. A Fijian witch doctor seldom asks for money but

would not refuse it when given. But, Indian practitioners of the art—both Hindus and Muslims—would ask for cash either outright or with excuses to meet expenses for buying materials used in their weird ceremonies.

However, there are some genuine faith healers who are not avaricious. I cannot say for certain whether they really can effect cures. But a vast majority of them are charlatans who apparently know a few magic tricks to convince the gullible of their occult powers. On the other hand, some people who are highly educated and have scant regard for "mumbo jumbo" have been persuaded to believe in these men.

I recently had a brief but intriguing interview with a famous Indian faith healer. He told me he had more than 20 *devtas* (gods in Hindu mythology) and a few Fijian spirits at his command. His wife acts as a medium through whose lips the gods speak when people go to his temple for consultation. She often advises people with physical illness to see a medical doctor when the "god" possessing her is convinced that the patient is not possessed by evil spirits.

One of my friends recently had a lot of trouble at home. His mother, sisters and a young child were terrified by strange nightmares. They often heard eerie footsteps in their house. They consulted this particular faith healer who told him that his enemies had sent evil spirits to harass the family. He summoned his own gods and within a month, he had exorcised the evil ones from my friend's home.

The faith healer (he does not like to be called a witch doctor) told me that he never used his powers to do evil. But, he added, there were many who would be willing to cause not only trouble but even death of other people for money. He said he himself had been approached by people several times to destroy or kill.

"I have always sent them back, not that I can't do these things. I

(Continued next page)

Independence: Mr Somare to spell it out

From a Port Moresby correspondent



Papua New Guinea's probably-possibly-maybe target date of December 1 for independence now looks even more improbable than it did in March, when Chief Minister Michael Somare started to hedge on it within 12 hours of announcing the date to the House of Assembly.

It has since become more obvious that a lot of people in Papua New Guinea think December 1 is too soon, and there have been demonstrations and meetings in many parts of the country opposing it. To listen to some of the argument, December 1 next year or even the year after, would also be too soon. There is no understanding of what it means, and there has also been dissatisfaction in many areas by leaders who feel the country should have been consulted about the date.

Reaction has been such that Chief Minister Somare said in April that he intends to tour the country with his cabinet to explain independence to the people. He said he was sure that people would accept the independence date once they under-

stood what it means.

But he still declined to bow to pressure for a referendum on the question of independence. He said it would not only be expensive, but people would also answer either yes or no "without really thinking". He also said, to questions, that he had decided the target date himself and had not discussed it beforehand with his cabinet or the Australian Prime Minister.

Mr Somare added that it was not the government's intention to achieve independence without a constitution. This comment followed reaction over the news that publication of PNG's constitution has been further delayed, and it won't now be tabled in the House until the June meeting. Once debated it then has to be made into a bill and passed and all sorts of machinery measures instituted here, in Canberra and the United Nations before independence. There might simply be not time enough to do all this by December 1, especially as, during the month, the Australian Parliament was dissolved and there

Mr Somare turned up for a routine press conference on April 9 and found cake and champagne waiting for him. It was his 38th birthday, an event recorded by the pressmen on a cake . . .
Happy birthday Chief.

is to be an election for both the Representatives and the Senate on May 18. This Australian political crisis will have its effect on the PNG constitutional crisis.

It is possible for PNG to attain independence without a constitution. The Republic of Nauru gained independence in 1968 within hours of an incomplete constitution being passed, and it was several months before the constitutional assembly of Nauru completed its deliberations and finally decided on the presidential system of government. In the meantime the country was ruled by a council of state.

It now seems likely that PNG's constitution will have a rocky passage through the Assembly, as it is already having with the cabinet. The constitutional committee reports to cabinet, and cabinet is discussing aspects of the report with committee members as the details appear.

Mr Somare himself has made no secret of the fact that he is against any racially-biased proposals on the citizenship qualifications, and that he thinks some of the proposals of the committee are racially unacceptable. The committee's recommendation is that citizenship be granted to New Guineans, three of whose grandparents were born in New Guinea; another is that the children of a New Guinean father and an expatriate mother be granted automatic citizenship, but children of an expatriate father and a New Guinean mother

Food for the spirits

(Continued from previous page)

only believe in using my powers for the good so that my family and I myself don't in the end suffer," he said.

When I asked him how he had mastered the strange art, he said the Bengali witch doctors were the most powerful in India. His guru was a Bengali. He had to memorise hundreds of "mantras" (invocations) and learn to summon the gods when he needed them. He said Fijian black magic was very

powerful but very few of the old witch doctors were alive now.

He said one common way Indian witch doctors made money was by getting a victim to call on him regularly. They told him that his enemies had a powerful witch doctor working against him and if he wanted to survive, he would have to have protection from him—and this often is very costly. Their main weapon is fear—and that is how charlatans prosper. Few would dare report them to the police—who themselves are not immune from fear of their powers.

be denied citizenship. The committee does make provisions for non-New Guineans to be naturalised after a qualifying period, believed to be eight years.

In letters to Port Moresby's Post Courier, Father John Momis, deputy chairman of the committee (Mr Somare is chairman), has defended the work of the committee, and also its democratic right to have the final say in drafting it, not the executive government. But, he says, cabinet and committee members were resolving their differences in their own way, through discussion, and the public had to be patient. Planning the constitution had been a long and arduous task. In one letter he added:

"Hopefully, in the absence of further major distractions, we shall have our Report tabled in the House of Assembly in June. All aspects of the Report, seen in their full context and with detailed explanation, will then be able to be debated, discussed and argued about, as they should be, before the Constitution Bill is introduced at a later session.

"Like the Chief Minister and his colleagues, we too wish to see Papua New Guinea become a full member of the community of nations, but with a constitution of its own making, moulded to the needs and wishes of its people. We are doing our utmost to contribute to this objective".

This extract displays the basic conflict between the cabinet and the committee. The tough-minded and sincere Father Momis himself believes that in establishing its identity Papua New Guinea needs to take a tough line right at the beginning and set the goals it intends to follow. He believes that, ideally, an emerging country must begin with its social revolution, not wait to develop it, because then it might not happen.

Mr Somare, of course, in two years has learned to be a practical politician, and as everybody knows, politics is the art only of the possible, and the ideals have to be left to others. Resolving these different viewpoints is what the constitution is all about.

GEIC ELECTIONS.—Favourite for the job of Chief Minister of the GEIC, Mr Reuben K. Uatiosa, Leader of Government Business in the last Legislative Council, has been beaten in the general elections held on April 4. There were six candidates for two seats in the Urban Tarawa constituency. Sitting member Mrs Tekarei Russell was re-elected but Mr Uatiosa lost his seat to trade union organiser and former teacher Mr Abete Merang.

Filipinos queue for PNG posts

Between 2,000 and 3,000 Filipinos have applied for 200 positions advertised in the Philippines by the Papua New Guinea Public Service Board, some of them highly-qualified professional people.

More than 40 of the positions advertised are for teachers, but others sought include architects, engineers, surveyors and medical officers.

PNG decided to recruit in the Philippines because the government can see itself seriously short of skilled people following independence. Most expatriates come from Australia, but the Filipinos are not only available but are considerably cheaper to employ. Also, their entry into PNG's labour force helps the image that both PNG and Australia want to portray—that of casting off the colonial image.

By the standards of salary paid to Australians the Filipino workers are extraordinarily cheap. It could be that they are too cheap and that after their original two-year contracts are completed, and it is found that their occupational skills meet PNG requirements, realistic increases may be discussed. It is understood that PNG is prepared to do this, and is looking on the employment as an experiment in the first instance.

Knowing little about PNG conditions, the Filipino recruits are naturally apprehensive about the cost of living in the country, including income taxes they may have to pay both to PNG and the Philippines.

Mr Gini Uru, head of the PNG recruiting team which went to Manila, is optimistic that, if the programmes prove successful, the PNG Government may not have to look anywhere else to fill positions that cannot yet be occupied by New Guineans. He thinks more Filipinos may be offered jobs. If salaries and conditions are what the Filipinos want, the arrangement might well be a successful two-way arrangement. PNG, with a population of only 2.8 million, is in dire need of professional and skilled workers, while the densely-populated Philippines (40 million) is burdened with an over-supply of labour.

Most of the jobs offered fall within an annual salary range of from \$A3,000 to \$A5,000. The highest salary is \$A10,267 for a specialist



Mr T. K. Critchley, ex-Australian Ambassador to Thailand and now High Commissioner in Papua New Guinea. He replaces Mr L. W. Johnson, arriving to take up his new post on April 6.

medical officer and the lowest is \$A2,451 for an accounting machinist. These salaries are payable after 12 months satisfactory service. Other salaries include architect class 1, \$4,493 to commence and \$4,547 after 12 months; engineer class 1, \$4,318 and, later \$4,519; senior draftsman \$5,597 to \$5,763; tutor sister \$4,097; education officer 1, \$3,156 to \$3,340; general stenographer, \$3,123 to \$3,232.

Meanwhile, the government has before it a report on incomes, wages and prices which, if some of its provisions are introduced, could drastically stem the flow of expatriate manpower into PNG, slash the expatriate wages bill and impose personal income tax rises of up to 17.5 per cent.

The document was commissioned from a three-man interdepartmental committee in 1972 and released by the government in April. One of its proposals is that the present system of selective entry for employment be replaced by work permits giving greater control of people wanting to enter the country for work. It suggests recruitment should come from English-speaking countries where the average income fell below that of Australia, "because it is not necessary to employ all expatriates at Australian rates".

Under recommended income tax rates the minimum taxable income would be raised from \$422 a year to \$522, with marginal increases. Company tax would rise to up to 35 per cent, and by retaining the present 15 per cent withholding tax, companies which transferred all their profits to their home country would pay a total tax on profits of 44.75 per cent.

Other pay recommendations include establishment of a national contributory superannuation scheme for both public servants and private employees and a 40-hour week for public servants, with no pay increase.



Tropicalities

Lost! One constitution

The Case of the Missing Constitution is raising eyebrows in Honiara. The proposed constitution, sent to London for vetting by legal experts, was originally promised for April, and was confidently expected to contain eagerly-awaited details of the ministerial system of government and to provide the go-ahead for the election of the first Chief Minister for the Solomons.

But then an item over the BSIP radio news announced that the arrival of the new constitution had been delayed.

This was where the plot began to thicken. A train of events was set in motion which was to cause annoyance to the Governing Council members, embarrassment to the administrators, and frustration to the government information service.

One of the main reasons given over the Solomons radio for the delay in the constitution's arrival, quoting an unnamed Secretariat spokesman, was that the introduction of the three-day working week in Britain had led to delays in Whitehall, and that one of the victims of these hold-ups was the proposed BSIP constitution.

However, at a subsequent open meeting of the Governing Council, when pressed by Ashley Wickham, the member for Honiara and a former information officer himself, a senior official denied that the introduction of the three-day week had had anything to do with the delay. The hold-up, claimed the official, was due to a section in the proposed constitution on Human Rights, which had caused some confusion in London and had to be sent back to Honiara for clarification.

The question currently being debated with some heat in the Solomons is—who exactly said what to whom in the press briefing? Was there a genuine misunderstanding, or did the information service, as it hotly

claims, report the official correctly? Was the slow-down in London one of the reasons for the delay in approving the constitution, and did the Honiara administrators chicken out when they saw this reason publicly announced?

It is unlikely that the answers to these questions will emerge. What is certain is that relations between the energetic information service and the stone-walling administrators, cool at best, are now definitely frigid. And, of course, the Protectorate is still waiting for its constitution.

From an atoll to a baroque basilica

Last October's PIM featured winsome 21-year-old Aborina Tenanorake, from North Tarawa, as the star of the first professionally-produced motion picture in the GEIC, the full-length *Sailing in the Trade Winds*, and reported that she would fly to West Germany for the final interior shooting in the studios in Munich.

Pictured here is Aborina again, not in the role of a film star, but as a bride of the film director, Karl-Heinz von Stellmach, who didn't realise, when he discovered the star for the film he was making for the Roman Catholic Church in the colony, that he had also found a wife.

They were married in the beautiful Roman Catholic basilica of Waldsassen. Aborina carried a bouquet of mauve orchids which had been flown from Fiji where she also obtained her wedding gown.

So far as Aborina was concerned, there couldn't have been a greater contrast between her atoll home and the baroque-style church, nor in the weather—it was snowing! But the wintry weather hasn't worried her—"German winter clothes are most efficient and their central heating system in all their houses is really something wonderful".

The von Stellmachs have been invited to London. The Queen is seeing the film *Sailing in the Trade Winds* at a showing in Buckingham Palace. Which isn't surprising. It's described as a splendid film which should put the GEIC on the map, and the GEIC is one of the few re-



Mr and Mrs Karl Heinz von Stellmach.

maining Crown colonies. In no time at all now, it'll be an ex-colony.

Streakers run the missile range

Streaking, that peculiar craze of running naked through a crowded place, which, like most crazes, originated in the United States, has hit that most top-secret of places in the Pacific Islands, Kwajalein.

Two young men wearing stocking caps, sneakers and nothing else, dashed through the Yokwe Yuk Club on Kwajalein, the United States missile range, which is closed to all but those approved by the US Army's Redstone Arsenal.

The local American Forces Radio Station (AFRS) interrupted its regular programme at 9.30pm on March 20 to announce: "It's finally happened at Kwajalein. Two streakers wearing stocking caps have just run through the Yuk Club, out through the Yuk Theatre and into the night".

The craze is so popular in the USA at present that many radio stations, including Kwajalein's, carry a daily five-minute "Streaker

report". But, up to March 20, Kwajalein's reports were all second-hand. Kwajalein officialdom has decided to play down the streaking cases in case the craze gets out of hand among the teenagers, female, it is hoped, as well as the male!

No teacher sighs for Paris

High school teachers in New Caledonia have been facing two problems—what hours to open school and how to cope with the threat that they might be uprooted and posted to schools in France.

As the battle continues around the clock, the local parents' association has organised a referendum on what time between 7.30 and 8.15 am schools should begin.

On the question of postings, there have been strong tussles with the Education Department in recent years over the right of metropolitan France teachers to remain in the territory if they have bought a home and want to settle there permanently. Government policy is to repatriate them to France or elsewhere usually after two three-year terms of service.

Since France has taken over the financing of state secondary education on the island, teachers born in New Caledonia, who have never taught outside the territory, now face the threat of having to serve anywhere in the French education system.

So after gaining *egalite et fraternite* with their metropolitan French counterparts, the Caledonian teachers are now fighting for the *liberte* to stay on their own island.

Snow Rhoades comes home

Mr F. A. (Snow) Rhoades, one of the diminishing band of World War II coast watchers in the Solomons, recently left Papua New Guinea with his wife for Caloundra, on the Queensland coast. Snow was an Australian Light Horseman in World War I, worked on stations in Western Queensland, and went to the Solomons in 1933 to manage a coconut plantation.

When the Japanese came he took up the hazardous job of a coast watcher. He had a teleradio, two trustworthy servants as scouts and tremendous morale. The Japanese knew of the coast watchers and, in fact, captured and killed many of

them. Snow had some narrow escapes.

The Australian Navy commissioned Snow Rhoades and the coast watchers as members of the RANVR, with the object of giving them military status, a protection if they were captured.

When the US forces landed on Guadalcanal in 1942, Snow began to work with them. He led the US forces ashore at Rendova Island on June 30, 1943. Snow was awarded the US Silver Star by General Douglas MacArthur. The citation read: "Lieut Rhoades led the assault wave of American troops ashore and by vigorous and courageous leadership the Japanese forces were taken by surprise and completely routed. Lieut Rhoades personally accounted for at least seven Japanese". General MacArthur also wrote personally congratulating Lieut Rhoades.

Snow then acted as coast watcher on Ysabel Island, 1943, and Treasury Island, 1944. He led the guerilla forces on Choiseul Island in 1944.

General MacArthur awarded him the Distinguished Service Cross for "valorous service in the South Pacific area", and for "extraordinary heroism in action on Guadalcanal Island". Snow Rhoades is the only Australian serviceman to hold both these US decorations.

After the war Snow Rhoades went to New Guinea, where he held several government positions till he retired in 1968. He interrupted this service from 1949 to 1954 to go back into the RAN. As Lieutenant-Commander Rhoades he reorganised the post-war coast watching service in both New Guinea and the BSIP.



Snow Rhoades—a wartime picture.

After his retirement from the government service he set up a small plantation at Kokopo. He married his wife, Edna, while on leave in Sydney in 1942. Now, aged 78, he is looking forward to golf and fishing.

Holey lucre

Papua New Guinea's new kina (dollar) coin is likely to have a hole in it. The Currency Working Group, headed by Mr Henry ToRobert, Governor of the Bank of Papua New Guinea, has recommended the "holey" coin because most of the traditional currencies including the traditional kina and toea have either natural or man-made holes in them; the coin will be lighter; is cheaper because less metal is used and can be carried on a string. The hole will save 1.98 grams of metal.

Fiji's old halfpennies and pennies were holey coins and the halfpenny was worth around a penny under certain circumstances.

They made admirable metal washers at a time when real washers were retailing at a penny each.

Chance for you to save a life

The Solomon Islands Medical Department has no money to send anyone overseas for medical treatment no matter how seriously in need of surgical or other treatment they may be. If charity will not provide, they must accept what the limited local medical facilities can do for them.

In March there was a rare occurrence of the local Red Cross branch having to provide hundreds of dollars to send a 6-month-old baby, Janet Waeoli, of Honiara, to the Royal Children's Hospital in Brisbane, and to pay for an operation to remedy a heart defect which would eventually kill her. The defect was discovered in a routine check at birth by Central Hospital doctors.

In the past, the trickle of patients, to Brisbane mainly, from the Solomons have had their medical treatment paid for by one organisation or other, be it missions, Australian Government, special appeals, individual donors, or whatever.

The local Red Cross, which exists for cyclone relief, teaching first aid, helping people rendered destitute by fire, and so on, now finds itself liable to be asked by the Medical Department to pay for more needy Solo-

mon Islanders to go overseas for treatment.

It has launched a special appeal called the "Red Cross Overseas Patients Fund".

Janet was able to go to Brisbane, by the way, when it was discovered that an English nurse, Miss Wendy Leah, now living in Melbourne, was going to Australia after holidaying with the High Commissioner, Mr Luddington, and Mrs Luddington in Honiara.

Dogging the tax man's footsteps

A Rabaul Town Council's tax collector has had his receipt book "bitten off by an angry dog", says an official report from PNG.

The collectors, according to the report, have encountered dog problems while collecting tax. Two collectors have been bitten and, complains a council spokesman, householders were "purposely obstructing tax collecting teams by letting their dogs loose".

"People should appreciate the Rabaul Town Council's tax rate of \$4 per person because it was one of the lowest in Papua New Guinea", says the report.

Mystery ship on Nauru stamp

The past and the present are contrasted in a set of six new Nauru stamps, issued on May 21, to commemorate the 175th anniversary of Nauru's first contact with the outside world. Pictured are two of the stamps: MV Eigamoiya, one of the Nauru Pacific Line's modern freighters, and the British ship, Hunter, and her master Captain John Fearn, the man who first sighted Nauru.

It was planned to issue this set in November 1973, but design problems gave rise to some research. Just what did the Hunter look like? Was it a whaling vessel? And who was Fearn, anyway? Lloyd's Registers of the day had no record of the ship and Captain Fearn was not listed as an officer in the Navy List.

Presumably he was the John Fearn, philosopher (1768-1837) who "served for some years in the Royal Navy" as listed in the Dictionary of National Biography, and who was reported in the Naval Chronicle of 1799 as having sailed the Hunter there early that year.

But his ship remains a mystery and in the absence of physical details, the designers of the stamp have drawn a ship characteristic of the era to depict it.

An incongruity in the Solomons

Incongruous, which the Oxford Dictionary says also means 'absurd', was the description used by the BSIP Chamber of Commerce to describe the conduct of the Health Department over a little matter of beer bottles.

The Chief Medical Inspector in Honiara wrote to the commerce people deprecating, as we all would, the use of empty beer bottles for storing kerosene, and pointing out, "This is a dangerous practice in that the contents are liable to be consumed in error, especially by young children . . . the Medical Department is seeking the co-operation of all retailers and members of the public to prevent the misuse of coloured bottles for the sale of kerosene or indeed any other poisonous substance".

Back wrote the Chamber of Commerce ". . . it would like to be assured that the Medical Department is not supplying medicines, some of a poisonous nature, to the public in coloured beer bottles as has been the practice in the past".

The reply must have all but flattened the traders . . . "The Chief Medical Inspector is unable to give the assurance requested", but assured them that "all such bottles would be

clearly marked and readily identifiable". Also, investigations were being conducted to find an indelible marking.

It's a safe bet the department will have a job to dodge the poser the chamber fired back . . . "An attempt to have all such bottles clearly marked and readily identifiable with indelible ink would not justify the use of same as obviously young children cannot read".

Niue buries its bombs

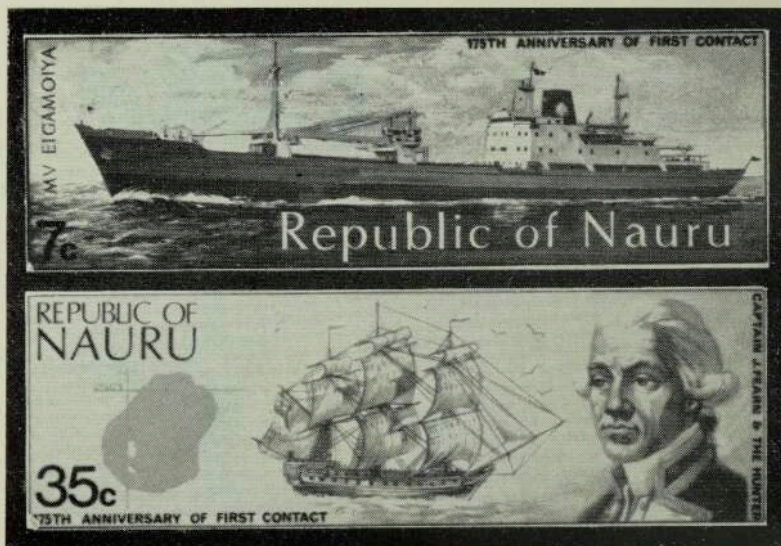
Problem: What do you do with worn-out vehicles which have outlived their useful lives, and have been written off by the government's treasurers?

Answer: You crush them up like a pack of cards, and then go and drop them down a hole somewhere.

Or at least that is the solution which Niue Island has come up with.

The vagaries of tropical climates play havoc with motor vehicles, particularly government vans and landrovers which are out in all weathers. The island's Public Works Department, however, crushed up three vehicles which had well and truly done their dash, and then dropped them down one of the large and unusual crater-like holes which exist in the coral surface of Niue.

In years to come, they will probably be dug up again by tomorrow's children, who will wonder what their forefathers were really up to . . . dropping vehicles down odd holes in the ground.



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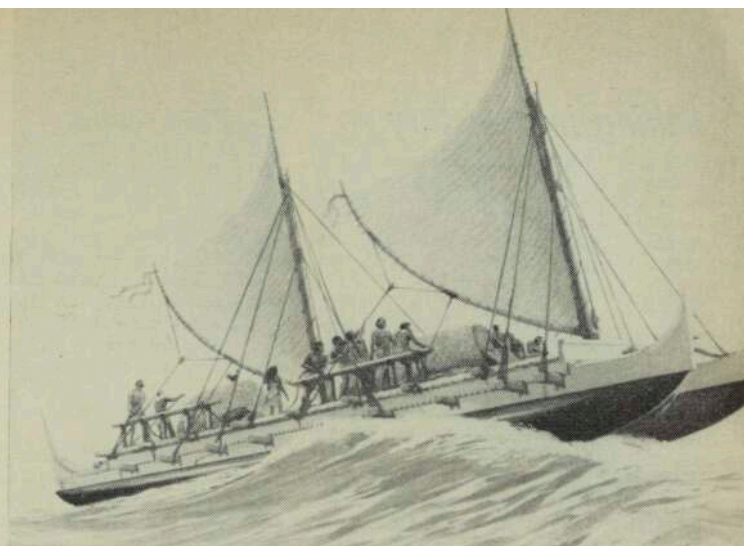
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Hawaiians will sail back into history



From MIKE HOHENSEE in Honolulu

Sometime in 1976 a replica of an ancient voyaging canoe is planned to leave Hawaiian waters and head into the north-east trades on the first half of a 6,000-mile journey. The 24-man crew hopes to sail to Tahiti and back on a craft similar to that used by Hawaii's first settlers more than 1,000 years ago.

They hope to prove that their forefathers, the Polynesians, arrived on Hawaiian shores after a deliberate search for land and were able to find their way back. Each leg of the voyage should take from 20 days to five weeks depending on the weather and the accuracy of their non-instrument navigation.

The Polynesian Voyaging Society, a Honolulu-based, non-profit organization, has been formed for the project. It has been giving away information brochures, selling T-shirts and posters and soliciting honorary memberships, and has already raised a third of the \$US95,000 needed to float the expedition.

The 60 ft double-hulled sailing canoe will be constructed to traditional specifications, and carry plants and animals in addition to the hand-picked crew. Paddlers from clubs all over Hawaii have put in claims for a place aboard the canoe and are presently training hard. Each weekend, they are busily preparing a smaller, 40 ft sailing canoe for a training run.

Their day is spent on the open sea studying the performance of the canoe. It's been 100 years since such a craft was put through its paces, so today's crew is learning how by experience to handle the pandanus sail and get maximum benefit from the paddles.

Originator and prime mover of the project, Herb Kawainui Kane, a part-

Hawaiian commercial artist, is not sure of a place after all his behind-the-scenes work to get it under way.

"It depends on my physical condition", he said. "I'm 45, you know. There will be a crew selection committee. I could be voted out". Kane tops six feet and admits to being overweight.

For 200 years there's been a controversy over how the early Polynesians mastered vast distances of open sea at a time when mariners in the Western world were wary of venturing far from the sight of land. Some argue that Polynesia was settled by drift voyages, and not planned, two-way voyages.

Kane believes the two-way voyage between Tahiti and Hawaii was made by sailors.

The idea of settling the issue by building a canoe and doing the round trip "like they did in the old days" is not new. But it was only when Kane unveiled some of his paintings of voyaging canoes six months ago that something tangible began to happen.

"From the paintings and drawings I had seen in the past the canoes didn't look quite right to me. I didn't see how they could sail", said Kane. "Although you can see a racing canoe, that you paddle, any day of the week, there are only a few fragments and the odd hull left of the old voyaging canoes. So I decided to do some research.

"I wrote to museums around the world and one of my main sources was Hornell, an Englishman who had travelled widely with the British Fisheries Service and who made an intensive study of pre-contact craft".

Kane filled in the gaps with information gleaned from models and existing, smaller fishing canoes. His

This is a reproduction of a painting, by Herb Kane, of the proposed 60 ft canoe which will be used by a 24-man crew for the 6,000-mile voyage from Hawaii to Tahiti and back.

paintings excited a number of people who subsequently agreed to support the trial, included naval architect Rudy Choy, who has put the finishing touches to Kane's basic drawings.

It was fortuitous, but a decided advantage, that the date of the society's proposed project coincided with the United States' bicentennial year. It has been chosen as part of Hawaii's celebrations and will receive a total of \$US10,000 from the State and Federal bicentennial commissions.

The Polynesian Voyaging Society has already received an advance of \$US2,000, with possibly more to come from the National Geographic Society which will have a photographer on board.

Ed Dodd, chairman of America's Dodd Mead Publishing group, still smarting over the time he rejected book rights to Thor Heyerdahl's Kon Tiki expedition, "has made us a very handsome offer", said Kane. "As none of us concerned with the project knows anything about the complicated world of the film business, actor Brian Keith, who lives across the bay from me, is helping us sell the film rights. We need someone like that to keep us away from the sharks", added Kane.

The Dillingham Corporation has agreed to construct the two hulls at a cost of \$US35,000. Work on them should be completed in about six months' time. Launching is scheduled for early 1975.

Said Kane: "The hull units will be built of marine plywood and although the purists would have us build them traditionally, it's a mat-

Sailing into history

ter of time. It would take us years to build them in the old way. Their function and performance will be the same. We are interested in their use rather than the formality of construction. We're building a floating laboratory in which to make experiments", he said.

"Eight miles of hand-braided sennit rope from Fiji and Tonga will be used for lashing. We want to know the properties of sennit. That's all the Polynesians had. Our engineering will also be with sennit. Their sails were of pandanus, so our sails will be of pandanus.

"We get onto the swells and winds past Koko Head. I think we get about 15 knots in 25 mph winds, with gusts at 35 mph and 10 ft swells. In the conventional sailboat it's difficult to move well in that situation because of the turbulence of the water and of the air over the water.

"However, this boat is very smooth riding. The raised end pieces have a very definite function, we've discovered. They split the surface tension of the swell to prevent the channel hulls from boneyarding—which could be disastrous.

"Because modern boats are rigidly rigged with wire, there's little flexibility. As a result, when the mast heels the boat heels. In our case, we're using ropes for rigging, they are flexible, and when the wind strikes suddenly and hard the mast heels over but the boat doesn't.

"At the point where the boat starts to heel and the shrouds begin to pick up, the cut of the sail, which has a dip in it along the top, spills the excess wind and prevents a capsize.

"Now I know why they cut the sail that way."

The canoe is steered by raising and lowering a large paddle at the stern, and because there is no jib and very little sail for the size of the boat, coming about is difficult. That's where the paddlers come into their own.

Even with a larger canoe and two sails, Kane can't guarantee a comfortable voyage. Quarters are confined, according to ancient guidelines. A main deck shelter will accommodate one-third of the crew at a time in eight hour shifts: a turn round of eight sleeping and 16 working. The lower part of the hulls will be used as storage areas.

The returning crew may not be wholly the same. After a month away "some of the boys may want

to get back to their jobs and families".

"We may supplement the crew for the homeward voyage by flying some out to Tahiti and even take on some Tahitians, because the people in Tahiti are really stoked on this", said Kane.

There will at least be three new faces on board on the return—a pig, a chicken and a dog. "We want to see how they were kept alive", he said.

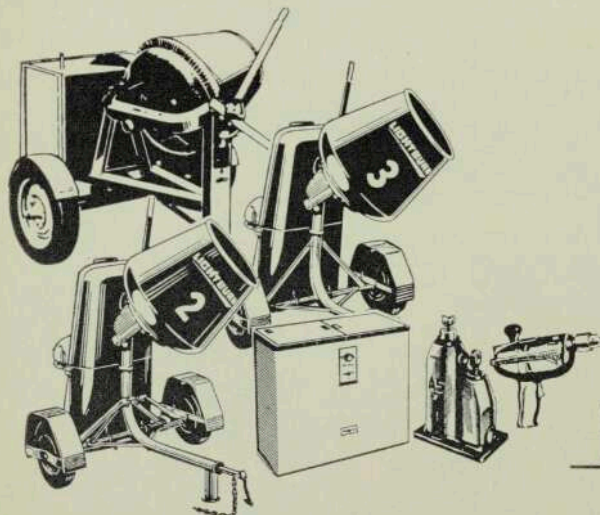
One thing the Hawaiians can remember is the culinary arts of their forebears. The material amassed for the voyagers is soon to be published in a cook book by the Polynesian Voyaging Society, the proceeds going towards the trip.

Said Kane: "We'll be taking dried fish, dried bananas from Rarotonga and dried breadfruit mash, prepared much like the Mexican tortilla. It is dried in the sun, tightly rolled and wrapped in tea leaves and bound in sennit. You can cut off a slice at a time. It tastes very much like dried apricots".

For all that, Kane estimates that if the voyage goes past 30 days and the fishing, to supplement carried food and water, has been poor "we could be in serious trouble".

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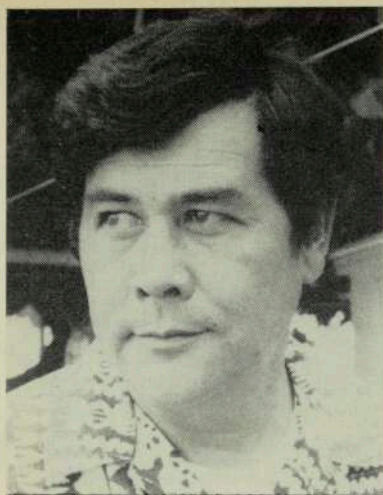
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a navigational aid and a comforting 70 miles away, the Oceanographic Society of San Francisco's 70 ft sloop, *New World*, equipped with the most modern direction-finding equipment, will be in attendance. The escort vessel will also be the base for an accompanying film crew.

One favourite for a seat on the canoe is Dr David Lewis, who could be a guiding light in the very literal sense. He was the first to sail round the world in a catamaran. Accredited director at large of the expedition, he not so very long ago sailed with the few remaining non-instrument navigators of Polynesia and Micronesia. Their demonstrations and his subsequent experiments have convinced him that the early Polynesians could have travelled great distances over the open sea using the stars, ocean swells, birds, cloud formations and other signs of the sea, as their guide.

With the stars not visible at any time, the 1976 expedition will also attempt to get its bearings from ocean swells.



Herb Kawainui Kane, a part-Hawaiian commercial artist and organiser of the Polynesian Voyaging Society's project.

"I don't think we can do it as well as the early voyagers but before we leave we shall try to develop our

ability to do that kind of thing by sailing around Hawaii's islands", said Kane.

The aim has been authenticity, but quite naturally, it will be impossible to conjure up an authentic crew. Today, Hawaiians are a mixture, carrying within them latent disease germs unknown to the Polynesians.

"We're going to have to take good care of ourselves", said Kane. "We will have to take wet suits so that we aren't subject to quite the same exposure".

Kane believes that the physical stature of the Polynesian has been influenced by the canoe. In years gone by "favoured for survival were persons with powerful muscles, stamina and ample fat to sustain the body through times of hunger and insulate against deadly exposure of wind and spray".

Which, if he's physically fit suggests that those "layers of fat" Kane talks about could sway the balance and get him a place on the voyage after all.

Hands off the Polynesian navigators!

The Honolulu Advertiser in March, in its Sunday Focus section, reprinted a PIM article by Stuart Inder which outlined a theory on how a Spanish shipwreck changed the course of Polynesian history. The theory is contained in a book to be published by Pacific Publications later this year and written by Robert Langdon, executive officer of the Pacific Manuscripts Bureau, Canberra. The Advertiser report sparked a warm controversy led by Herb Kane (above), who sailed into the fray with the following broadside:

The Sunday Focus of March 10, describes a theory developed by one Robert Langdon in which it is suggested that survivors of a Spanish ship which was supposedly wrecked in the Marquesas in 1526 became the rulers of the Marquesas and other eastern Polynesian islands, and taught the Polynesians navigation and shipbuilding.

The theory is so ludicrous that it would not be worthy of rebuttal. But inasmuch as my name was included in an accompanying caption to an illustration of a Marquesan war canoe (incorrectly captioned as a fishing canoe), and inasmuch as bizarre theories seem to have a way of winning speedy acceptance when opposing views are not given presentation in the same publication, I feel that some statement is required.

The settlement of Polynesia, an area of Earth's largest ocean about the size of the North and South American continents combined, was

virtually completed before European ocean exploration began. Here the archaeological record is clear. It took Europeans 300 years to find all these islands, which had been previously discovered and settled by one people.

Langdon has tried to make a theory sound plausible by ignoring non-supporting evidence. His own evidence must be very obscure to have escaped the attention of serious scientists.

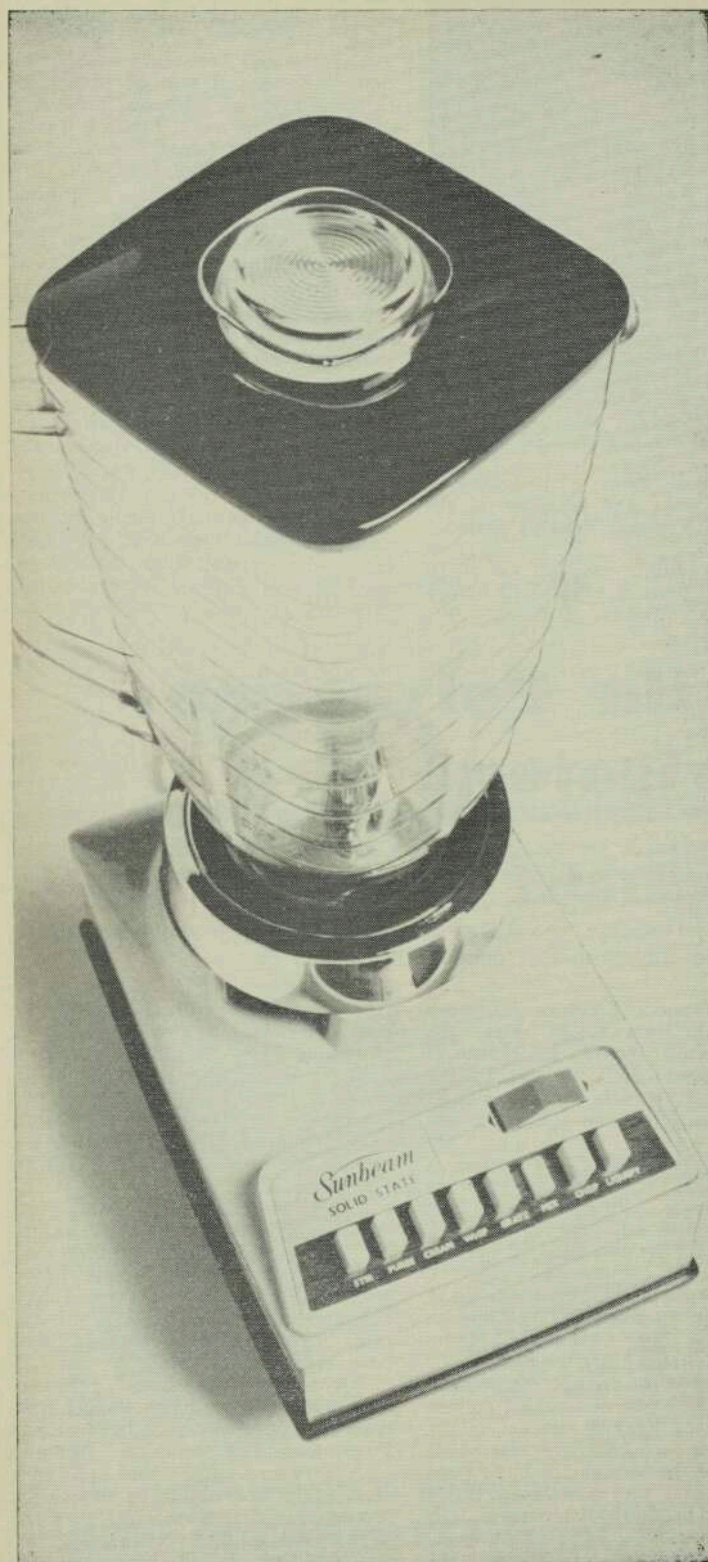
It was sufficiently obscure to have escaped the attention of the Spanish themselves, for Mendana, who arrived in the Marquesas just 70 years after the alleged shipwreck, found no evidence of Spanish culture or persons of Spanish descent in the ruling caste or anywhere else. Had he done so, he would not have gone about shooting the Marquesans down like game in reprisal for their lack of hospitality.

Hostility toward strangers was the

rule among Polynesian societies. Polynesian seafarers who landed on a strange island would be forced to fight for their lives if they could not prove a genealogical connection with the inhabitants. The same initial hostility, a logical defence measure, was almost always displayed toward Europeans.

The legend of Polynesian hospitality derived from their respect for cannon fire. It is unlikely that survivors of a 16th century shipwreck in the Marquesas would have become rulers and bringers of culture. Typically, they would have been enslaved or eaten.

Polynesian navigation, canoe design, and religion being conceptually different could not have been derived from European concepts. Andia y Varela, who wrote the best early description of Polynesian navigation, remarked on no similarities to European navigation techniques, yet averred that Polynesian navigators



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PACIFIC ISLANDS MONTHLY—MAY, 1974

Conquest of Nature

"hit off with as much precision as the most expert navigator of civilised nations could achieve".

He also found that Polynesian meteorology was superior . . . "for, in spite of all that our navigators and cosmographers have observed and written anent this subject, they have not mastered this accomplishment". Vessel design was different in form (because the Polynesians knew no metal tools or fastenings) and in intent.

The quality of workmanship in Tuamotuan vessels which moved De Quiros (1606) to state that "better could not be made in Castille" in no way suggests that Polynesians learned shipbuilding from the Castilian Spanish.

Designed to glide over waves lightly and sail with the winds, Polynesian vessels differed from the floating fortresses of Europe which were designed to barge through the waves in any season.

The difference is one of attitude toward nature. The European obsession with a "conquest of Nature" which led to constructing ships were offensive toward natural forces and defensive from natural forces, was an attitude which was incomprehensible to Polynesians who regarded their gods, deifications of natural forces, as ancestors to be respected rather than feared. This leads to the conceptual difference in religion. Polynesian gods were of nature, not supernatural in the same sense as are the gods of Western religions. These differences suggest independent cultural development.

Europeans have long been making fools of themselves trying to find some simple explanation for the fact of Polynesian settlement of the Pacific, apparently unwilling to believe that Polynesians were capable mariners long before European sailors dared to leave the presence of land behind them.

Theories of sunken continents and land bridges which might have afforded pedestrian passage for ancestral Polynesians, theories of origins from the Americas (Heyerdahl), theories of lost groups—always European-like (Heyerdahl) or European (Langdon) bringing rule and culture to Polynesia, theories of settlement by helpless, drifting canoes (Sharp)—all have been proposed. Demolished and discredited by serious scientific investi-



Robert Langdon.

gation, they rise again later in different plumage.

This inordinate concern about Polynesian origins and scepticism about Polynesian maritime capabilities, described by some writers as "The Polynesian Problem", has never been a problem to the Poly-

nesians. It, however, is a proper subject for scientific investigation.

Such investigation has been conducted by anthropologists for decades, without great publicity, without sufficient funds or sufficient time, without sufficient public support or encouragement, but with a grim determination to get at the truth. And the true story of Polynesian prehistory is surely unfolding as the result of their work.

If all the hullabaloo, the printed paper, television time, expended human energy, and profits made by proponents of bizarre theories could be somehow turned to the support of serious effort, the truth will unfold much more rapidly.

One serious effort to learn more about Polynesian maritime capabilities is the present plan to replicate a voyaging canoe and conduct an experimental voyage between Hawaii and Tahiti, and return. Data derived from experiments in non-instrument navigation, canoe performance, food energy, psychological aspects of voyaging, physiological effects, and in transporting plants and animals, will hopefully fill gaps in our present knowledge.

And why not a Spaniard for your grandad?

Robert Langdon wrote the following reply:

The editors of Sunday Focus could scarcely have made a more inappropriate choice when they used a reproduction of Herb Kawainui Kane's painting of a Marquesan *va'a*, or canoe, to illustrate Stuart Inder's article 'Habla Usted Polynesian' on March 10.

Mr Inder's article, which announced the forthcoming publication of my book, *The Lost Caravel*, made no mention of the Marquesas Islands. It stated explicitly that the book deals with a Spanish ship that came to grief in 1526 on Amanu Atoll, which is in the Tuamotu Archipelago. It went on to say that, in my view, the Spanish crew had survived, that they became chiefs, established Hispano-Polynesian dynasties and exerted a considerable influence on the culture of the region.

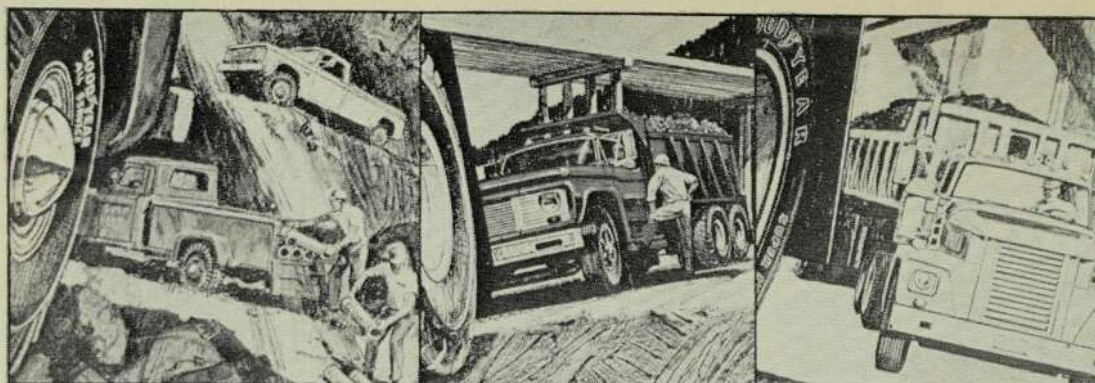
Mr Kane is therefore completely wrong in asserting in his premature 'rebuttal' of my theories on March 24 that my book is about a Spanish ship that was 'supposedly wrecked in the Marquesas in 1526.' As for the editorial query under the caption to

Mr Kane's painting accompanying the Inder article, my answer is an emphatic 'no'—the Marquesan *va'a* was NOT designed by Spaniards. Neither 'my' Spaniards nor any others were ever shipwrecked in the Marquesas, as far as I have ascertained, nor did descendants of 'my' Spaniards apparently reach there.

I venture to say, however, that if they had done so, they would have considerably improved on the local canoe-building techniques, as I feel sure they did in other parts of the eastern Pacific.

There is no point in my enlarging on such things as Hispano-Polynesian canoes at this stage. All the evidence supporting my theories is set out in detail in my book, and anyone interested will be welcome to read it—and discuss it informedly—after the book appears towards the end of this year.

I should mention, however, that the evidence I have used is not 'very obscure', as Mr Kane seems to think. It is all taken from readily available literature, most of which may be consulted at such places as the Bishop Museum or the Gregg M. Sinclair Library, University of Hawaii. More-



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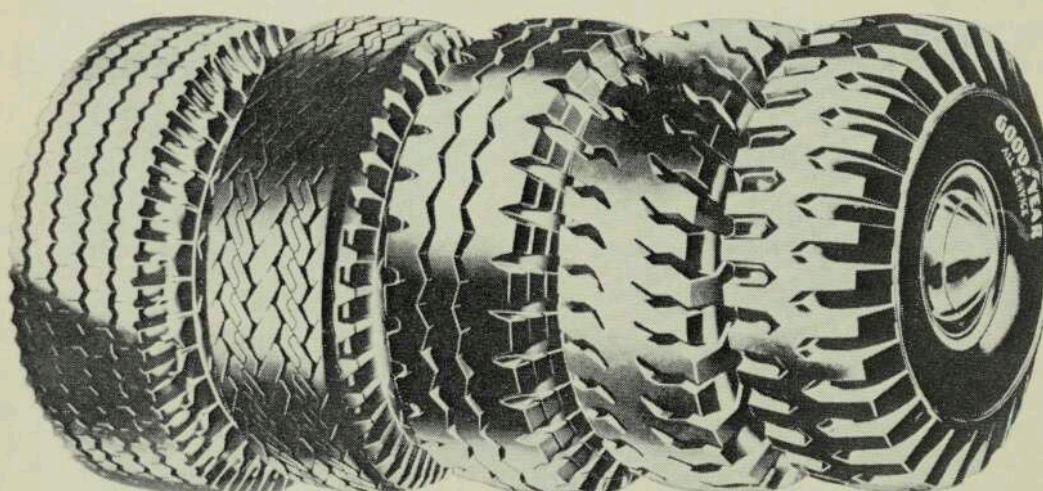
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over, Mr Kane should not be surprised that this evidence has previously 'escaped' the attention of serious scientists.'

There are many examples in history where scientists have trotted along for centuries like blinkered horses—all too serious to notice items of evidence that are now obvious to every school-boy. Look how long it took them to realise that the earth is round! Look how long they held on to the belief that we are all descended from Adam and Eve in the Garden of Eden!

If Mr Kane is not impervious to reason, I think there's a good chance that The Lost Caravel will eventually remove even his blinkers concerning the ancient Polynesians. If it does, then he will probably finish up agreeing with me that the Polynesians were not just descended from other Polynesians; that the inhabitants of Polynesia came from a variety of places; that they were all subject to a multitude of different influences; and that some of them, including many Hawaiians, almost certainly had castaway Spaniards for their ancestors.

What's wrong with having a Spaniard for a great-great-great-et-cetera-grandad, anyway? — *Robert Langdon.*

Convict chapel converted

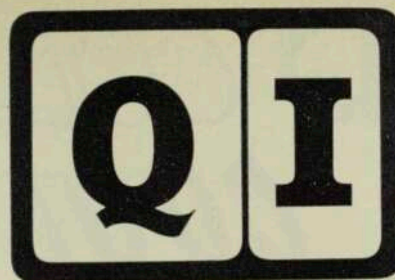
A former convicts' chapel in Noumea has been turned into an open air theatre and used by actors flown in from Paris.

The abandoned chapel is in Noumea harbour, on Ile Nou, the island which was used last century as a convict settlement for political deportees from France. Many of the old prison buildings have been demolished, while remaining structures have either been left deserted or occupied by government institutions.

The tumble-down, old stone chapel was seized upon by an imaginative French theatrical entrepreneur, Michel Camboulives, who in March presented the first dramatic performance there—Le Bossu (The Hunchback), for which Jean Marais flew in from Paris to take the leading part.

For Michel Camboulives, who has already delighted Noumea audiences with various theatrical troupes from France, the open air Theatre de l'Ile has been a most inspiring enterprise bringing new life to the abandoned prison chapel on the Isle of Nou.

PACIFIC ISLANDS MONTHLY—MAY, 1974



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The Editor's Mailbag

NAURUAN WORKERS' PLIGHT

I refer you to Mr Debye's letter (PIM, March p 15). His main concern is in regard to the Nauruan Workers' Organisation (NWO) and the Public Service. Mr Debye is a public servant, secretary of the NWO and recently admitted to practise as a Pleader of the Supreme Court of Nauru. Hence his interest in the plight of the Nauruan workers.

His letter does not clearly outline the role that the NWO is to pursue in employer/employee relations and I am in doubt as to whether the organisation will ever be as active as it used to be under the chairmanship of the then Mr Hammer DeRoburt.

This is because its rank and file have been and always will be suspicious of the motives of the executive of the NWO. Furthermore, in a welfare state such as Nauru, the workers will be unwilling to go on strike etc and risk their jobs and loss of wages and other benefits. However, I hope that Mr Debye as a court advocate will be also an excellent industrial advocate or whatever and be able to give the proper counselling that the NWO seeks. Furthermore, he will need all the available resources and assistance he could get when he submits the back log of claims on behalf of the Public Service.

He will be facing President DeRoburt over the negotiations table in a tough and gruesome meeting, since Nauru does not aspire to the arbitration system but to pure bargaining in these matters. And President DeRoburt is a master in this sort of situation. In my experience no one in Nauru surpasses the President in negotiating a deal of any kind.

Mr Debye's concern over the lack of promotion of local public servants has my support. But he erred in his letter on this point because the DeRoburt government has been endeavouring to re-route the development of Nauru from the path which the previous administration had undertaken to follow. A route, which I might add, that is not in the interest of the Nauruans let alone Mr Debye. As a result the Nauru

Government is trying to "fill in the gaps" left behind by the Australian Administration such as the Public Service.

Mr Debye cannot deny that more is done in the fields of education and technical training by the government since 1968 than the previous administration, though I have no doubt that the present system of education needs to be looked into by a commission of some sort. This is the source of his concern; lack of a good system of education. The use of expatriates is only a "stopgap" situation.

I was most disappointed to read the last paragraph of Mr Debye's letter. He gave me the impression that a revolution is about to sweep across the island; most unrealistic of a man of his position in his country. If he is so concerned about "internal strife" what is the NWO going to do about it? Is it going to assist in that "nationwide reaction" or the instigator of it or is it going to prevent its occurrence?

L. D. KEKE.

Northcote, Vic.

GUTTER LANGUAGE

I heartily endorse the complaint of H. W. Cummings, (PIM, Feb, p 29), relative to the gutter language which appeared on page 62 of the December issue of PIM.

As a constant reader and admirer of your magazine for the past 30 years, I was astounded and nauseated by the pornographic tripe to which your correspondent made reference.

I greatly doubt whether this "common touch" was appreciated by the vast majority of those who read it, and earnestly implore you never again to stoop to such depths.

The lame explanation, explaining away this lamentable lapse, which appeared below your correspondent's letter, left me coldly unimpressed.

PIM has kept its pages clean, while functioning successfully (and respectably) for more than four decades. Your readers can still do without this nauseating muck. I assure you Sir, that it does nothing to enhance

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Letters

the tone, or reputation, of your magazine, both of which have set a high standard in the past.

I shall continue to subscribe to PIM, despite its dimmed prestige, in my estimation. However, I shall not hesitate to complain, in unequivocal terms, if this performance is ever repeated.

Incidentally, on the subject of lewdness. Is the rear view of a stark-naked female, photographed at close quarters, really essential in an advertisement for automobile seat covers?

W. S. HALL

North Sydney,
Australia.

Mr John McDonald, who designed the advertisement for French Knit (see p 28) replies:

The advert is for both seat covers and beachwear (which the model is carrying). The swimsuits are so comfortable that the wearer feels almost naked. It seems to be a successful advertisement—even Mr Hall took a second look!

CAPT COOK'S CLUB

It was refreshing to read your article regarding Laurie Marshall's Tongan war club (PIM, Jan, p 12).

I hope I won't insult my Tongan cousins, but, I wonder whether the war club is really Tongan? As for me, the designs and the carving style on the war club are typically Rotuman. These designs were usually carved on long and short ancient Rotuman war clubs, *ai peluga*. The design is known as the *fa'aipelu*. . .

My great-great-grandfather, Ralifo (a Methodist missionary, who was one of the two witnesses and translators of the Deed of Cession of Rotuma into the English and Fijian languages, during the cession of Rotuma to the British Crown in 1881), had drawings of these designs in his unpublished manuscript which my father had in his possession a few years ago.

Ralifo also mentioned in his manuscript that his father, Paramount Chief Faefe of Noa'tau, gave away three carved war clubs as gifts in the 19th century. One war club was given to a John Robertson who visited Rotuma with Captain Peter Dillon on the Research in 1827, as a gift to the King and Queen of England; one to Captain Tromelin of

the Bayonnaise, as a gift to the Governor of New South Wales, and the third club was given to a Hawaiian chief, named Poki, as a gift to King Kamehameha of Hawaii.

Some of these fa'aipelu designs first appeared on the cover and inside of a handbook to an exhibition of arts of the South Sea Islands, which was compiled by T. Barrow of the Dominion Museum, in Wellington, New Zealand, in 1959.

ELCOMBE E. ANTONIO

Rapid Creek,
Darwin, NT.

SIGN OF THE COMET

The subject of comets is a very fascinating one and one that has been extensively studied by man from time immemorial. Very often, in newspapers, and more recently in PIM, I have read that some people take comets to mean a sign of impending disaster. Now to me, that is rather unfortunate.

I have the honour to be a member of one of the world's oldest, mystical fraternities, the Rosicrucian Order, AMORC. According to our order, the comet is a sign of the birth of an avatar, or a great spiritual leader of men. Thus, the birth of Jesus Christ was heralded by a comet which appeared precisely above his birthplace. The births of Buddha, Khrisna, and some of the ancient gods of the Egyptians and Greeks were also heralded in like manner.

When I read stories describing comets as signs of disaster for the world, it makes me want to weep because to me comets are a sign of rejoicing for God has seen it fit to send a "Saviour" to redeem the sinful people of the world.

FELISE VA'A.

Apia.

CHRISTMAS ISLAND

Mr Cowie's re-collections of Christmas Island made very entertaining reading. (PIM, March, p 57).

I spent five weeks there in August and September 1965 while on secondment from the Department of Agriculture, BSIP. Many things were still as Mr Cowie found them in 1937, especially the bird-life. But in 1965 the coconut plantation was run by the GEIC government and the "islanders" were from the Gilberts, whereas in 1937 they were French Polynesians. Christmas Island had no indigenous inhabitants when Captain Cook discovered it in the 1770s.

The Bay of Wrecks was still living up to its name. Just a few days be-

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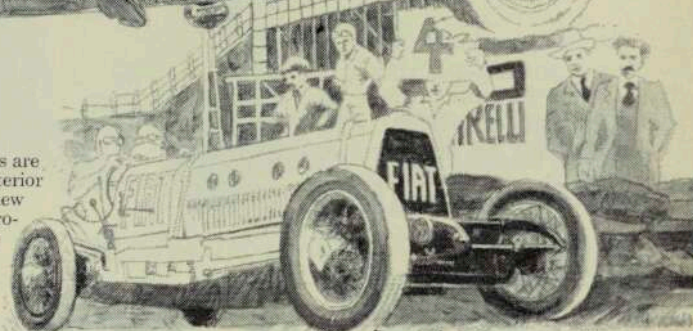
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During teenage years many girls face the problem of oily skin and its accompanying blemishes, pimples and blackheads, due to adolescent hormonal changes resulting, among other things, in over activity of the skin's oil glands. From the early twenties, in most cases, these problems become a thing of the past. However this is the time that all women should pay particular attention to ensuring that the skin does not fall prey to the harmful effects of time and weather conditions. The ability of the skin to maintain its natural oil and moisture content diminishes as we grow older and this is accelerated because of harsh weather conditions and other environmental circumstances peculiar to modern living. This all has a depletory effect on natural dermic fluids resulting in wrinkle dryness and the fine lines which are the first signs of prematurely ageing skin.

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Letters

fore I arrived at Christmas Island on the RCS Nivanga an elderly and lone American was ship-wrecked in a tiny ketch named the Felix J. The mariner, whose name was also Felix, had left San Diego some months before, heading for "nowhere in particular". There was a mix-up over the charts of Christmas Island, Pacific Ocean, and Christmas Island, Indian Ocean. When he made land-fall on the south-east point of the island he swung to the north expecting clear water and ran slap-bang into the Bay of Wrecks.

Felix was surprised to find a bitumen road running along the Bay of Wrecks but he started walking north along it anyway, and the same day met the weekly copra truck making its run from Paris to London! He spent the five weeks of my stay helping my party set up some coconut experiments. He was a professional sign-writer and did a great job of labelling the palms.

At that time there were very few remaining traces of the timber Mr Cowie had seen from the bigger wrecks earlier this century, so the pathetic little hull of the Felix J had the Bay of Wrecks pretty much to itself. Old Felix salvaged what he could and came with us back to Tarawa and after that I suppose he returned to San Diego, the latest and probably one of the luckiest mariners to keep an appointment with one of the Pacific's best known navigation hazards.

Mr Cowie's comments on Malden Island are interesting because that situation, multiplied a thousand times, developed on Christmas Island itself in the 1950s and early 1960s. At the peak of Operation Grapple, the British are said to have had over 5,000 people on Christmas Island. They covered dozens of acres with barracks, mess-rooms, workshops, storage sheds, wharves and fuel depots. After the British finished detonating their A-bombs at the tip of the south-east point of Christmas Island the Americans moved in. Their operation, code-named Dominic, involved the testing of an H-bomb above Malden Island in 1962.

Anyway, when it was all over, the military moved out to a man, and left all the splendid buildings and facilities behind, where most of them still stand. The jet-standard airfield is occasionally used now but most of the buildings are closed up and

stand simply as memorials of the time when the birds must have thought they were going to be ousted from their paradise.

Now, as far as I know, the Gilbert & Ellice Islands administration continues to tend the coconut plantations while the sooty terns and their friends have re-claimed most of their old breeding grounds.

M. A. FOALE.

Mareeba,
Queensland.

MISSION EFFECT ON ART

In his review of Philip Rawson's *Primitive Erotic Art*, (PIM, Mar, p 69) Mr L. Marshall says he has 'yet to learn of any mission which has had any but a devastating effect' on Melanesian art. May I, as one with an interest in the missionary record in New Guinea, ask what is the extent of Mr Marshall's knowledge of missions in Melanesia?

I should have thought the evidence now available points to a wide variety of missionary responses to Melanesian art. Take eastern Papua, for example, where in the 50 years before the Pacific War there were four missions at work. One of these built an industrial school (Kwato), where village craftsmen taught traditional carving to upwards of 40 Papuan students at a time. A second was directed by a missionary patron (Frank Lenwood) who felt moved, as he said, 'to a feeling of reverence for the peculiar beauty' of Melanesian art. Another encouraged competitive racing of traditional canoes, and established at Salamo a carpentering and boatbuilding station. A fourth was ruled by a bishop (Montagu Stone-Wigg) who collected artifacts for the museum of traditional art in his library.

Surely these missions—Kwato, LMS, Methodist and Anglican—must have fostered tendencies very different from those suggested by Mr Marshall?

Mr Marshall probably bases his references on the rather woolly assumption that Melanesian art forms changed because missionaries meddled with them, and that reasonable people have always known this to be so. In fact, the assumption is relatively recent and, as far as historical data in the archives of the Melanesian Mission and the large New Guinea Anglican Mission is concerned, almost entirely erroneous.

Travelling in the Engineer Group in eastern Papua in the mid-1880s W. E. Armit found many finely-polished stone axes lying on the paths where their owners had flung

them on being introduced to steel axes. Ten years later C. W. Abel wrote that the largest fighting canoe in Milne Bay, the *tavero*, had been cut up and its timber used as floorboards in the village of Wagawaga. Now, until such data has been sifted thoroughly in other Melanesian areas, it is premature to jump to conclusions about the reasons why Melanesians changed their art forms. Few, if any, of the people involved in these two illustrations were converts of any mission. One suspects that they were acting for pragmatic rather than religious reasons: there

was simply no practical use for such objects any longer.

The fact that some westernised Papuans in the 1920s (who may or may not have been Christians) were unfriendly to traditional art forms is undeniable. Nor is the fact open to doubt that some Samoan teachers in the Papuan Gulf were iconoclasts.

But, as F. E. Williams carefully pointed out in *Drama of Oroko*, missionary attitudes and Papuan behaviour under Samoan influence in a changing Papua were two different things. If J. H. Holmes of Oroko is any guide, missionaries of the

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Letters

LMS in the Gulf must have regarded traditional ceremonies and art forms with more warmth and sympathy than has been generally supposed.

In short, some at least of the evidence available suggests that where traditional art styles changed, it was in spite of missionary attitudes, not because of them. To equate early 19th century Polynesian missions with 20th century Melanesian missions, or to argue conclusions from small pockets of Samoan influence, is to walk a very shaky historical tightrope.

If Mr Marshall still thinks that Melanesian people would have stood stock still and let other people ruin their art, he might like to ponder over the current issue of New Guinea (vol 8, no 4, Jan 1974, p 62-4)—if the editor of PIM will allow me a small plug for another periodical!

DAVID WETHERELL.

South Yarra,
Victoria.

● The article Mr Wetherell refers to in the *New Guinea Quarterly* (available by subscription in Australia at \$3.20 post free from Box 3408 GPO Sydney), is a letter from Brian Harrison discussing the alleged "destruction" of aspects of native culture.

"CONDOMINIUM MEANS TROUBLE"

With reference to his article on politics in the New Hebrides, I should like to say to Mr Dominick Halliday: "Although you have changed the spelling of your name to make it sound more English, you, as a French citizen, do not as an individual have anything at all on this earth to do with the New Hebrides National Party!"

This is because under the French system of governing the country, French traders who claim land as theirs, although they have actually stolen it by paying for it with empty bottles and pieces of material, have been hurting the feelings of the islanders since the birth of the condominium. It was for this reason that the National Party was formed to improve the governmental system and to make it suit the needs of the New Hebrideans.

The way in which the French

have been treating most Pacific Islanders is not what God would accept.

In the French education system, three out of every five Melanesian students who are studying at French schools are entirely lacking in discipline, obedience and respect for their own people and care nothing for the prosperity of their fellow countrymen. Secondly, when these students return home for the holidays, they despise their traditional customs and try instead to establish French ways of behaviour, which distresses the old people. Obviously this is not what we want. We simply want them to know about modern civilisation and to preserve their traditional customs; to respect each other, and to bring peace and love to the whole community.

Let us now consider Mr Halliday's sneering remark that "the occasional student who manages to reach the university in Fiji or New Guinea, (from a British school) does so by a miracle".

Well, the plain answer to this is: every human being has the same vital need to improve his life and, in such a country as this where a high standard of civilisation is required, students have to pull up their socks to reach a certain level in order to develop their own country. Therefore under the British system of education, some New Hebrideans have had the chance to obtain degrees at universities.

The French, however, do not allow the natives of the New Hebrides to do so because otherwise they

might lose these luxurious islands from which they have gained so much profit, enough indeed to give some of them a world tour on the proceeds. They do not wish the New Hebrideans to take over their positions for otherwise they might have no jobs or no country to work in. They still regard New Hebrideans and other Pacific Islanders as their slaves. This attitude still exists. *Do the French think they are the only perfect race on this earth?*

The British are quite right to refuse residential permits to foreigners, thus preserving indigenous land for future generations of New Hebrideans and preventing the environmental resources of the country from being spoilt by exploitation.

Most French residents on the islands of Efate and Santo have claimed that a great deal of land belongs to them, whereas it was actually acquired by theft. This will be returned in future by Frenchmen pretending to be New Hebrideans yet one can distinguish that they are out of step with New Hebridean culture.

The situation in the New Hebrides should not be equated with the situation in New Caledonia because the cases are by no means the same. To reach a final solution to all our problems, the condominium system of government should be changed to something entirely different. The French will just have to leave the true natives of the New Hebrides alone to manage their own affairs.

SANIEL.

Efate, New Hebrides.

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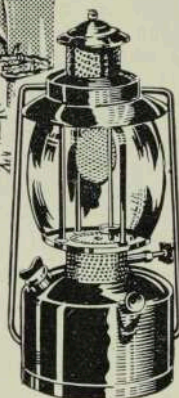
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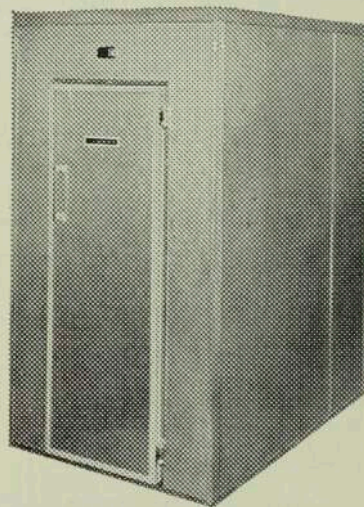
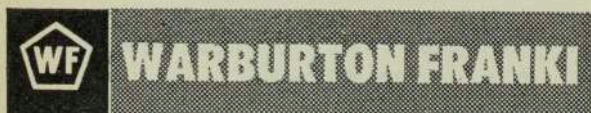
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FIJI WAS IN A SWEAT AS ARABS TURNED OFF FUEL

From a Suva correspondent

That's the fuel crisis, that was, people of Fiji thought in mid-March, when the Prime Minister announced that there were now ample stocks of petrol for cars and buses and fuel oil for electricity generating plants.

Ample, yes, but at a price (with more to come) that will help to keep up the fuel consumption consciousness bred by the "crisis" period. This began in mid-December. With the peak of the hot season approaching, Fiji was suddenly deprived of the devices of modern technology that have helped increasingly to beat the effects of tropical heat.

In a dramatic—almost a melodramatic—announcement, the government broke the news that the world energy crisis sparked off by Arab oil curbs and price lifts had hit Fiji with a bang. The international companies servicing Fiji had cut the country's normal supplies of oil products by 20 per cent and had at the same time warned that price rises were inevitable.

This, the government announcement said, meant less petrol for motorists, less oil fuel for electricity generation, less fuel for aircraft calling at Fiji airports and less bunker oil for ships at Fiji ports. Unless the people of Fiji voluntarily, and drastically, reduced their consumption of energy, particularly that derived from petrol and electricity, then curbs, including rationing of petrol, would have to be imposed by the government.

The response was immediate, and was a credit to the public spirit of the great majority of Fiji's people.

They cheerfully adapted themselves to being able to buy only a gallon or two of petrol at bowser stations, and to paying more for what they did get.

There were a few (taxi drivers being fairly conspicuous) who tried to hoard petrol, but most motorists set out to cut down consumption by such things as lunching at the office instead of driving home and back, by leaving big cars in the garage or replacing them with smaller ones, and by cutting out unnecessary trips or doubling up with neighbours or workmates wherever possible.

Householders suddenly became electricity consumption conscious and began looking critically at the rate at which the meter figures mounted. Hot water systems were switched off, completely or for most of the day,

only essential lights were used in homes, shops and offices, illuminated signs ceased to be illuminated, and street lighting was cut down.

Cooking practices were examined to see if electricity was being used unnecessarily. There was a rise in the demand for gas cookers. Bus services were curtailed, though the cynical noted that, like a good many of the international air services that were also cut, those chosen for elimination were not necessarily the most convenient for passengers but the least profitable for the operators.

Fiji Industries Ltd, the country's only cement manufacturer, announced plans to switch from oil to coal to fire the kilns at its Lami works. But in the larger towns the effect of the energy crisis that was most severely felt was the switching off of air-conditioners.

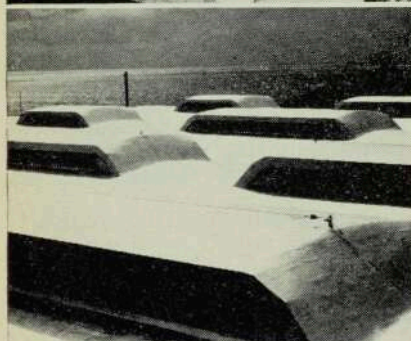
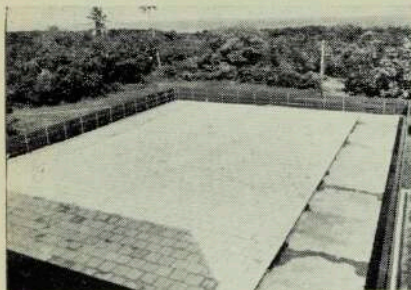
Banks, shops, restaurants and offices, that have in recent years become oases of comfort, suddenly turned into hot boxes once more. Even the fans that used to produce an artificial breeze were taboo because they use electricity. In some cases the situation was relieved by opening windows, but many buildings remodelled for the use of air-conditioning have had their window spaces blocked up or the windows themselves replaced by fixed glass.

Suva's newer multi-storey buildings, including the one housing most of the Government's top offices, have been designed with few windows that can be opened, and those only with some difficulty.

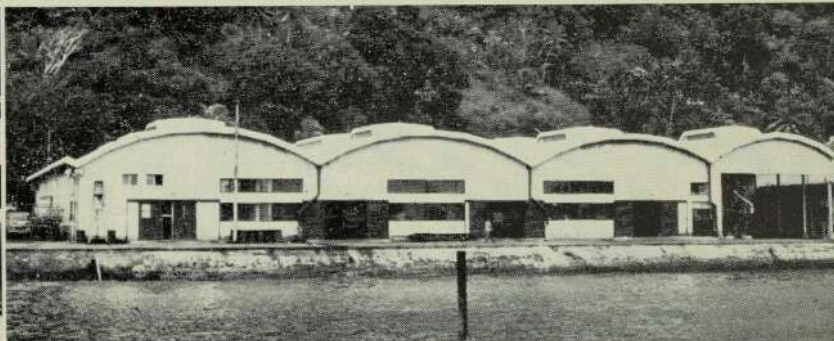
The family firm of the Minister of Finance, Stinsons Ltd, run by Mr Stinson's wife and son since he entered the Cabinet, had a hard look at plans for a new company headquarters building now nearing completion. The horrid truth dawned that none of the many windows in the building could be opened and that the bill for replacing the already constructed frames would amount to some \$20,000.

In the new government offices, some of the more elderly of the Prime Minister's visitors began arriving in his office reception room panting from the effects of having climbed the steep flights of stairs leading to the fourth floor. The building's lift bore a notice that it was out of use because of the fuel crisis.

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HOTEL GUESTS LEFT EARLY

doubts brought some easing off. Workers in windowless inside offices began turning their air-conditioners on again. So did such people as architects and clerks who found that in rooms with no cooling devices the sweat oozing from arms made work impossible.

Hotel owners became concerned about visitors who decided to leave early because there was no day-time air-conditioning in their rooms. Some of the banks, finding a sharp decline in efficiency as well as comfort, gradually brought their cooling devices back into operation.

The feeling began to grow generally, that although the position was a matter for much concern, the government, at least in the early stages, had over-reacted. This feeling was encouraged when, inexplicably in the light of the gravity of the picture at first officially painted, Cabinet rejected the idea of daylight saving—an obviously effective way of avoiding an hour or more of artificial lighting every day and a way, too, of extending the use of the naturally cooler hours of the early morning and afternoon.

Finally, the government, on

March 13, decided to lift all restrictions on the supply and consumption of fuel.

In later government announcements, the emphasis shifted from prophecies of physical shortages of fuel to a warning that costs were likely to sky-rocket, so in the interests of the national economy the discipline of restrictions in the use of energy must continue.

A somewhat bizarre development was the news that an approach was to be made to Iran to see whether the government of that country would like to establish an oil refinery in Fiji. The inquiry was apparently extended to Saudi Arabia, but the reply came back that although attitudes were friendly and the oil-producing Arabs would like to help, likely sales in Fiji and neighbouring South Pacific countries did not justify the establishment of a refinery.

This was interesting, because it supports what the oil companies traditionally supplying Fiji said when a former Minister of Commerce and Industries, Mr Vijay R. Singh, was negotiating with an American group to refine oil for Fiji's needs.

Meanwhile, motorists can fill their

tanks with petrol—if they can afford to. Air conditioners may be used without official displeasure or threats—but there are stern warnings that electricity prices are on the way up, and up.

Petrol stations that closed on Saturday afternoons and Sunday—because of the fuel crises—remain closed, and the bus services that were cancelled—also because of the crisis—have not been restored.

Massive electrical power shortages hit American Samoa in recent weeks, causing inconvenience to the public and loss of money to local island businesses. Two generators, operated by the Electric Utility Division of the Public Works Department, broke down, causing a loss of 50 per cent of the electric power.

The Satala power plant reported that a generator had, for the third time in recent years, broken a main crankshaft. A week later another generator was down with its bearings burned out.

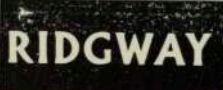
To conserve power, all residents were asked to turn off air conditioners and unnecessary appliances.

The television station was operating on shortened schedules and, at times, was off the air completely.

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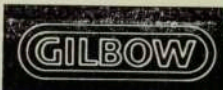
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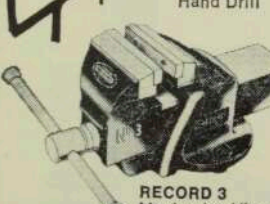
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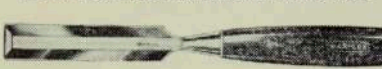
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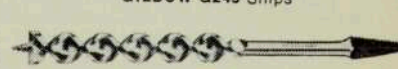
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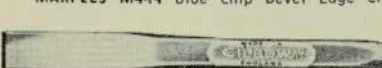
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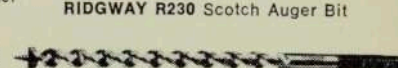
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A political groundswell in the New Hebrides

From Kalkot Matas-Kele

Political parties are playing an increasingly active role in the New Hebrides. At the present time there are no less than four parties vying for the support of the population and doing their best to influence national developments.

Of these, only one, the New Hebrides National Party, the first to be formed, reflects predominantly Melanesian interests rather than those of the New Hebrides' foreign community. It was established in August 1971 and made its first public appearance with a demonstration against land speculation. The National Party's main aims were expressed as "the advancement of New Hebrideans socially, educationally, economically and politically in relation to New Hebridean culture and western civilisation". By the end of 1971 the party had the support of 1,000 Melanesian members, mainly in the towns of Vila and Luganville.

Another party which was formed in 1971 was the Union de la Population des Nouvelles-Hebrides (UPNH) which emerged in December. Although the organisers of UPNH were French *colons*, some three-quarters of the estimated party membership of 200 were Melanesians, mainly French-educated and including a significant number of small businessmen and taxi operators. In contrast to the National Party, which openly seeks radical changes to the political structures, UPNH advocates the continuation of the condominium and the introduction of a number of moderate reforms.

By February 1974, some influential members of UPNH, dissatisfied with the Melanesian orientation, which their party had been taking,



Nagriamel founder and chief, Jimmy Stevens, uses ceremony to further his political ends. In this photo, clad in his fronds of office plus socks and sandals, he walks in procession behind the fatted pig which he later killed as part of Nagriamel's special celebrations at their Vanafo (Santo) village.

had dissociated themselves from the party and formed the Union des Communautes des Nouvelles-Hebrides (UCNH). The primary interests of this newest party are openly connected with the local and foreign communities of the New Hebrides, not only French but including Americans, Australians and New Zealanders. The party's aims include legal reforms and the maintenance of law and order—but with no recognition of the need for political changes or of Melanesian political rights.

Instead, UCNH hopes to gather Melanesian support through its general aim of involving (in its own words) "all the communities in the New Hebrides in the affairs of the archipelago".

The fourth party, also formed this year in January, is the Mouvement Autonomiste des Nouvelles-Hebrides (MANH). The party is even more clearly a French planters' party than UCNH and its interests are directed towards the evolution of a political system in the New Hebrides similar to that already operating in New Caledonia and French Polynesia. Both MANH and UCNH, essentially foreign parties, are currently canvassing for Melanesian support in an attempt to broaden the bases of their parties.

One particularly interesting development has been the apparent friendship between some of the MANH leadership and Jimmy Stevens' Nagriamel movement. Nagriamel emerged in the early 1960s

as a rural group in Santo mainly concerned with the vexing question of alienated lands. In 1972, Nagriamel had popular rural support in the northern islands and claimed a membership of about 15,000, all Melanesians. The present friendship between MANH and Nagriamel, and the earlier estrangement between the National Party and Nagriamel, are confusing aspects of contemporary New Hebrides politics.

Nagriamel, as a rural movement, was suspicious of the urban-led National Party, and the National Party's failure to initiate a close policy of alliance with Nagriamel kept the two groups apart. French and other foreign planters have been quick to appreciate Nagriamel's political significance. By offering small concessions in land matters to Nagriamel, planters' groups including MANH have been able to establish a working relationship with Stevens' movement, a relationship which at the moment is helping to prevent the emergence of a nation-wide Melanesian political movement with support from every section of the Melanesian community. This relationship has been projected by anti-nationalists to give MANH some 'legitimate' character.

Although the National Party has had difficulty in establishing an effective alliance with Nagriamel, its impact on the political situation has continued to grow. By 1972 the party's supporters had risen to at least 4,000, not only in Vila and

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CHURCH INVOLVED

Luganville but also in Aoba and Pentecost.

Last year the general assembly of the Presbyterian Church in the New Hebrides advocated more rapid progress towards self-government and eventual independence for the country. As an institution which represents about half the population of the country the church's contribution to future political developments will be very important. Its political role has already led to some sectarian rivalries, not least because some of the National Party's leadership are also church leaders.

Since last August, when the National Party petitioned the United Nations for the establishment of a single system of government to replace the condominium, the party has been increasingly active. The single most important event was a conference called by the National Party in January/February. The conference had the overall effect of consolidating its hitherto fragmented island and district leadership. Important policy decisions which emerged from the conference included proposals to tighten the immigration laws, a call for the examination of the present elitist education systems, plans for nationalising all expatriate-owned land, and further encouragement of co-operative society trading as a basis for economic development.

The significance of this conference lies not only with the National Party, being a milestone in its history, but also in that it signalled a surge in the political groundswell in the New Hebrides. Thus, it is interesting to note that the UCNH emerged only a few days after the National Party published its new lands nationalisation policy. Similarly, MANH was formed (under the popular slogan of law-and-order) only a few weeks after the condominium authorities had agreed to consider some basic judicial reforms demanded by the National Party in December 1973.

Attention is now focused on the struggle which has emerged between the National Party and the two planter-based parties, MANH and UCNH. Although the National Party, asserting itself as the conscience of the people, is hopeful that Melanesian support for these rival parties will dwindle and that it can form an alliance with Nagriamel, there are few who believe that either MANH or UCNH will subside before pressure. On the contrary, it seems likely that the political inter-

ests of the foreign planter community will become even more clear in the months ahead, and that open conflict between the planters and the National Party will occur.

At the crux of the contest for political influence is the question of land and it is possible that the planters' ultimately conservative position on land reform will lead rural groups like Nagriamel back into the camp of the National Party.

If, and when, a genuinely national alliance among Melanesian groups is formed, the political options avail-

able will be much more limited than they appear to be today. A straight fight between New Hebridean nationalists and the foreign planters would seem to offer only two long-term possibilities: the adoption of changes along the lines aspired for by the nationalists, or a severe escalation of the contest in a manner so far not experienced in the Pacific.

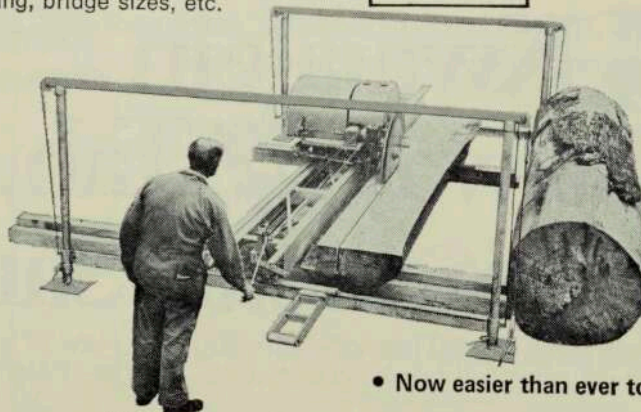
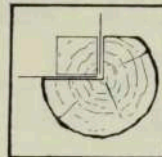
The events of the next few months seem likely to decide the manner and direction of political developments in years to come.

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Micronesians unhappy over ocean talks

The United States and Micronesia differ about the extent of Micronesian jurisdiction over water surrounding the islands. The United States, later this year, will represent Micronesia at a United Nations Law of the Sea conference in South America. Recently Mr Bernard Oxman, an assistant legal adviser to the US State Department, met the Congress of Micronesia's Joint Committee on Law of the Sea, and the House and Senate committees on Resources and Development in a public hearing.

The Joint Committee on Law of the Sea takes the view that as an island nation, Micronesia should be allowed to assert jurisdiction on all matters within 200 miles beyond straight baselines connecting the outermost islands. As a small island nation it is denied land-based resources; it therefore claims prior rights to the resources of the sea.

The US, Mr Oxman said, unofficially was prepared to go along with the Micronesian request only as far as it covered seabed resources. It would oppose any plan to block off huge areas of water to air and sea transport, as well as any plan which would not allow international control of highly migratory species of fish, such as tuna, which travelled great distances in the ocean, through international and national waters.

Mr Oxman said the most complicated aspect of the law of the sea, from the US viewpoint, was that the large fishing nations, such as Japan and Russia, were vigorously opposed to a 200-mile territorial limit.

The US suggested a "species approach" which would give coastal nations control over stocks of fish where they existed (such as reef and shore fish), and would subject the entire tuna fish resource to international controls as they were highly migratory.

The members of the joint committee are not happy about that. They consider that as Micronesia lacks fishing fleets, getting its fair share of the catch from an international commission might become a real problem.

Mr Oxman said the US was "absolutely committed" to full presentation of the Micronesian views at the conference. But many members of the Micronesian Congress are not satisfied that their views, and those of the US, can be reconciled.

Joint committee member Mr Charles Donnich, of the Marshalls, said during the hearing that the US position on law of the sea about the

tuna issue was a tool "to merely sanction tuna fishing as is". He felt that would result in unfair foreign exploitation of a valuable Micronesian resource.

Many congressmen also believed there were other implications to be considered along with the Law of the Sea issue. The chief one was future political status.

Under the proposed draft of free

association, Micronesia would place complete authority over foreign affairs in the hands of the US. With the US about to represent Micronesia at an international conference, and having conflicting views, many congressmen felt similar conflicts of interest could occur in other areas. How the Law of the Sea issue is resolved may have a major influence on further status negotiations.



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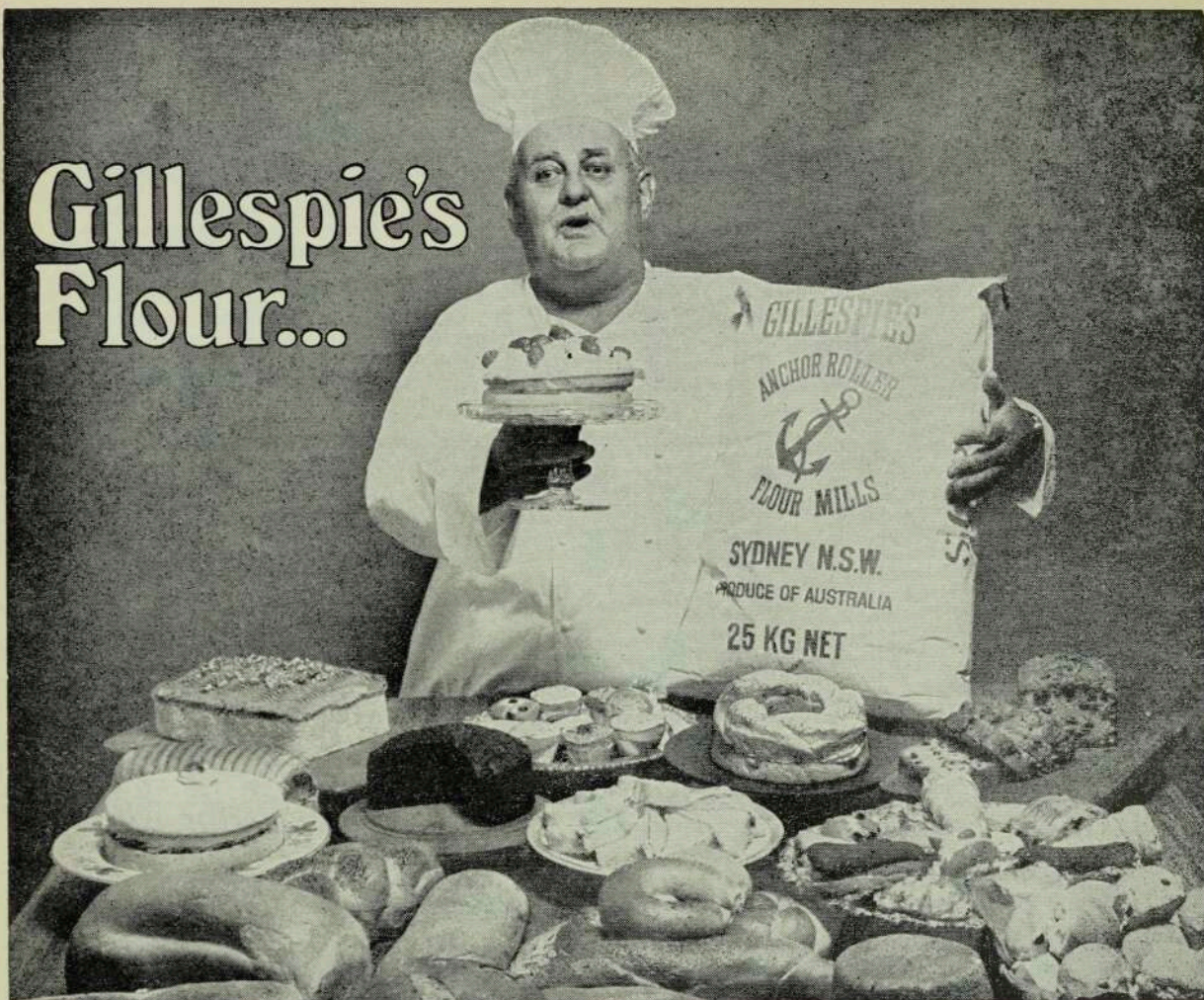
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From the Islands Press

From a letter by 'Black Hunter' in the New Hebrides' Nakamal:

... Vila today, instead of becoming a modern town, is becoming a "12th century" town. I bet the "big bosses" have more worry for their "glass of whisky" than in making good and permanent roads with good traffic signs as their memories after they live in Vila with their pockets full of "\$ and silver" —I am a black daily street hunter.

From a letter by Josateki Waliso, in The Fiji Times:

Some expatriates are doing more harm to this country than good, without even knowing it. When they come to Fiji, they expect things to be as they are in their home countries. When they discover that work has to be done without amenities used overseas, they become bitchy and critical of everything in Fiji.

From an editorial in the Samoa Times:

The ecological question is not yet a big issue in Western Samoa, but it could very well be in the near future . . . Already there are signs of damage to the natural environment. The seas in Apia harbour are polluted with oil wastes, "dirt" from the rivers and rubbish . . . Now there is talk of putting up multi-storeyed buildings on the Reclamation Area. This will have the effect of altering Apia's traditional image, the image of a U-curve with shops along it. Apia has always been loved because of this image. Now the image is being threatened. And there is another consideration too. If those multi-storeyed buildings do go up, the people behind will get very little of the cool sea breeze they have been accustomed to getting. Will the government compensate for the loss of that?

From a letter by R. Nance, in the Tonga Chronicle:

The causes of the meat shortages are varied. Some admittedly are completely outside Tonga's control. But as the poet points out, there is a lot of grass in Tonga that could be changed into beefsteak, if there were more cattle. There is one clear indisputable major cause for the shortage of cattle in Tonga, and that is the practice of killing young cattle for funerals, feasts or simply to get money to get to New Zealand. If this practice were stopped today, within five years, there would be twice the number of cattle in Tonga; and within 10 years there would be sufficient meat for everyone without importing tinned and frozen meats.

From the New Hebrides radio Group News:

A very large octopus was seen off Pango Point yesterday afternoon. Manui Kalinsem was out spear-fishing off the reef on the other side of Pango, facing

Devil's Point when he spotted the head of the octopus, thinking it was somebody else diving. Taking a closer look he discovered what it was and scrambled immediately for shore. Manui told some people who later went to the scene and confirmed it was an octopus and one nobody had seen before. The head is estimated as slightly larger than a man's head and the tentacles were about six yards long. After some arousal from the spectators, the octopus slowly swam out to sea

From the Papua New Guinea Post-Courier:

The final session of the first self-government House of Assembly on Wednesday night ended in severe criticism of MHAs' conduct in the House. The Deputy Chief Minister and Minister for Agriculture, Dr Guise, said he had never seen "such a group of drunkards during my time in the House".

From the Samoa Times:

"Who's bowling? Please bowl well so that I can hit it," Prime Minister Fiamē said before hitting the first ball of the Samoan cricket season at Apia Park on Monday.

Comments by Bob Kennedy, coach of the Fiji swimming team to the Commonwealth Games at Christchurch, as reported in Fiji Sport:

Mr Kennedy blames the education system for the decline of interest in swimming. "Sport, no matter which, must be made compulsory in all schools . . . There is a terrible tendency for scholastic emphasis to the detriment of physical education. The two can be married and should be in the interest of a healthy mind and body."

From the Arawa Bulletin:

Minutes before the Royal Arrival at the Technical School, Royal Tour Director discovered that the padded chairs on the dais were full of absorbed water. Hurried substitution with common garden variety plastic chairs averted a wet royal crisis.

From The Fiji Times:

The owner of a two-storey commercial and residential building in Vitogo Parade (Lautoka) has been ordered to close his premises within six months. In his report on the building, Mr Krishnan (senior health inspector) said it contained 22 tenants, "including married couples, infants, children, single men, single women, tailors, barbers, book-sellers, broom manufacturers and furniture makers".

From Tohi Tala Niue, Niue:

Niue Island is about to embark on a new era in its history of development. It is not self-government, although this will have a related influence, but it is the era of tourism.

From a letter by Gabriel Stephens jun, in The Fiji Times:

If Suva Town Hall can be hired for late night dances, wasting fuel, then why should the public try to save fuel by using only one light or none in response to the Government appeal? I urge members of the public to switch on their lights in full glory and to try to beat the town hall, whose lights are on right until morning in keeping with the timing of the music.

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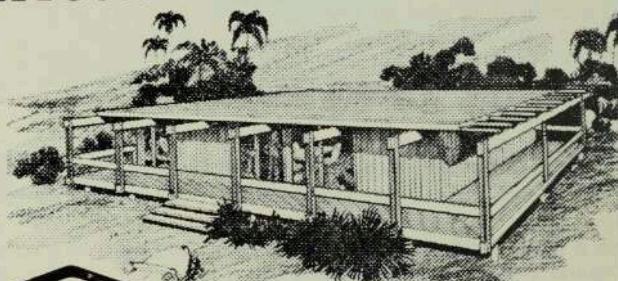
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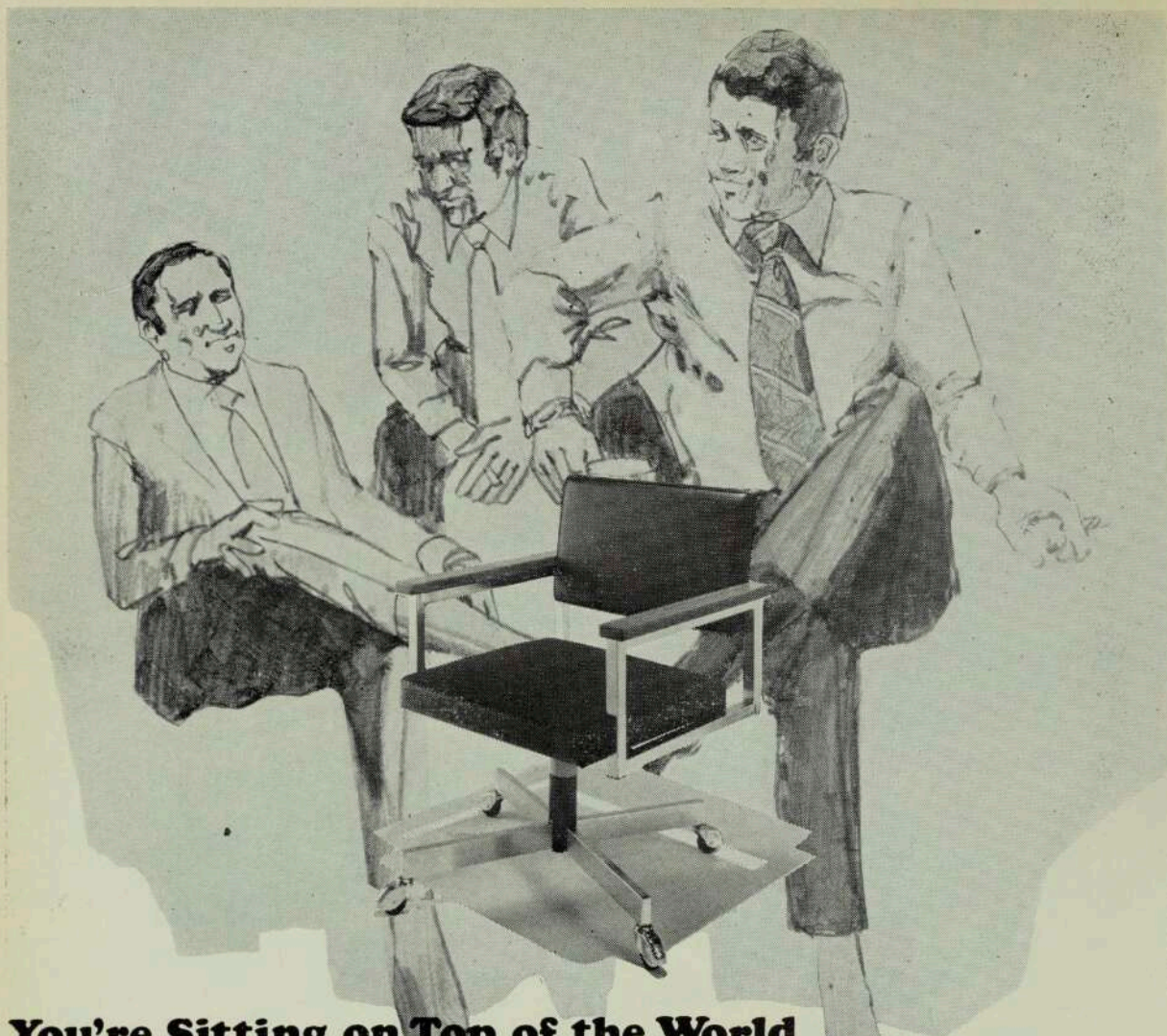
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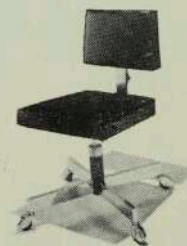
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The sinews of Japan . . . one of Tokyo's business areas with the 36-storey Kasumigaseki Building at centre. The surrounding buildings are either banks or finance houses.—Jetro Photo Service.

THE STIRRING OF AN ECONOMIC GIANT

Japan is the economic giant of the Pacific. Routed militarily in World War II, she has shown amazing resilience to bounce back and achieve much by peaceful means. Most Island groups in the Pacific have been touched by Japanese influence, and the signs are that this influence will increase.

Japanese appliances, probably more than anything else, built up Fiji's flourishing tourist industry. Japanese knowledge and equipment (and capital) gave profitable fishing industries to the Solomon Islands, Fiji and American Samoa. Japanese capital is being used to develop the timber industry of Papua New Guinea. Japan is a big buyer of metals from New Caledonia and Bougainville. She is on the threshold of getting into the Islands' tourist industry in a big way to cater for an influx of Japanese tourists.

Japan lacks many natural resources, so is a big force in world markets for what she needs. Although population growth is limited through artificial means, a rising standard of living is creating a demand for more of the good things of life. She can get many of these things, particularly food, from the Pacific Islands. Many Pacific Islands at present import food. In many of these imports they can become self-sufficient, given the necessary incentive, and then have enough over to export—to Japan.

Off-shore exploration for oil is negligible in the South Pacific. Yet beneath the sea could be untold mineral riches as search in other oceans of the world has proved. It only needs imagination and drive—plus capital, to get on with the job, and there is little doubt that Japanese interests would be happy to join the search with both know-how and capital.

It is important that the Pacific Islanders have a share in Japanese investment—or in any foreign investment for that matter—and the bigger the share the better. Politics and emerging nationalism will take care of that. Pacific Islanders are prepared to share their wealth with foreign investment, but not on terms which applied till comparatively recently, and which were nothing more than exploitation.

Fruitful partnerships in which there is mutual trust can only be of benefit to all parties.



Mana Island holiday resort in Fiji in which Toyo Ocean Development and Engineering Co, part of the Sanwa group, has acquired a financial interest.

EIGHT MILLION MORE FREE-SPENDING TOURISTS EXPECTED IN THE ISLANDS

The Pacific Islands are about to tap a virtually new tourist source, which could lead to a tremendous uplift in the industry. The Pacific has largely drawn its tourists from the United States, Canada, Australia and New Zealand, with small numbers coming from Europe, mainly in round-the-world luxury cruise ships.

The Japanese are expected to become tourists in a big way, wanting to see as much as possible in holidays of 10 days to two weeks. Japanese are visiting Europe in increasing numbers for those short periods, often taking in as much as four or five countries can offer them.

Projections are that by 1980, eight million Japanese will go abroad for holidays. By 1985 the figure is expected to be 25 million—just a quarter of the total population. The Pacific is expected to get about 10 per cent of those tourists. Just imagine, an extra 2.5 million tourists in the Pacific in one year, demanding all the services the tourist industry has to offer.

Two and a quarter million tourists are going to require a tremendous number of hotel rooms alone. They will want an active holiday, doing and seeing, rather than lying on a beach, although, no doubt, some of them will want to spend a few minutes lazing in the sun. Golf courses—the Japanese tourist wants his game of golf—spear-fishing, visiting villages, seeing how copra is cut, native arts and crafts will all interest the Japanese.

New hotels, motels, guest houses, will be required, and the Pacific at present just could not cater for such an influx, as well as the present run of tourists. The current building boom in the more popular tourist areas is likely to be given an added boost. Outside capital is likely to pour into these areas—from the US, Canada, Australia and New Zealand, and Japan. The Japanese have looked

closely at many of the islands, seeking out likely areas to develop for their countrymen's holidays.

Following the building boom will be the demand for services, for goods to sell to the visitors, for they have plenty of money to spend, and have the reputation of being free spenders.

It may seem ironic to try to sell duty free goods to the Japanese in the South Pacific, for much of what is offered comes from Japan. But the Japanese is not going to buy a National or Sony transistor radio or a Seiko watch, or Japanese whisky. He will buy similar articles made elsewhere, prestige articles such as Swiss watches, German or British cameras, German transistors and Scotch whisky. He will also buy French wine, perhaps exotic clothes from the Middle East if they are available.

All this will widen the field for duty free sales, building up internal revenue and passing through the economic pipeline for the ultimate benefit of a country. Duty free shopping may have pitfalls, just as any growth has problems in the long run, but they have not yet shown up.

Although a free spender, the Japanese tourist will want value for his money. Shoddy services, shoddy goods, might result in some short-term gain but they will soon be passed over by the Japanese as the word gets round.

Guam has been a popular tourist area for the Japanese, and so have parts of the US Trust Territory. French Polynesia interests him, so much so that it is a stop on the Japan-Tahiti-Peru air service. But there are many islands between Japan and Tahiti, some of them which have "woken up" to tourism, others which are slowly shaking themselves out of their lethargy and starting to embrace the tourist industry as a matter of necessity in today's hard world.

In the 10 days to two weeks' annual holiday the Japanese will take away from the polluted atmosphere of his own cities he wants to see and do as much as he can. Don't keep him waiting for air connections or taxis. Offer him more than he can absorb—he will then fill those 10 days or two weeks to his own satisfaction, and be ready for more when the next holidays come along.

There is concrete evidence that many Japanese businessmen want to cater for their own people when they are on holiday, or rather provide the facilities. There has been a steady advance into the South Pacific tourist industry. Missions have gone to various groups to go over possibilities and report back.

In October, 1973, the Japan-Tonga Association was established by private enterprise and is planning at least one hotel, the forerunner to other hotels to back up the Dateline.

Toyo Ocean Development and Engineering Co, which is part of the Sanwa group, has acquired an interest in Mana Island Resort Co in Fiji, and is engaged in putting up hotels.

Fuji Kanko Kaihatsu Ltd, a tourist and real estate company, has set up a subsidiary in Fiji to build hotels and lay out golf courses. Tokyu Hotel Corp has bought a hotel in the New Hebrides, and has land in Tahiti to build a hotel.

Those are only pointers. The Japanese investor is prepared to wait for a return on his capital. He is also making sure his investment is safe by doing his homework. He will look closely at most island groups to assess the tourist potential.

One problem is lack of transport. Apart from the Japan-Peru service by Air France, all other services from Japan to the South Pacific are detours through Australia or Honolulu. Many alternative routes suggest themselves.

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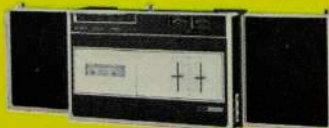
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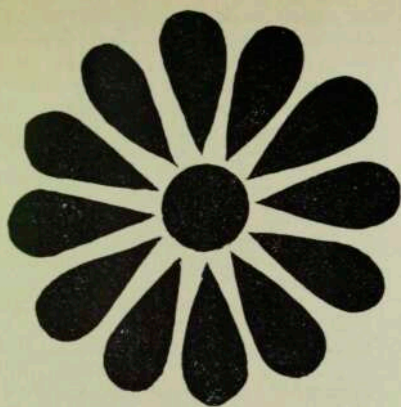
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How PNG sees the Japanese investor

By MICHAEL SOMARE, Chief
Minister of Papua New Guinea.



Mr Michael Somare.

I believe that is essential that I start by pointing out some basic Papua New Guinean attitudes before outlining the present position of Japanese investment in our country.

There are three points I wish to make absolutely clear. The first of these is that the Papua New Guinea Government will only do business with other countries on an equal footing. We will not accept that we are the poor relation in any future deal.

We may want development through investment, but this will be a two-way deal. We have rich resources and every investor must recognise that his company, whether Japanese, Australian, or from any other country, is part of the world market.

Secondly, all investors must realise that we are working from the basis that our resources belong to our people. We may require the skills and investment to exploit these resources, but the major share of the benefits must go to the people who own the resources.

Thirdly, the experiences of other countries have already shown that development through investment is not always beneficial, and in some cases may actually do harm.

Papua New Guineans have a dignified way of life. We seek self-reliance, as stated in the Government's eight-point improvement plan. But, in fact, before our country was contacted by others, our people were self-reliant. Our earth and water gave us nearly all our needs, which is more than many other countries have been able to say. Our standards of living may not have been high when compared with the present day "developed" societies, but we were self-reliant.

To some extent outside influences

have destroyed part of that self-reliance, by introducing us to new desirable ways of life. Now we seek a return to self-reliance, and overseas investment will be one of the tools we will need to achieve this aim. I have attempted to point out some of the factors that will effect our philosophy to Japanese and other investment in our country.

Now I will deal with the specific of Japanese investment.

For the first time last year Papua New Guinea's trade balance with Japan moved in Papua New Guinea's favour. Exports to Japan for the 11 months from July, 1972, to May, 1973, were worth \$71,798,621—a huge jump of almost \$51 million on the previous year. This was mainly due to the influence

Catering for all the sea ports

Japan is a force to be reckoned with in the market for those who seek their leisure at sea, such as fishing, yachting and boating. At home Japan caters for a huge number of amateur fishermen in the way of rods, reels, artificial bait and associated equipment such as nets, wading boots, snorkels and diving suits.

This market has now extended overseas, and a vast amount of the equipment is finding its way to the South Pacific. Several major Japanese firms have set up plant overseas to cater for the amateur fisherman.

The manufacture of yachts and small pleasure craft has become big business in Japan. Japan enjoys a big export market in this field. Japanese-made yachts, outboard craft and speedboats are now seen in most parts of the South Pacific.

of the Bougainville copper mine on our trade with Japan.

Imports from Japan remained reasonably steady at \$32,208,748 for the 11 months period, compared with \$38,009,000 for the 1971-72 year. Copper exports, as I have pointed out had the most dramatic effect, were worth \$58,219,924, while the other major exports were timber—\$4,623,110; and copra—\$2,594,562.

The major imports were: Transport equipment, \$13,057,608; non-electric machinery, \$5,160,815; fish preparations, \$4,053,231; and rubber goods, \$3,469,069.

The reversal in the balance of trade was a welcome sign, and reflects the generally high prices being paid on the world market for our natural resources.

The signs for the future are for increasing expansion of the trade between Japan and Papua New Guinea. My government has spent some time expanding and clarifying policies on foreign investment.

In the February reshuffle of the Cabinet, I appointed Mr Gavera Rea to the new portfolio of National Development.

This new ministry will have over-all responsibility for four major functions: the new National Investment and Development Authority (NIDA), which will register and supervise all foreign investors; the Papua New Guinea Investment Corporation, the government agency for holding equity in business ventures; the secondary industry branch of the former Department of Trade and Industry; and the Labour Department, which supervises our

\$40 million invested

localisation and training policy and industrial relations.

NIDA, as co-ordinating body for all dealings between the government and foreign investors, will make future negotiations simpler for Japanese and other investors. I do not propose to go into details of our investment requirements here, however they all relate to the basics that I outlined earlier.

The Japanese are still relative newcomers to investment in Papua New Guinea. But already Japanese companies have shown a willingness to offer government agencies such as the Investment Corporation equity holding in their projects.

In February, last year, in Tokyo I stated that foreign investment was necessary, but this need would be balanced against the needs of our people. This remains one of our guiding principles. It is estimated that Japanese companies have invested or committed up to \$40 million here in the last three to four years.

The establishment of NIDA will give us an accurate assessment of all foreign investment in Papua New Guinea. Since 1969-70 total private overseas investment inflow—excluding investment in the Bougainville Copper Ltd project—has averaged \$50-\$60 million a year.

It seems that Japanese interests represent roughly 20 per cent of new private overseas investment. At the moment Japanese sources are believed to account for less than 5 per cent of the total stock of private capital in our country, but we expect this to increase.

So far Japanese investment has been mainly in the natural resources field. Raw products are extracted and sent to Japan for processing. But in several of these fields now—particularly fishing and timber—processing plants have been established or are planned.

My government will encourage home manufacturing industry development so that a greater share of the final value of our natural resources can be retained within Papua New Guinea. As I have said we wish to become more self-reliant and we can do this through investment by producing more of the things we need in our own country.

With this developing participation in secondary industry we will expect

a swing away from investment in such primary fields as agriculture.

My government will strongly discourage foreign investment in fields where Papua New Guineans have sufficient experience and sufficient finance to run their own businesses and also in fields, which the government, for political and other reasons, considers should be localised.

Japanese companies already have interests in Papua New Guinea in oil palm, fishing, timber, trading and tourism. There is also a significant interest in mining through the international loans to Bougainville Copper Ltd. Japanese companies are estimated to have interests in about \$40 million worth of timber projects. In fact, about 75 per cent of the capital employed for timber projects in PNG is Japanese.

The companies involved include Sobhu Corporation at Bulolo in the Morobe District and at Open Bay in New Britain, the Honshu Paper Company operating as Jant Pty Ltd, in Madang, Shin Asahigawa New Guinea Pty Ltd and Nissho-Iwai Co Ltd, both in New Britain.

In most of these operations there is provision for considerable home processing, such as sawn timber, wood chip and veneer operations. Japanese investors are already showing considerable interest in proposed new timber developments, worth about \$200 million. These projects will incorporate maximum processing in Papua New Guinea, as is economically feasible.

Foreign investment of all kinds opens the way for the growth of service businesses. It will be our government's objective to ensure that

these service businesses are run and owned by Papua New Guineans.

I am pleased that when one Japanese company took over timber development at Bulolo about 18 months ago, it agreed to change previous policy under which the company had directly operated many of the service businesses.

Japanese companies are estimated to have about \$6 million invested or committed in agriculture. The main investment field here has been oil palm, but Japanese capital may play a large part in the processing of associated agricultural products, such as coffee. Three companies with Japanese share-holdings—Carpenter Kaigai (Papua New Guinea) Pty Ltd, Gollin Kyokuyo (Niugini) Pty Ltd, and New Guinea Marine.

Products Pty Ltd is currently operating fishing fleets in Papua New Guinea's northern waters. It has provided about 65 per cent of the \$5 million invested in this field.

Investment of another \$2 million is likely with the development of a fish cannery proposed by the Papua New Guinea Canning Company Pty Ltd—a consortium of Japanese, Australian and American companies and Papua New Guinea's Investment Corporation.

Another important aspect of this industry was the recent Japanese investigation into the establishment of proper fisheries training facilities here.

Employment and training will be an important aspect of our future investment policy. We will not allow foreign companies to compete for the small skilled labour market here. Investors will be required to train their own staff. In this way every



Anewa Bay, Bougainville, and the port through which Bougainville copper ore passes on its way to the smelting factories of Japan. The ore ship alongside the wharf is the Anne Mildred Brovig.

A timber yard at Bulolo, Papua New Guinea. A Japanese timber firm took over development of the timber industry there 18 months ago.

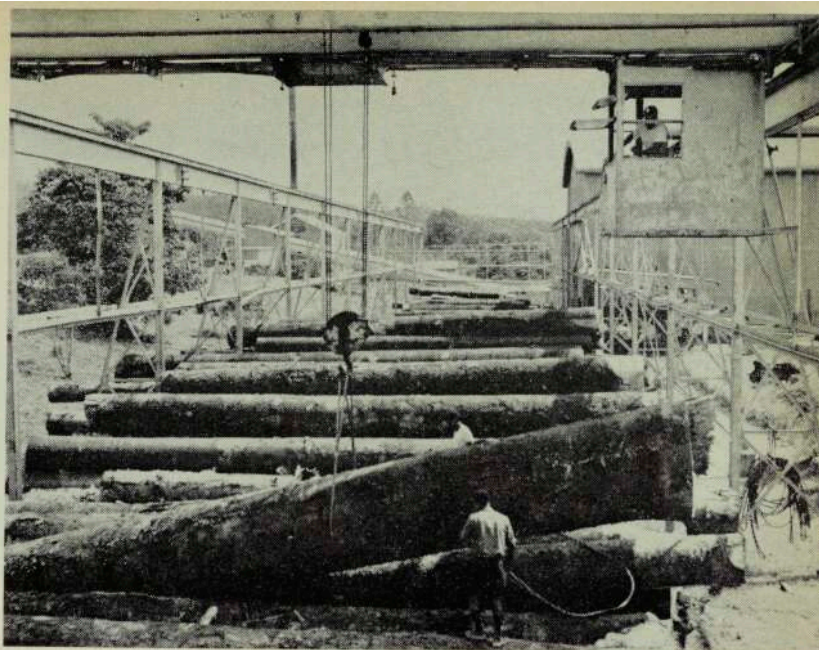
future investor will make a positive contribution to the creation of a trained work force in Papua New Guinea.

Mining and power are the other obvious fields in which Japanese technical skill can be highly valuable to Papua New Guinea.

Japanese investors will probably be keen to take part in the proposed \$300 million Ok Tedi copper projects in the Western District and the proposed \$1,000 million Purari River hydro-electric scheme and ancillary developments. The feasibility of the Purari scheme is currently being surveyed, with Japanese assistance.

The Japanese business community has displayed its faith in our future with a loan of \$12 million last year, raised wholly by the Industrial Bank of Japan.

Recently, a Japanese industrial development mission spent some time examining the potential for development in a number of fields. The future relationship between Papua New Guinea and Japan can be of



mutual benefit to both countries, if Japanese investors are aware of Papua New Guinean sensitivities and needs, as well as their own. My government will need to seek the co-

operation of the Japanese Government to ensure both that Japanese companies are aware of our conditions on investment, and that they fulfil these conditions.

WEDDING BOOM ECHOES IN THE FORESTS

If there is one thing most Pacific Islands have in quantities, apart from copra, it is timber. The demand for timber, or lumber, in Japan, has increased steadily each year in line with the growth of the economy. The annual increase rate between 1960 and 1970 was 6.1 per cent.

The climate surrounding the demand for timber has been undergoing a change in the last few years, because of changes in architectural styles and housing production methods, improvements in living standards and the development of various substitute materials.

Housing construction in recent years has shown a remarkable rise and is the focus of attention by various quarters as a growth industry, next only to those of automobiles and electrical home appliances. Under a five-year plan (1971-75) about 9.5 million housing units will be built. The target figure is far above the 6.7 million units of the previous five-year plan.

The high economic growth rate of Japan has raised the national income level rapidly. At the same time, it has helped to improve the mode of people's life and, through the modernisation of architectural styles, has promoted new construction materials, such as plywood, chips and synthetic wood. Other non-wood materials sought are light section steel, aluminium sash, plaster-board, cement materials and vinyl tiles.

New and substitute materials notwithstanding, many Japanese still want timber for their houses. The domestic supply of timber is severely restricted because of the need to protect resources. This has given a big fillip to the demand for imports. In five years between 1965 and 1970 the amount of imported timber rose from 26 per cent to 53 per cent of the total used.

The supply of domestic timber won't increase for years, so there is virtually an open field for imports.

The Japanese have shown increasing interest in investing in timber overseas. They have a strong hold on the Papua New Guinea timber industry. Several Pacific Islands territories have huge reserves of timber; others are developing their forests. In general, they are well situated to exploit a ready-made market.

The Japanese timber furniture business is also booming, putting further pressure on local timber. So there is also a market for suitable furniture timber. This demand is linked with an increase in the number of marriages and the desire of newlyweds to set up their own homes.

But furniture exporters should not expect the demand to continue "up and up". The wedding boom is expected to reach a limit about 1975, with a levelling-off in demand for houses and furniture. Furniture timber will still be required, but not at rapid growth rates.

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BRUSH UP ON YOUR ETIQUETTE BECAUSE IT'S DIFFERENT DOING BUSINESS IN TOKYO

Doing business with the Japanese in their own land is something different. Differences can lead to misunderstandings, sometimes quite serious, even though allowances are made. A little study of local customs before making a business visit to Japan, can work wonders.

Don't feel insulted or that you are not wanted if a Japanese businessman, on greeting you, extends the palm of his hand outwards and then bends his fingers. To the European, and many others, that is the waving "good-bye".

Different meanings can be given to "yes" in Japan. To non-Japanese the simple words "yes" and "no" are direct opposites. A European could say, "You haven't brought your order book have you?", and if the person addressed did not have it the answer would be "no". But to the Japanese the appropriate answer would be "yes". That is to say, "Yes—what you say is correct, I have not brought my order book."

It is also important to remember that when a Japanese contact says "yes", for which his own word is "hai", that does not necessarily mean agreement with what was said. The Japanese word "hai" and its English translation may simply mean that the Japanese person understands what has been said.

A frequent complaint to Japanese

trade centres, is that Japanese companies do not answer letters. That complaint does not apply to major companies.

Failure to answer a letter does not necessarily mean lack of interest. There can be a number of reasons for slow response to the letter. For example, it might not give sufficient information. There may be a problem of communication. Small to medium-sized firms are not accustomed to direct contact with foreign business concerns, and may be at a loss to provide an answer in a foreign language.

Also, the process of making decisions is somewhat slower in Japan. The fact that time may be needed to reach a decision can be a reason for delay in answering letters.

Another reason is that most Japanese companies, especially those of small to medium size, are accustomed to talk to potential customers face to face. While that may not always be possible, it is advisable to seek opportunities of face-to-face contact rather than rely on correspondence. But in doing that it is well to remember the differences between the business customs of Japan, compared with other countries. An effort to understand those customs could prove rewarding.

The business card is important in

MICRONESIAN DOOR OPENS FOR THE YEN

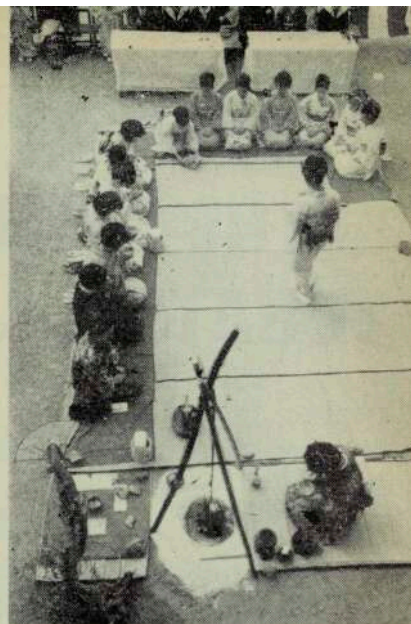
Now that strictures on foreign investment in Micronesia have been removed Japan can be expected to take a keen interest in the area. The Japanese held sway in Micronesia from 1914 till close to the end of World War II. Till recently the United Nations trusteeship agreement with the United States prohibited investment in Micronesia by any UN member, except the US.

Japanese businessmen are keen to get back to Micronesia. There is little doubt they will be welcomed, particularly by the older Micronesians who have nostalgic memories of the old days, and chiefly of the "better" things, when Japan was in control.

Micronesia vies with the southern islands of the Pacific as a tourist area, with a warm climate, clean water and white beaches. It has a number of good hotels, and now that the Japanese are "discovering" it as a tourist area, more hotels will go up quickly, backed by Japanese capital.

The territory was the scene of fierce battles during World War II. Japanese veterans are now returning to look at the old battlefields. Noting changes, they have taken word back to Japan about Micronesia's holiday possibilities.

Micronesia has a big advantage as a tourist area for the Japanese—its proximity to Japan. Although more and more Japanese are going further afield, to Europe and America, many of them still want their holidays closer to home, and this is to Micronesia's benefit. In a largely subsistence economy, a thriving tourist industry would generate a big cash flow and boost the finances of the territory.



The elaborate Japanese tea ceremony with its ritual which goes back for centuries. During business transactions, innumerable cups of tea are drank, but without the tea ceremony.—Photo: Japanese National Tourist Organisation.

Japan, probably more so than in some other countries, and this is essential for first contacts. The cards also have a useful function. They give the name, position and company of each person met. A file of such cards can be an important asset to anyone doing business in Japan.

The typical card for a visitor would have on one side the name of the individual, his company, the address of his company, and his position in it. The other should have a Japanese translation of the same details. Before handing it over make sure which is the top and which is the bottom of the translation. To hand a card over upside down will not make a good impression on Japanese business contacts.

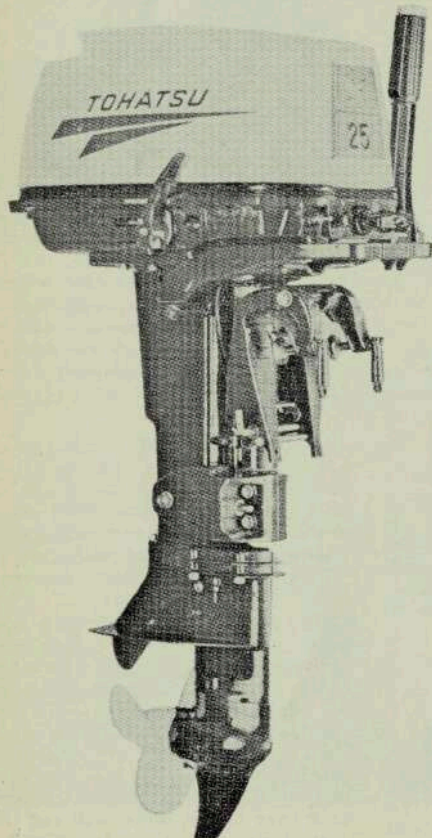
If the caller is meeting a number of people he should not hand his cards round as if dealing from a pack. The exchange of cards in Japan is an important part of the introduction process. For that reason, they should be exchanged one at a time, and with some care.

In arranging a first meeting it is helpful if the way can be smoothed by a mutual contact, or through a diplomatic agency.

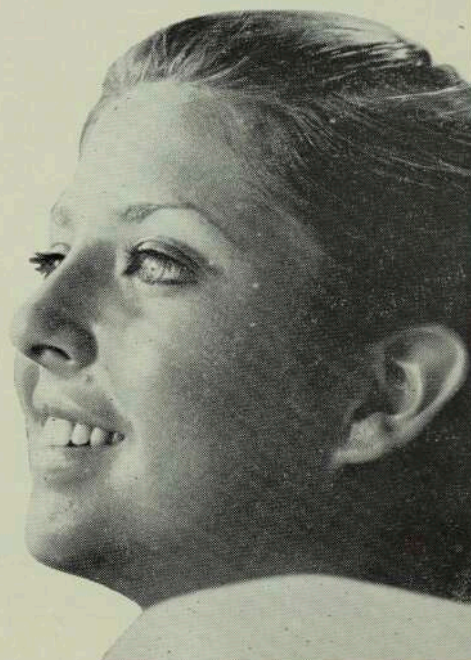
It is not necessary to copy Japanese behaviour standards in contacts. At the beginning and end of every meeting, Japanese men will bow very formally. Should the caller do this, or shake hands? Most Japanese busi-

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B18B	183cc(11.1 cu.in.)	9.8 HP	F-N-R	31kgs(68.3 lbs)
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Language pitfalls

nessmen with experience in dealing with foreigners will shake hands. A good tip is to wait and see what the Japanese will do. A nod of the head or a slight bow is all that is necessary from the caller if bows are exchanged.

In business negotiations, the Japanese language should only be used if the non-Japanese is very experienced in it. The Japanese language has at least three levels of politeness to fit different relationships and situations.

Reaching a decision takes a great deal of time by western standards. But the logic of the process is that the decision that emerges has behind it the thought and backing of most of the responsible executives of the company. In the end it is a better decision than one made by a single executive which, though it may be quick, might have to be countermanded by unforeseen difficulties.

The essence of a decision is that it has to be clear and thoroughly researched. That is why non-Japanese businessmen, who expect results in a week or two, are disappointed.

Depending on the importance of

the matter concerned, negotiations may extend up to several months. The discussions may involve conferences with government officials, or with other companies, and premature announcement of the expected outcome may create pressures which would lead to a breakdown in the negotiations.

Where negotiations are of sufficient importance, the foreign businessman who cannot spare the time to remain in Japan should arrange some local representation.

MONEY IN HONEY

Come on, you Pacific Islands apiarists! In Japan, the demand for honey is increasing through changes in eating habits and for the sake of health. In line with this growth, honey imports are steadily rising.

In 1972, consumption was estimated about 24,000 tons, or about 300 grams a person. Of course, the Pacific Islands would not be expected to supply that huge quantity, but even a small share would give a healthy lift to the overseas earnings of a small group of islands.

Entertaining is an important element in the conduct of business in Japan, perhaps more so than in other countries. The typical pattern is to entertain visitors at restaurants and nightclubs. The homes of even prosperous Japanese businessmen are seldom suited to entertaining. It is mainly for that reason that the Japanese businessman's wife does not play the same role in entertaining as in other countries.

For businessmen staying in Japan and thinking of entertaining, it is an acceptable compliment to invite both husband and wife of a Japanese family, but it should not be taken as an insult if the wife fails to appear.

Apart from restricted space in the home area, there is divided opinion in Japan about the extent to which the Japanese wife should take part in social activities. A dwindling number of conservatives still hold that the wife's place is in the home, and restricted to household affairs. It is quite proper for wives of visiting businessmen or officials to accompany their husbands when they are being entertained by their Japanese counterparts, provided an invitation has been extended. But it should not be regarded as unusual if no Japanese wives are present.



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Slow trickle of goods is now a flood

The Japanese appliance and vehicle invasion of the Pacific Islands started slowly. The date cannot be fixed, but it was probably in the late 1950s, coinciding with an economic boom. Then names such as Datsun, National, Sony, Sanyo, Toyota (which Fiji people initially were inclined to confuse with their own island of Tototia), Seiko, Toshiba, Canon, Mazda and others started to become household words and known as something which could add to the quality of life.

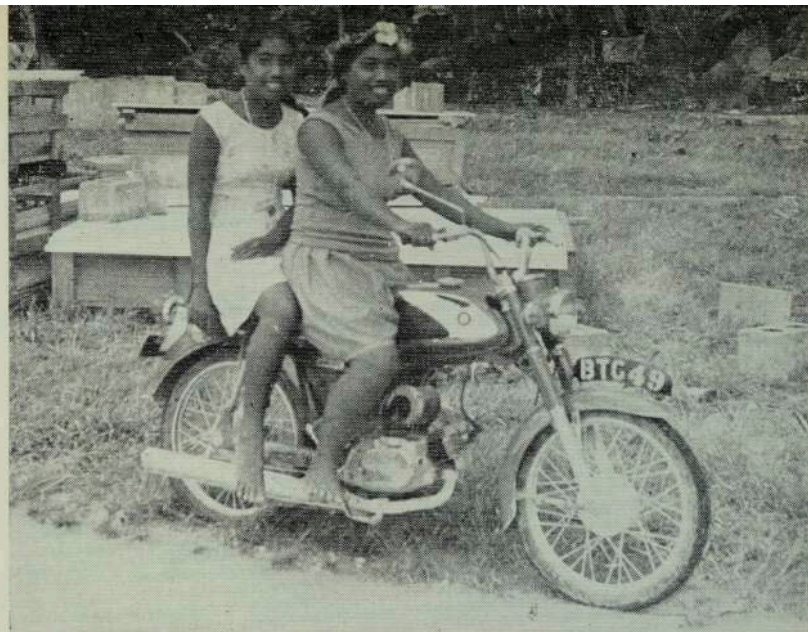
For years about the only familiar Japanese name in a number of Pacific Islands was Banno—Banno Bros, who had been islands traders since before World War II.

There was some early suspicion about these Japanese goods, a throw-back to the days before World War II when almost any Japanese manufacture was regarded as shoddy. Current-day Japanese manufacturers soon showed that those "bad old days" were gone, that they were using the best of materials, that their technology was up to date and that they had an efficient labour force.

Initially there was only a trickle of Japanese goods; waiting lists were fairly common for Japanese household appliances and vehicles. When it became apparent that good quality articles were available at reasonable prices the floodgates opened.

Traders from most parts of the Pacific, particularly from areas which were actively encouraging the tourist industry, flocked to Japan, to buy or to seek agencies, or waited impatiently till Japanese representatives turned up. There was a sudden switch from traditional merchandising. In Suva, an Indian tailor who had a high reputation for workmanship, switched over to radios, tape recorders, portable television sets, binoculars and cheaper clothing. Shop windows became packed with appliances, and retailers enjoyed bonanzas when passenger liners visited the various islands.

Countries which went duty free on what they termed "luxury" goods, soon reaped a benefit. Governments may have suffered initial loss of customs revenue, but increased sales and increased profits of retailers soon offset this. A percentage of rising incomes found its way into government coffers to help boost economies as



government expenditure subsequently increased.

The term "luxury" was something of a misnomer for generally it was applied to transistor radios, tape recorders, binoculars, wristwatches and similar items. Many of these before the duty free days had been out of reach of most of the people in the under-developed territories.

Although local residents benefit from duty free goods, the system is one which, world-wide, is beamed at tourists. Duty free shopping is a bait for tourists, most of whom look forward to paying say \$20 or \$30 for a transistor radio in some city or town in the islands, than paying \$50 and more for similar articles at home.

Most Japanese appliances exported to the Pacific Islands and sold duty free eventually find their way into Australian and New Zealand homes.

Fishing ranchers

The Taiyo Fishing Co, which operates the BSIP tuna fishing venture, with the BSIP Government as a partner, recently announced a plan to operate a beef cattle ranch, covering 10,000 hectares in the Solomons. The aim is to raise between 10,000 and 20,000 head of cattle.

As the Solomons are at present designated as a foot-and-mouth disease area, the company intends to process and can the beef in the initial stages. It will deal in raw beef after the quarantine rules are abolished.

The Taiyo group also has plans to start tourism development projects in the BSIP.

These girls on Tarawa in the Gilberts are astride a Japanese-made motor cycle, of which there are probably more, per head of population, than almost anywhere else.

International travellers pick up these items duty free at some airports.

The Japanese car manufacturers cut deep swathes into the market share of established suppliers to the Pacific Islands, but it was not easy. The Japanese industry had to overcome initial suspicion on the part of buyers. One of the first cars sold in the Pacific Islands in the late 50s and early 60s was the Datsun, which looked as though it had come out of the Austin factory, so similar were its lines to some of the Austin models of those years.

But once they gained a foothold the Japanese manufacturer showed he was making a good product, which could stand up to the primitive roads in many islands, as well as being comfortable and well-finished.

Again Islands traders clamoured for agencies. It was not long before Japanese cars were as familiar on the roads as those from traditional suppliers.

Japanese motor-cycles also comprise a part of Japan's export trade to the islands. These cycles, apart from private use, are also used by traffic police.

Heavier industrial vehicles are also exported from Japan, and these offer keen competition to the United States, Britain and Australia.

The boom in appliances and vehicles was accompanied by regular shipping services from Japan to the Islands.

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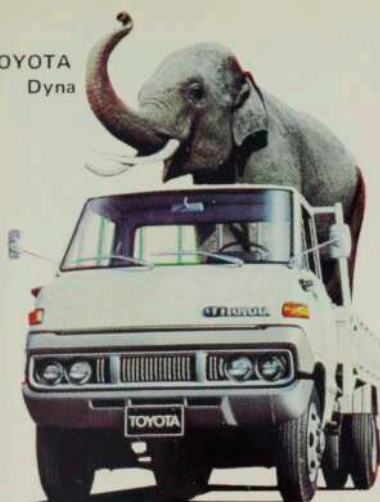
New Zealand **Tee Vee Radio Ltd.**, P.O. Box No. 5029, Auckland, New Zealand, Tel: 763-064
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TOYOTA Stout



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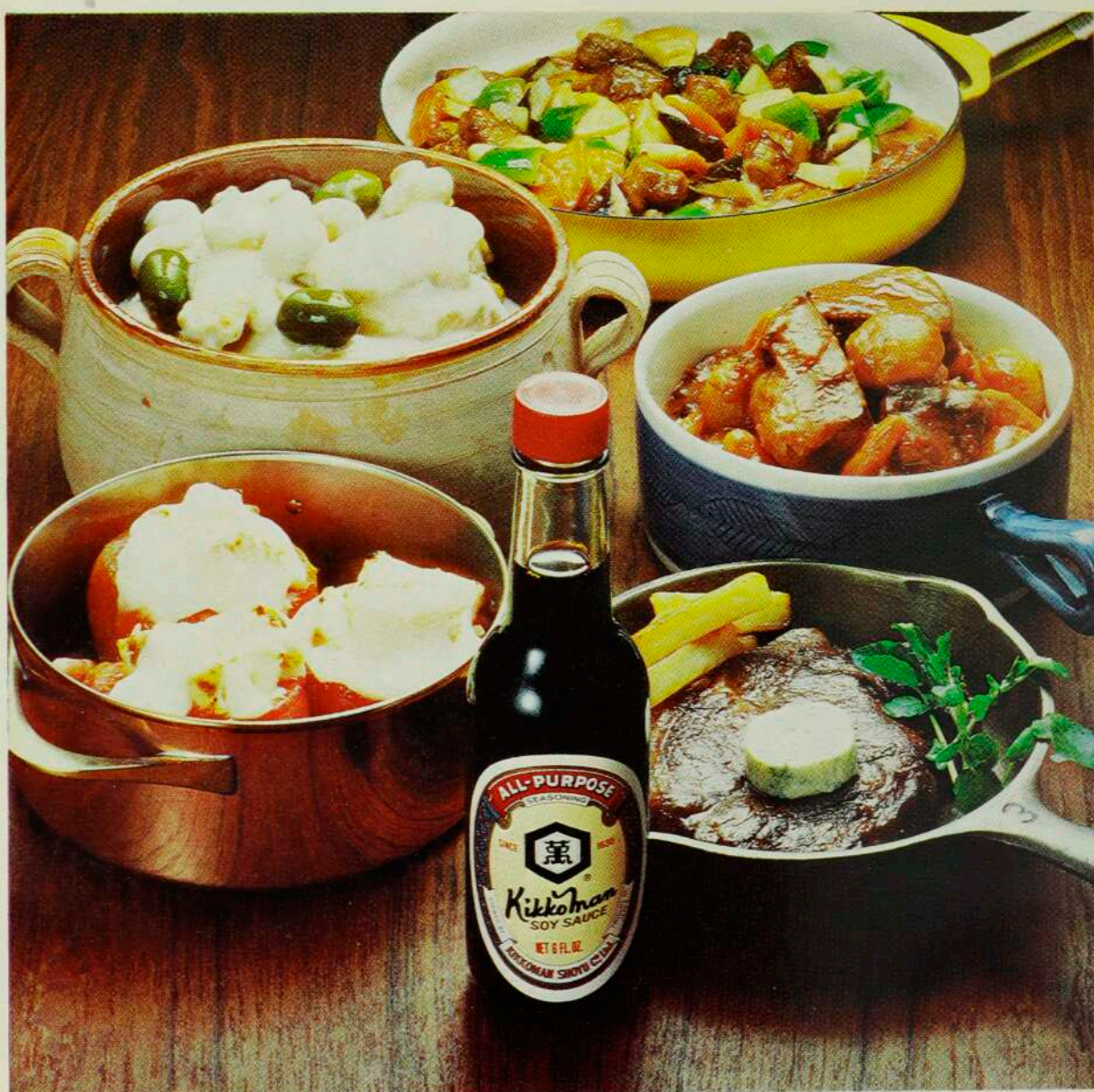


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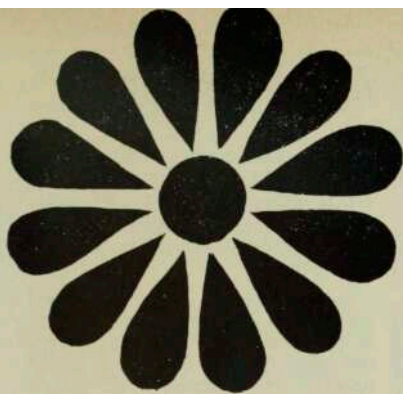
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The Pacific becomes a pantry for Japan

Natural phenomena in floods drought, prolonged rains in many parts of the world since 1971 have upset the balance of food supplies. Changes in ocean currents and pollution have had their effect on marine resources in several parts of the world. Japan has been hit by drought, pollution and short monsoon seasons which reduced vital rice crops and the fishing area round the islands.

The food bowls of the South Pacific, and there are many of them, if used properly could be exploited to take advantage of Japan's shortfalls in various commodities. It often happens that disaster in one area is balanced by good fortune for another. Pacific Islands, particularly those of volcanic origin, are capable of producing a wide variety of foodstuffs.

Only about 18 per cent of Japan is given over to agriculture. With a population of upwards of 100 million to feed, there is little margin to take care of bad seasons, particularly of rice. About 60 per cent of the agricultural land is in rice paddies. Japan

is turning to other food, but she has to import a lot of it, for she does not have the space to grow all she needs.

Japan's food tastes and diet have grown with the economy and the rapid rise in personal incomes. As these tastes develop, the Japanese diet diversifies further, making her more and more reliant on imports. It has been estimated that by 1982 Japan will be eating about 2.5 times as much meat as now. The Pacific Islands could come into the picture with meat and poultry.

Fish plays an important part in the Japanese diet. A number of Pacific Islands have direct evidence of this for they are bases for Japanese fishing fleets and canneries. The Japanese eat more fish than anyone else. The 1970 average was 32 kg per capita a year, about four times the global average.

The Japanese fishing industry made a total haul of 9.9 million tons in 1971. The 1972 catch was more than 10 million tons, or about 15 per cent



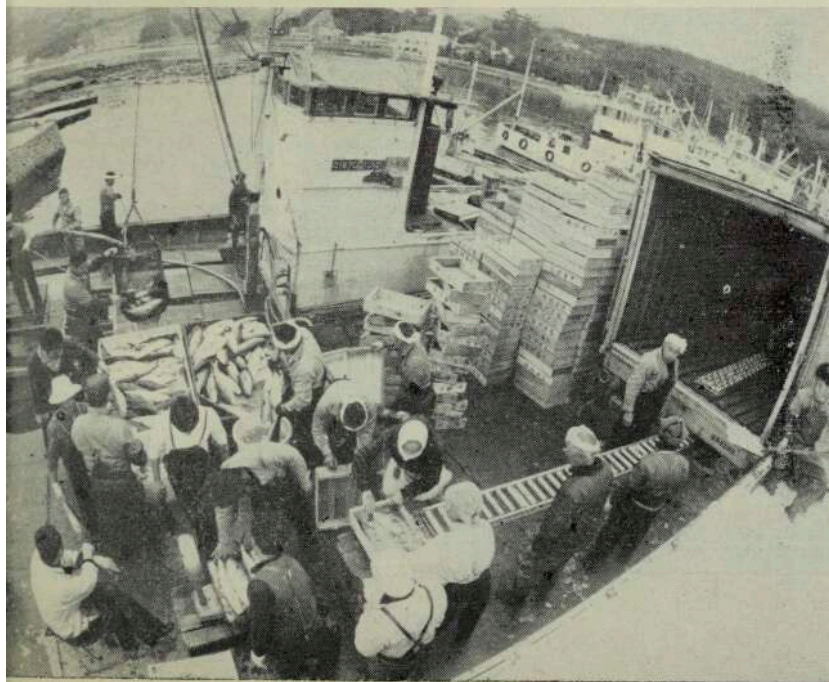
Deep-frozen tuna, which was caught near the Solomon Islands where the Japanese have established the large Taiyo fish factory and shore base at Tulagi, is being unloaded from Kashimaru No 21, berthed at Tsukiji wharf. Nearly 1,200 head of tuna were in the holds.

of the global catch. In 10 years to the end of 1972, the Japanese fishing industry's haul increased by an estimated 3 million tons, most of it by ocean fishing.

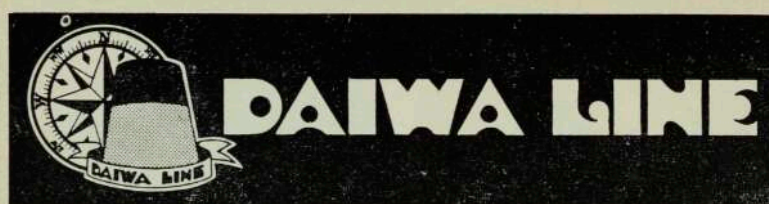
Yet Japan still has to import fish. In 1972 she imported 190,000 million yen worth. She is among the "big three" fish importers—the other two are the US and the UK. There is evidence that the pollack fishing grounds around Japan are almost fished out, and rehabilitation will be a slow process.

Apart from the depletion of marine resources, there are two other formidable pressures on Japan's fish intake—a recent tendency for nations, especially developing nations to become increasingly protective of sea resources in their area, and worsening pollution in and around Japan.

Some nations, at a 1973 UN conference about the peaceful use of the seabed and ocean floor, sought a 12-mile limit to territorial waters, after previously insisting on 200 miles, and for exclusive areas 200 miles offshore. With the exception of migratory fish, practically all fish gather in coastal waters and on continental shelves to



Left, men and women unload yellow-tails which are sent to fishery markets all over the country by refrigerated trucks. This scene was at the Port of Mitohama in the Shizuoke Prefecture.



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JAPAN'S PANTRY

feed on plankton generated there. Those waters would be included in a 200-mile limit to territorial waters and become inaccessible to foreign fishing boats.

Japan does not expect that developing nations, of which there are several in the Pacific, would all at once shut out the fishing boats of advanced nations by extension of territorial waters, but they could well demand tolls. As an alternative to tolls, advanced nations might conceivably start joint venture operations, with local interests.

In fact, this has already started in the BSIP, and there is some local capital in the Pacific Fishing Corp Ltd, based at Levuka. This is a logical move as fish is an important source of protein for developing nations suffering from low nutrition standards. Japan and other major fishing nations cannot take for granted unlimited catches in open international seas, and Japan recognises that.

Pollution round Japan is of such a magnitude that recent surveys showed that more than 20 per cent of the fish caught in eight sea and river zones was contaminated by a particular type of pollution. The rate of pollution in these areas has risen at an alarming rate in recent years, endangering Japan's chief source of protein and its most enjoyed food.

Publication of the results of the surveys was a severe shock, not only to the fishing industry, but to the public. There was an immediate decline in the demand for fish throughout Japan—as high as 20 per cent to 30 per cent in the Tokyo area. This may not be a long-term trend, bearing in mind the strong Japanese preference for fish. But it does give an incentive for countries in the pollution free areas of the Pacific to look closely at developing their marine resources.

A fish cannery in which the Japanese have a substantial interest, was opened in the BSIP on August 25, 1973. It is operated by Solomon Taiyo Ltd. The cannery started slowly, producing 50 cases a day. By November production had risen to 200 cases a day. It was expected to rise to 1,000 cases a day when staff had been trained. Canned fish will then be exported, as well as sold locally.

The Taiyo Company in Japan will be the distributing agent for some European countries, mainly England, Germany and Switzerland. Solomon

Taiyo will handle local distribution and distribution to other Pacific Islands.

The company has branched out from fish, and late last year did a trial run with papaw. An extension into fruit canning would enable the company to keep the factory open when no skipjack were caught in local waters.

Paradoxically, although Japan is importing a lot of fish, vast quantities still get into Japan's export trade, as a walk round almost any supermarket will reveal.

The general shortage of fish, plus the rise in the standard of living, have caused the Japanese to look away from the traditional foods. They find they like beef, hence a big demand for Australian beef, and rising prices on the Australian domestic market. They also show a liking for baked goods, sending up the demand for wheat and flour. The Japanese also export quality biscuits, and look overseas for most of the raw materials.

Beef cattle is very much a Cinderella industry in the Pacific Islands. The attitude has been to run a few head of cattle on a farm or an estate. Any sort of cattle was acceptable—beef or dairy. If quality beef was required it had to come in frozen, from Australia or New Zealand.

An exception is the BSIP, which is scientifically building up good beef herds. The Japanese are taking an active interest in this.

Many parts of the Pacific are suitable for beef cattle, and, fortunately, there is increasing awareness of this. Some recently evolved breeds do well in tropical areas. Copra planters are coming to realise that good cattle run under trees are an added bonus. The cattle can keep an estate clean, and can be sold off when in good market condition.

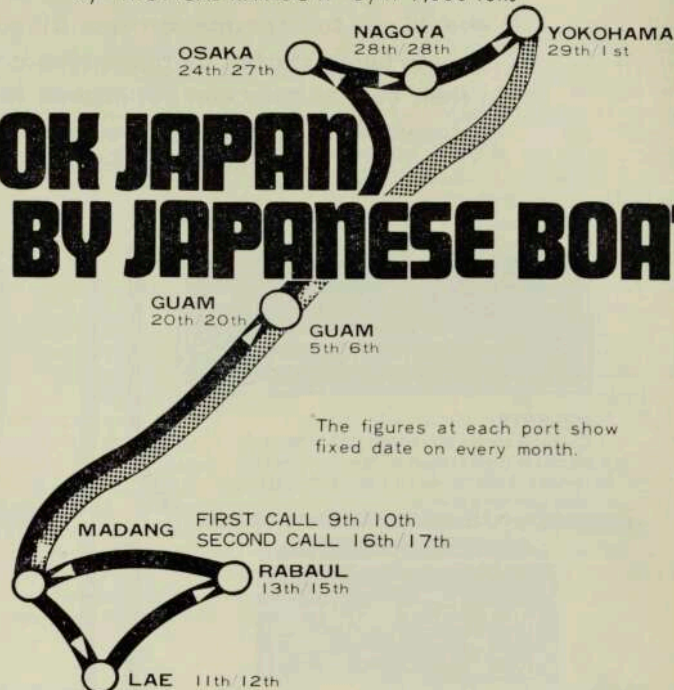
There is little doubt that Japan would be interested in taking any surplus beef. Enterprise, capital and suitable land are all that are needed. Doubtless, too, the Japanese would probably be prepared to give financial assistance for potentially-sound schemes.

• Japanese investors have had a couple of "nibbles" in Western Samoa. Japanese timber interests in 1973 took over the second largest timber milling company in Western Samoa, the New Samoa Industry group. A Japanese company also owns a shoe manufacturing and repair shop in Western Samoa.

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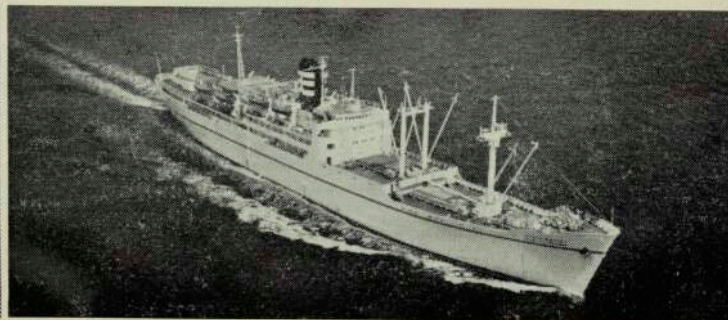
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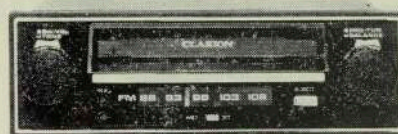
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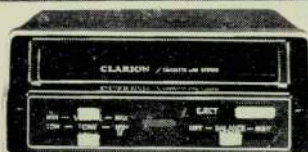
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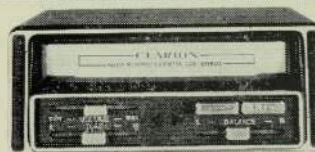
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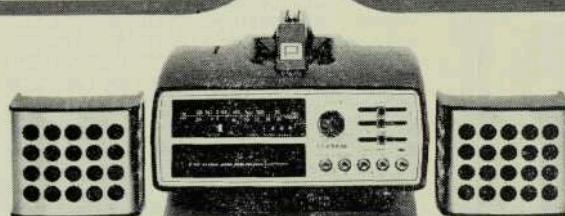
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A change in Japan's export philosophy

From a Tokyo correspondent

During the 1960s, Japan's exports showed the highest rate of growth of the major developed nations. Products such as machinery and equipment, steel, non-ferrous metals and chemical products showed export growth rates of more than 20 per cent. Which is why the composition of Japan's exports during this period shifted rapidly towards heavy and chemical industries.

The main reason Japan was able to increase its exports at such a rapid pace was the high level of investment in capital equipment for manufacturing, which allowed her to attain a high degree of competitive power both in terms of price and quality.

While Japan has increased her ability to compete on a non-price basis, that is on the basis of quality, much of her competitiveness has rested on ability to compete in price. Japan's ability to compete on quality is still inferior to that of other advanced nations.

In spite of this, it will be necessary for Japan, so that she can place more emphasis on welfare development, to direct resources into building up social capital. For this reason, rapid investment and expansion of capacity in export industries primarily is no longer appropriate. In addition, excessive reliance on price competitiveness has the undesirable effect of creating friction in the markets of Japan's trading partners.

Because of recent monetary crises and currency realignments, it is clearly impossible for Japan to rely simply on price competition on a long-term basis. Relative superiority on a price and cost basis can be cancelled out by monetary readjustments.

For example, the price competitiveness of Japan's products decreased considerably after a currency float in February, 1973. Given these conditions in expanding exports in harmony and in co-operation with trading partners, it will be necessary to shift the emphasis from increasing scale of exports and price competitiveness to emphasis on quality.

When it is considered that Japan's export market is no longer the unlimited frontier that it once was and that it is impossible to expand exports in an unlimited way, simply if capacity is available, it appears appropriate to break out of the export pattern of the past and establish

lish a pattern more appropriate to the present.

To satisfy both domestic and international requirements and promote harmonious expansion of Japan's exports, it will be necessary to shift the emphasis in export trade from expansion of volume to expansion of exports of greater technical excellence and which are less dependent on price competition for success. This type of improvement in Japan's export structure is important.

Another vital requirement is for Japan to shift its industrial structure from the current high resource usage to one which requires less natural resources.

The industrial structure of Japan requires more in the way of resources than does industry in the United States and West Germany. For export industries which make a big demand on raw materials, consideration will have to be given to setting up industrial plants overseas.

The structure of Japan's export

trade shows a high degree of bias towards a few regions. This is potentially dangerous because it creates needless fear and friction about Japanese exports to those markets. Therefore, Japan will need to diversify more in her export markets and establish a closer relationship with a wide variety of regions.

Rapid increases in exports of particular products to particular regions could upset and destroy market conditions in nations with which Japan trades. And because of the world fuel position, with countries and territories in the Pacific trying to cut down on consumption, heavy machinery and motor vehicles are not likely to be required in large numbers.

It is necessary for Japan to promote orderly marketing of her products, not only to prevent rapid increases of specific products into specific markets, but to make sure that full consideration is given to conditions in countries with which Japan trades.

COPPER HAS IT OVER RADIOS

Japan has an adverse trade balance with the Pacific Islands. This may seem odd because of the huge exports of appliances and vehicles from Japan to the Pacific Islands. Nickel from New Caledonia and copper from Bougainville are the chief factors in the adverse balance. As Bougainville exports more copper to Japan there will be an even greater difference in the value between exports and imports. The balance swung the way of the Pacific Islands in 1972.

The composition of exports in 1972, was: Foodstuffs, 14.1 per cent; light industry products, 16.6 per cent; chemical and heavy industry products, 66.5 per cent (includes automobiles, but excludes components). Canned mackerel, radio receivers and tape recorders followed automobiles.

Imports in 1972 included: nickel ore, from New Caledonia, \$56.7 million (down 45.7 per cent on 1971); timber, \$14.1 million (down 8.8 per cent); copper ore from Bougainville, \$49.6 million. Imports of copra and phosphate ore were below the levels of 1971.

Statistics of Japan's trade with various Pacific Islands in 1971 and 1972, with the value shown in US dollars, are:

	Exports \$'000		Imports \$'000	
	1971	1972	1971	1972
Papua New Guinea	39,924	37,689	17,117	66,095
Western Samoa	2,019	2,302	131	261
New Hebrides	2,726	3,132	2,389	1,599
Fiji	19,511	25,309	2,088	2,815
Solomon Islands	2,240	1,460	7,202	5,680
Nauru	286	131	4,818	2,547
New Caledonia	3,808	3,405	105,478	58,468
French Polynesia	1,870	3,772	12	53
Guam	29,171	38,735	2,937	1,794
American Samoa	5,311	6,521	408	275
Marianas, Marshalls, Carolines ..	10,078	11,632	931	678

Visitors to Japan may take advantage of the home visit system, which has been officially adopted. They stay in a Japanese home, living Japanese style. Most home visits are from one to three days. The following story is by an Australian girl who made a home visit sponsored by Lions International.

● Mr Kiyoshi Kadoya and his family outside their home in Kobe.

Life with 'my family' in Kobe



By Kay Thomas, an 18-year-old student.

A long time ago an eminent author wrote: "East is East and West is West and never the twain shall meet". When he wrote that, it was probably true. But today east and west are meeting—and with great pleasure on both sides, too, because both sides are trying.

The lowering of costs of travel to the Far East from Australia, and the growing desire of young Australians to travel abroad, have brought Japan within the grasp of large numbers of Australians.

Also, of course, Japanese people are visiting Australia. It is a big marketplace for Japanese goods. And to sell goods in a marketplace, one must have knowledge of the potential customers in that marketplace—and, more importantly, one must have the goodwill of those potential customers.

So it is that a great change has come about in the attitudes of westerners (Australians) towards easterners (Japanese) and vice versa. In other words, the twain are meeting today—and they are meeting to their mutual advantage.

A number of social groups in Australia with international affiliations have recognised the great need for people of east and west, the great need for people of vastly different social and economic outlooks, to get together to rationalise the differences that used to exist between east and west.

My participation in the process of east meeting west was made possible by the Lions International Youth Exchange Programme—YEP—and I can say that my recent five-week visit to Japan under the auspices

of this programme has been the most educational and emotional experience I have ever had.

The keystone of this experience was that a Japanese member of Lions International took me into his family. That family treated me as a member of the family. That experience is one I shall treasure always.

I was one of a group of 161 young Australians sponsored by Lions International who dropped down gently at Tokyo's Haneda airport on New Year's Day in a Qantas 707. A day in Tokyo, and then off to Kobe, a maritime city, where my Japanese family awaited me.

I wondered what kind of people they would be. I had received a letter from them which enclosed a coloured photograph of the whole family, taken outside an impressive, walled gateway. I thought it must have been taken on some national day at some shrine or other.

No. It was the home of Kiyoshi Kadoya. He is an importer-exporter of some note in Kobe, mostly handling agar-agar, a gelatine-like substance derived from seaweed. It is used by researchers to cultivate bacteria, by ice cream manufacturers, by cosmetic manufacturers, and by many other industries. Mr Kadoya was my *otosan*—my father—for my next five weeks in Japan.

Otosan, according to comparison with other Japanese men, is enlightened. This is probably because he has visited South America, Europe and Spain and seen how westerners treat their families. He speaks Spanish fairly fluently and has a smattering of English. (Incidentally, he loves flamenco music and flamenco dancing!)

He does not, for instance, always precede his wife upstairs. He does not leave her to get out of a car under her own steam. He takes her arm at times, and he also helps carry the baggage.

By comparison with other Japanese, and judged by Australian standards, Mr Kadoya is well off. He has a two-storey stone and wood home in Kobe, and a stone and wood "summer house" on the other side of Mount Rokko, which rises at the back of Kobe. A housekeeper is in permanent residence at the Kadoya summer home.

The Kadoya household comprises *Obasan* (grandmother, and Mr Kadoya's mother), *Okasan* (Mrs Kadoya), four daughters (Tomomi, 24, Kazumi, 21, Naomi, 19 and Akemi, 17) and Chuan, a most versatile housemaid-cum-cook-cum-nanny-cum-shopper-cum-friend and adviser. Chuan eats at the table with the rest of the family. This is most unusual, as is the fact that Otosan allows Okasan to eat at his table, too!

Tomomi is being "prepared for marriage". She's having lessons in *ikebana* (flower arrangement), Japanese dancing, the tea ceremony, Japanese and western dressmaking, playing the *koto* (the Japanese stringed instrument) but she didn't seem to be seriously learning how to cook.

Kazumi and Naomi go to University and Akemi goes to senior high school. Kazumi and Naomi are learning Japanese dancing and foreign languages. Akemi is learning the piano.

Chopsticks have always been a problem for westerners. To see Japan-

POLITE SLURPING

ese eating with chopsticks from a bowl is really an audio-visual experience, for apart from the speed with which they eat, and the way they get their mouths so close to the bowl, the polite slurping effects make it quite noisy, too.

A typical daily menu in my home was:

BREAKFAST: Soft boiled egg, toast, salad, rice cake, hot milk or Japanese tea.

LUNCH: Boiled rice, curry, noodles, occasionally Kentucky Fried Chicken, or fried ham, or dry baked fish, Japanese tea.

DINNER: Boiled rice, fish (raw fish is a specialty), soup, pork cutlets are popular, Japanese cake or perhaps a sweetmeat from a temple, fruit cake, fruit and Japanese tea.

The traditional sukiyaki and tempura bob up in the menu frequently, but mainly when Otosan directs! When his favourite dishes were on, he would move from the head of the table to the centre so that he could be nearer to the bowl, and help himself more easily!

Most Japanese always sleep on the floor, on a thin mattress placed on a *tatami mat*. These mats are looked after very carefully, because they are both difficult and expensive to replace. To enter any Japanese home one must take off one's shoes and put on slippers. But to enter a room with tatami mats, the slippers have to come off, too. The Kadoya family has electric blankets and hot water bottles. This, I gather, was unusual.

Occasionally Japanese sleep in western-style beds. Obasan (grandmother) now sleeps in a bed because her back is troublesome. I was privileged. I slept in a bed every night except two, when I stayed in a Japanese hotel in Yumura and in a hotel near Biwa Lake.

Japanese toilet facilities are inclined to be rather horrifying to westerners, who should never use Japanese public toilets, and who should always carry toilet paper. The smell can be overpowering. Some streets have open sewers.

For a nation of people so fastidious about personal cleanliness, I could not understand how they could put up with their toilets. I was fortunate. The Kadoya household has one western-style toilet and two Japan-

ese style (one flushes and one doesn't). The western one is upstairs.

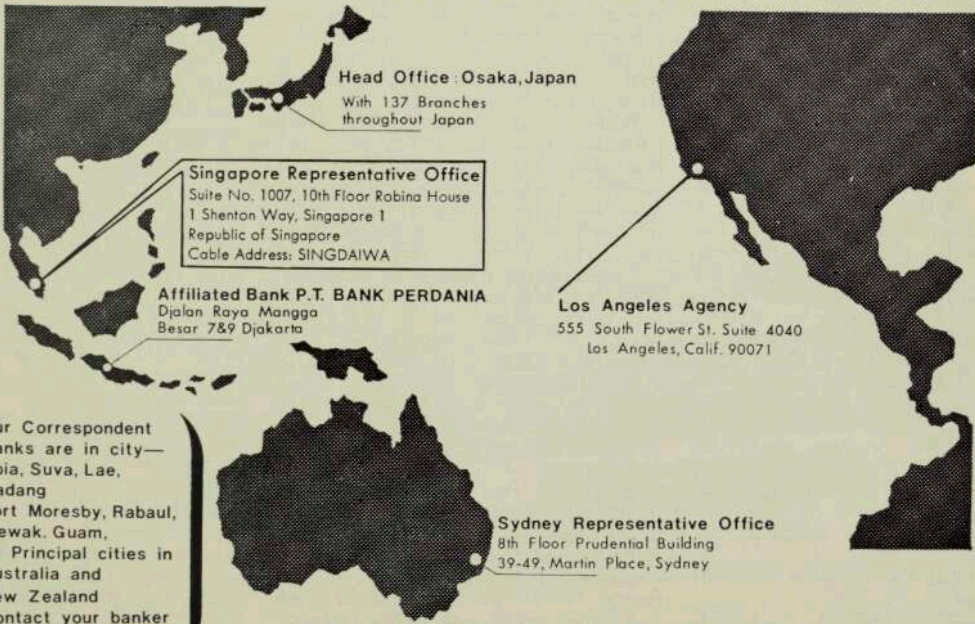
All Japanese families are very loving families—and the Kadoya family particularly so. Japanese children are spoiled beyond belief. They are given everything they ask for, but they are all spotlessly clean. In return, the Japanese child has tremendous respect for parents and grandparents.

Japanese hospitality is fabulous. Even if being hospitable means ignoring tradition or custom, hospitality comes first.

Love was paramount in my Japanese home, and this was another instance of Kiyoshi Kadoya's "liberationist" views. He showed his affection for his mother, wife and daughters, even to patting the girls on the head if they pleased him. His girls could playfully push or smack him. This, I was told, was most unusual.

Well, if east can't meet west politically, at the people level east and west can. This I found in my five weeks in Japan. I could not have (outside my own) a family that made me more welcome in their home, that was kind, considerate—and above all, loving—than my new, second family which lives in Kobe.

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There's a market for fruit but it must be good

Japan in 1974 expects to import 924,000 tons of bananas. And on present indications there will be none from Fiji, Western Samoa or Tonga, which grow possibly the best bananas in the world. Yet Japan imports bananas from further afield than those three countries.

In 1971, when Japan imported bananas worth \$US159 million, 43 per cent came from Ecuador, 30 per cent from Taiwan, 19 per cent from the Philippines, 7 per cent from Costa Rica and 1 per cent from Panama. If bananas will carry all the way to Japan from the western coastal area of Central America, they should carry equally as well from the South Pacific.

All it needs are proper growing and packing techniques and transport, none an insurmountable difficulty. There have been abortive attempts in the past to send bananas from that area to Japan. Fiji, about 12 years ago, without a proper research of a potential market, sent two trial shipments. They were a failure.

Later, they found the bananas did not match the foibles of the Japanese housewife. The skins were inclined to spot; the housewife wanted a banana with a clean skin, and Taiwan was able to supply that. It did not matter if the Fiji banana was a better quality product, in spite of the spots. Provided the banana is used quickly enough after it ripens a spotty skin does not impair the quality of a Fiji banana, but that is not good enough. The banana has to be offered for sale with a clean skin.

The importance Japan attaches to bananas is shown by long-term agreements Japan has entered into with suppliers. Most of the supplying countries are in hurricane or typhoon belts. So if one country loses its crop another is able to fill the demand. It is a risky business, but profitable.

This is what the Japanese want in banana imports:

Quality—There is not much difference in quality by producer countries at present supplying Japan. But the Japanese prefer the taste of bananas from Taiwan, the Philippines

and Ecuador in that order. To get into the market a new supplier would obviously have to "sell" the taste of his bananas.

Packing—Except for Ecuador, cardboard boxes are used. Producer countries are now replacing bags made of bamboo, which have long been used. Cardboard boxes cause little damage to bananas and assure uniform quality. Ecuador uses polyethylene for vacuum packing.

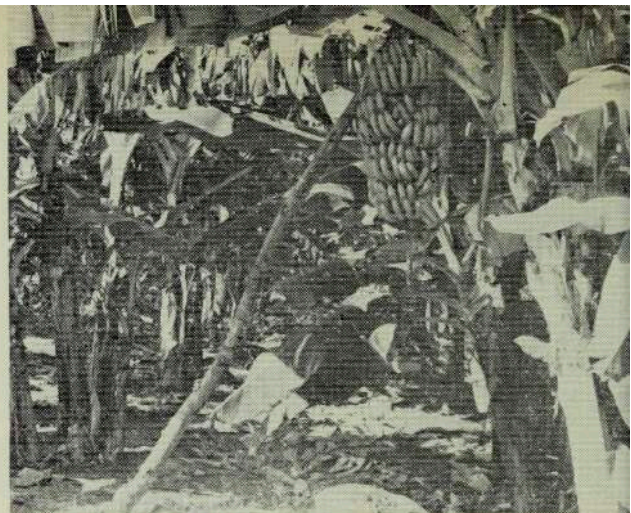
An important factor in determining banana price is peel colour, which is closely related to peel thickness. Most of the Taiwan, Ecuador and Philippines bananas belong to a species which has a thicker peel than any other species. It has the merit of a beautiful colour finish, and the disadvantage of being vulnerable to cold weather, which turns it brown. It is also more perishable.

While bananas offer the best potential, the Pacific Islands could also grow a lot of other fruit, and vegetables, for Japan. Rising incomes have lifted the demand for fresh fruit. It is regarded as an essential food item, rather than a luxury.

The Japanese will take all the citrus fruit they can get, and here is where the Cook Islands could come into the picture. Their main market, New Zealand, is limited. In Japan, with its 100 million plus population, they could probably sell all they could grow, provided they maintain quality.

Japan restricts canned pineapples, but import of fresh pineapples is unrestricted. There are times in the Pacific Islands when there are gluts of pineapples.

Pacific Islands, especially those of volcanic origin are natural vegetable bowls. The Japanese market for fresh vegetables might not be as lucrative as the banana market, but in 1971 vegetable imports were worth about \$US11.5 million, and that is a fair-sized market to share.



A banana grove in Fiji, which in the 1960s had hopes of establishing a large market for the fruit in Japan. Hopes were dashed, however, by a lack of shipping and, through hurricanes and disease, a lack of good-quality bananas.

Onions are required more than anything else. The Japanese grow their own onions from April to October. Onions held in storage go on the market from November to April. The supply and demand situation is unsteady from February to April, and during those months Japan looks to Taiwan for onions. She also brings in onions from Australia, New Zealand and the US, and in one bad year when domestic prices rose very high, she took onions from wherever she could.

Fresh and frozen fruit and vegetables, sent by sea or air, offer a range of smaller specialties for seasonal markets. Many of the Pacific Islands are well able to meet such a demand, provided the people are prepared to work. The fruit juice markets are wide open to areas of the South Pacific suitable for citrus growing. Rotuma and the Cook Islands are two.

Papaws, avocado pears and guava grow wild in a number of groups. Surely the potential of the Japanese market represents a challenge to develop methods of processing these delectable fruits which could become as popular in Japan as New Zealand apple juice.

A joint South Pacific Commission/United Nations Development programme research project is showing something of island production and marketing prospects. Just as Australian efforts in Tokyo have helped to put New Guinea tea and coffee before Japanese buyers, so could similar promotions on behalf of the Islanders.

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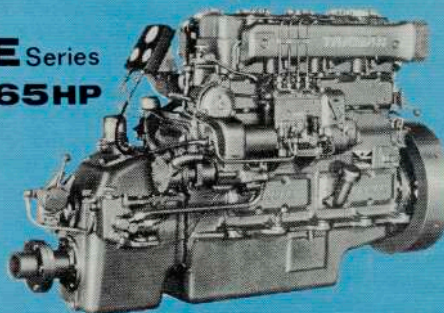
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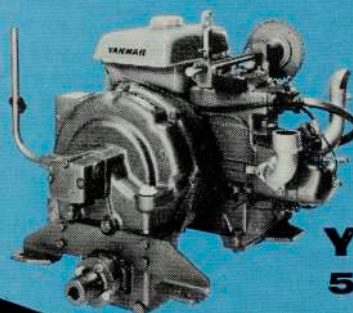
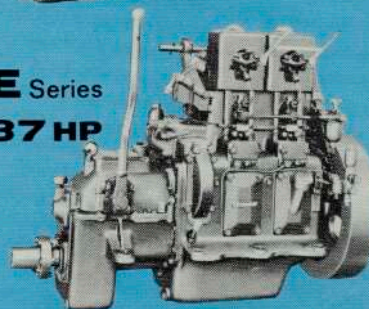
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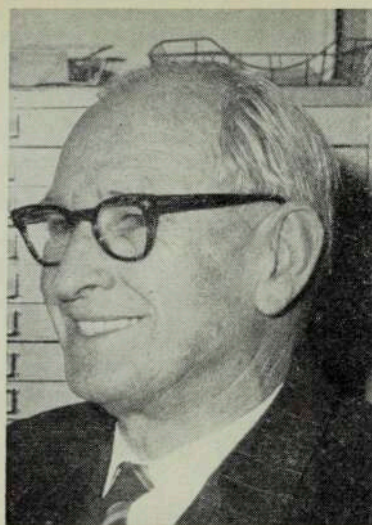
Twenty years ago Fijian soldiers were stationed in Malaya rooting out communist terrorists. They had been there two years and PIM took the opportunity to remind its readers of that fact with a cover picture of a patrol just out of the jungle in the Yong Peng area of Johore. Shown holding a tortoise, which was caught incidental to pursuing the terrorists was Warrant Officer Gukisuva. The warrant officer's family had just joined him in Malaya, along with the families of 17 other soldiers.

The first weekend of May, 1954, was a black one for the small ships which operated in New Britain. This was the "casualty" list: Matoko held up with engine trouble near Kavieng; Kokoda and Nusa in collision off Cape St George; Rulan sunk at Namatanai; Maiuma aground off San Remo; Two Brothers, holed below waterline in Rabaul Harbour; Channel Star aground at Drina and reported to be breaking up.

Yesterday

Tonga boxer, Kitone Lave made a good start to his overseas professional career when he knocked out Alan Williams in the eighth round in a Sydney bout. One of the critics considered the fight could have ended much earlier if Lave had not been so casual. Lave later went to England to pursue his boxing career, and in the late 50s, went home for a trip. He did not receive the welcome he expected, and in Suva on his way back to England announced that from then on he was "Kitone Lave, of England", not "Kitone Lave, of Tonga".

The price of brides was a major topic for discussion 20 years ago, as it is now, when Central District Papuans met at Port Moresby to discuss native affairs. There was an attendance of 108 village elders, headmen and others from 32 villages in the district. The conference passed a resolution asking the administration to limit the formal amount paid to a woman's relatives when her marriage had been arranged, and that the Court for Native Matters be given jurisdiction in disputes. It was suggested that the price be limited to £100 at Koiari, £300 at Hanuabada and £200 at other places. PIM commented that the prices were large sums in a native community—and a great deal more than most young European men would



The late Eric Feldt . . . an honoured guest.

like to hand over to their prospective in-laws.

People from the Cook Islands arriving in Auckland complained bitterly about a visit to Rarotonga of a taxation inspector from New Zealand. They said the Rarotonga Island Council had refused to accept taxation and had radioed to the NZ Prime Minister to that effect. Failing a satisfactory and prompt reply from Wellington, the Island Council would immediately put the case to the UN. Cook Islanders were not liable for the NZ social security tax of 1/6 in the £ on salary or wages, but were liable for income tax, even though they had no representation in Wellington.

Pioneer Pacific aviator, Mr Harold Gatty, waxed critical of the South Pacific Commission at a meeting in Suva of the Fiji Society. He said much of the SPC's work could be done better by individual territories. The headquarters at Noumea were isolated. Mr. Gatty's broadside at the SPC was the first to be made in public for some time.

The Pacific Islands was about to get a link with the Petrov affair. Vladimir Petrov had defected from the Soviet Embassy in Canberra, and Russia sent two couriers to take Mrs Petrov back to Russia. But at Darwin, she was given a chance to declare her wishes—no thanks to the couriers. In charge of rather a delicate situation was Mr. R. S. Leydin, Acting Administrator of Australia's Northern Territory, who was about to be transferred to Nauru as Administrator. Mr Leydin served from

1954 to 1958, and went back in 1962 for another four-year term.

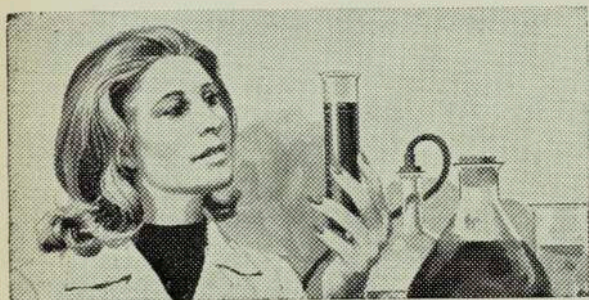
Through a comment in PIM, Commander Eric Feldt, formerly in charge of the Islands coastwatchers, was an honoured guest at functions which marked the arrival in Brisbane of Admiral Halsey for the Coral Sea battle commemoration. Earlier, when an American memorial in Newstead Park, Brisbane, was unveiled, PIM said it was remarkable that Commander Feldt, who had retired and was living in Brisbane, was omitted from the official party. It was not deliberate, just a typical example of bureaucratic stupidity, but nonetheless, a glaring omission, said PIM. Admiral Halsey in a tribute to the valuable work the coastwatchers did about the movement of Japan's sea and air fleets, said: "I could get down on my knees every night and thank God for Commander Eric Feldt and those men in the mountains and jungles of New Guinea and the Solomons".

An irate PIM reader from Port Moresby, fed up with the language of officialdom, wrote: "Several inches of each Government Gazette are taken up with what is called 'Non-Disallowance of Ordinances', wherein it is explained that the Governor-General has not disallowed the under-mentioned ordinances. I suppose that 'Non-disallowance' means 'allowance', but why in heaven's name can't they say so". PIM was a little mystified and added a footnote: "We couldn't agree more. It is interesting to note also, that in the same gazette there usually appears a list of ordinances under a heading, 'Assent to Ordinances'. The Governor-General is concerned in both, but what exactly is the practical effect of the difference between the two means of approval we have not yet worked out".

The Government of Western Samoa invited the Assembly to debate a development plan announced a year earlier by the Prime Minister of New Zealand. But the Assembly, and particularly the Samoan members, picked exclusively on the most controversial feature of the plan—the proposed revision of the matai (or chiefly) system, and the recommended introduction of universal franchise for the taveleas (untitled men and women). Again, strong protests were voiced by all Samoan members against any alteration of the matai system, which they argued, would be hasty and revolutionary. It was admitted that the younger generation, in the more distant future, might spontaneously ask for a change in the matai system; but it was contended that it was too soon yet to introduce such a sweeping change in Samoan life and tradition. The 45 Samoan members of the Assembly are still elected under the matai system.

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flies, mosquitoes and every type
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*Powerful Pea-Beu
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it's so pure it's safe
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Pea-Beu the safe, powerful insecticide



Magazine Section

THE PAPUAN VILLAGER: A MILESTONE AND A MEMORIAL TO A SCIENTIST

By W. G. COPPELL

On May 12, 1943, a plane crashed into a mountainside in Papua's Owen Stanley Range, killing all aboard. Among those who died was Francis Edgar Williams, the government anthropologist, then a captain in the Australian New Guinea Administration Unit. At the time of his death Williams was engaged in the establishment of a school for the training of young officers in Papuan affairs.

F. E. Williams had a distinguished career as a scholar, anthropologist, author and journalist. Born on February 9, 1893, he had a brilliant career at the University of Adelaide, graduating with first-class honours and being elected as a Rhodes Scholar for 1915. He enlisted in the Australian Army in World War I, saw action in France and served in Persia with the rank of captain.

After the war's end, Williams returned to his studies at Balliol College, Oxford, where he gained distinction for his Diploma of Anthropology. In 1922 he was appointed assistant anthropologist in Papua and he became government anthropologist in 1928. Continued recognition was given to his academic work; in 1928 he was given an honours degree of Master of Arts by the University of Adelaide and at Oxford he gained a BSc in 1934 and Doctor of Science degree in 1942.

In journalism, Williams' place in Papuan history is contained in the pages of *The Papuan Villager*, a monthly paper printed by the Government Printer, Port Moresby, which first appeared on February 15, 1929.

Apart from a short period during 1933-34, when Williams had a fellowship at Oxford, he was always editor of the *Villager*.

The objectives of the paper were made evident in Williams' first editorial: "This paper is for the people of Papua. It is not for the white man (they have a paper of their own). It is for the brown man and it will tell you about the things that belong to you."

This is the third of an occasional series of articles on newspapers in the Islands in the early days. Dr. W. G. Coppel, who is a lecturer in education at Macquarie University in Sydney, has made a special study of Island newspapers. This article is the story of a man, rather than a history of journalism in pre-war Papua, and his attempts to bridge the knowledge gap between the Papuan and the world outside.

H. Nelson, by reference to the report of the Lieutenant Governor of Papua in 1928-1929, has indicated how *The Papuan Villager* fitted into a larger vision—that of the fostering of a sense of national unity among the Papuans:

"Sir Hubert Murray wrote: 'I have often looked for something like national or racial pride in Papua, and until this year, I have never found

anything beyond tribal jealousy . . .'. The evidence of national pride was displayed at a cricket match in Port Moresby. The team from Kwato Mission had come to Port Moresby on the government boat, the *Elevale*, to play the Port Moresby European side. In a closely contested three-day match, Moresby won by four wickets. The match was watched by a large crowd—over 1,000—and most of them were Papuans. Murray thought the Papuans in the crowd saw the Kwato cricketers as their representatives. It was, he said, the first time any general feeling had surmounted local and tribal loyalties. The growth of this national spirit, he believed, might be fostered by the newly-established newspaper, *The Papuan Villager*.

A further and overt purpose was to encourage the Papuans to learn the English language:

"The paper is written in English because the Government wants you to learn the white man's language. There are many languages in Papua—Kiwai, Namau, Motu, Suau, Binandele, and many others—more than a hundred of them. The white man cannot learn them all. It is better for the Papuans to learn the white man's language. Then he will understand you; and you will understand him; and that will be a good thing for he can teach you a lot that is new."

Possibly, the overriding motive guiding the editorial policy was that of the political education of the Papuans into the procedures of the expatriate Administration. The issues of *The Papuan Villager* are characterised by the presence of homilies addressed to the Papuans which urge them to accommodate to the ways of the Europeans.

Clothes: "Papuans came to understand this very quickly. They don't like doing what the white man thinks disgraceful, so they mostly wear the kind of dress that the white man approves of . . . The Government



F. E. Williams.

has made a good law that you are to wear ramis where there are many white people about."

Working for Europeans: "I do not know exactly why this should be, but I suppose it is because they are harder-working and stronger, and because they know a lot that the grandfathers of the Papuan had never found out. But, no matter what the reason, these white men seem to be bosses wherever they go."

Roads and Bridges: "And the more you go about the country meeting the people who used to be your enemies, the sooner you will forget about the bad days when you were always fighting each other."

Taxation: "Nearly all of us have to pay taxes. There are some kinds of things that many people want at one time and these have to be paid for. So each man gives a little bit of money called a Tax, and when all these little bits are added together there is a big lot of money. Out of this the people pay for the things they all want at one time."

Frequently, the editor was supported in this particular function by contributions from leading officials in the Administration, including among others, the Chief Medical Officer, the Government Printer, and the Director of Public Works.

One of the stated objectives of The Papuan Villager was to encourage Papuans to contribute to its columns, and in its early issues the paper contained contributed items about canoe voyages, fishing exploits, feasts and various Papuan social occasions. Nelson states that: "Apparently the editor was not satisfied with this; it did not make a Papuan newspaper. He announced a plan in the Villager of February, 1930, to appoint correspondents in all Divisions. 'It will be the business of the correspondents,' said the editor, 'to send in all the news of their divisions—things that are done in the village or on the Station, feasts, dances, adventures, accidents, funny stories—whatever you think will interest the readers of The Papuan Villager.'"

"The correspondents were to receive their copies of the Villager free and they were to be issued with a special *rami* decorated with black and blue braid and Papuan Villager written in red in the corner."

"The first section on District News appeared in the following issue, March, 1930; and it was a regular feature until the Villager ceased publication. Generally, District News was sub-headed by the proud announcement: 'From our own Correspondents'."

Competitions were used to encourage contributors and usually a

THE PAPUAN VILLAGER

Vol. I, No. 4.

Port Moresby, Wednesday, 15th May, 1929.

Price: 3d.

Taxation.

NEARLY all of us have to pay taxes. There are some kinds of things that many people want at one time; and these have to be paid for. So each man gives a little bit of money, called a Tax, and when all these little bits are added together there is a big lot of money. Out of this the people pay for the things they all want at one time.

White Men's Taxes.

White men have to pay taxes. They want electric light for their houses, or roads where they can drive their motor-cars, or schools where they can teach their children. They have to pay heavy taxes for things like these. Many Papuans have to pay taxes also, but they are very light ones.

What is done with the Tax Money?

Some Papuans do not know what is done with their tax money. They even think the white men keep it for themselves, to build houses, or buy motor-cars with. This is not so. All the money that the Papuans pay belongs to the Papuans themselves. It is all put into the bank and called a Fund, and the Director of Native Taxation looks after it very carefully. He sees that it is used only for things that are good for the Papuans. It cannot be used for any other things.

This Fund is divided into two parts. One is called the Education Fund, and the other is called the Benefits Fund.

The Education Fund.

"Education" means teaching. You are taught reading, writing, and arithmetic in the school-room, and



DRUM
HEAD
ROVER

you are also taught things like carpentry and boat-building and cane-work. The Missions do most of your teach-

ing, but it all costs money, and the Education Fund helps them.

In this way you are helping to pay for your own education or teaching; for you have built up the Fund with your taxes, and it is really yours. The Education Fund pays also for the Native Plantations, and for the white men who teach you how to grow coffee and other things. Some of you do not like the work, but if you try hard the Plantations will bring you a lot of money. You will find that they are a very good thing.

The Benefits Fund.

The other part of the Fund is called the Benefits Fund. "Benefits" only means good things or useful things. The Benefits Fund helps to pay for the medical work and the hospitals. The white doctors and their assistants do much to help the Papuans; they do much more than you can pay for. But it is right that you should help to pay. This medical work is one of your benefits. You get other benefits as well. Some of you have footballs to play with; some even have electric light; you get the Family Bonus; and prizes for the best villages and gardens. All these things are called Benefits because they are good for you.

Remember too that you get many other good things for nothing. The Government does much to help you; it keeps the peace, and does not let your enemies hurt you. The Missions also do much to help you; they teach your boys and girls in the schools. You cannot pay for all this.

But it is right that you should pay for some of your education and some of your benefits. That is why you are taxed.

prize of five shillings was paid to the best contributions for the month.

Williams' overriding interest in anthropology is always evident in The Papuan Villager and its pages frequently feature myths and accounts of various Papuan customs, and, until January, 1935, contained a profusion of photographs obviously taken by a professional with an acute perception of anthropological detail.

However, the paper did not entirely confine itself to Papuan affairs and did contain items of Australian and world news. However, there must be wonderment at the readers' possible understanding of reports of Test cricket matches played in England, or the appreciation of an item on cricket which said: "Cricket is a very important thing . . . Cricket was first of all an English game. Now it is a British Empire game . . . If you are all tied up inside, then you can bowl very fast, or chase the ball very hard, and you will feel better."

The January, 1935, issue announced that future editions would be reduced in size and that the number of photographs would be greatly reduced, because of financial stringencies arising from the very heavy costs of publication which were met

from native taxation.

However, this was an opportunity for Williams to re-state the purposes of the paper: "But The Papuan Villager, as we said, is written for Papuans, and we want you always to remain Papuans . . . You can learn quite a lot from Europeans and still be a true Papuan."

The policies, format and style of content of The Papuan Villager remained consistent until it ceased publication with the issue of November, 1941.

The Papuan Villager is probably unique among Pacific Island publications in that its editor was a man of considerable academic training, who worked on the paper as an adjunct to his professional role as government anthropologist. Williams was a prolific author on Papuan anthropological objects and his writings vividly and succinctly reveal the conceptual and philosophical framework which obviously fashioned his policies as expressed in the columns of The Papuan Villager.

His views on the use of English are unequivocal: "One looks forward to the time when the native's school shall be as wide as the Territory; when communication shall be uni-

versal owing to the possession of a universal language; and, most importantly, when every white man shall be a potential teacher . . . and if the European at large is to be an educator of the native, that medium can be nothing but English, for the ample reason that the average Britisher will not take the trouble, or has not got the brains, to learn a native language."

Similarly, his use of the paper to shape Papuan thinking, and to change and adapt "the sentiments and leading ideas in native society" was based on a firmly held view:

"Applied anthropology, however, in the service of an Administration must concern itself not merely with the native society as it is, but also with native society as it should be; it must contemplate adaption to new conditions."

The emphasis which *The Papuan Villager* gave to Papuan arts and crafts also reflects Williams' perspective of the utilitarian function of the paper:

"But, since artistry is so unpredictable and artists so unmanageable, can we really do anything about it? Why not leave the native artists to look after themselves. They have done pretty well in the past, so why not in the future? I think, notwithstanding these rhetorical questions, that native art is likely to have a thin time of it under the stress of contact and change . . . one must not imagine that every native is or can be an artist—many will fail and eventually give up. But it will do everything good to try his hand; and thus those who have it in them will be given their opportunity."

The *Papuan Villager* often exhorted its readers to improve their gardening and crop-raising techniques, and Williams conceptualised this need in these terms: "For my own part—and be it remembered, I am speaking of the education of Papuan primitives—I confess to a somewhat Horatian preference for the materialistic end . . . and the essential of a policy of practical education such as I would advocate will be to put him in the way of raising his standard of living; in the common phrase, we shall help him to help himself."

In its final issue, *The Papuan Villager* did little to prepare its Papuan readers for the holocaust which would shortly engulf them:

"Japan is like a very snappy little dog, barking at three big dogs that just lie down and look at her. The three big dogs are Great Britain, America and Russia. If this little dog ever begins to bite, then the three

big dogs will jump on her and tear her to pieces."

"Last month we told you about the Japanese. They are not in the war and we hope they will not be silly enough to come in."

In 1950, the Department of Education revived the spirit of *The Papuan Villager* by publishing the monthly *Papua and New Guinea Villager*, which was printed by the Government Printer at Port Moresby. The two journals were similar in format but the later arrival obviously did not have the multi-faceted objectives of its predecessor and was principally a means of providing a general topical news service and was more akin to a school journal. It ceased publication in May, 1960.

The last book published by F. E. Williams was the *Drama of Orokoloko*, and Professor A. P. Elkin considers that within it can be seen evidence of the author's concern for the

Papuan people—"his main concern was not with his fellow anthropologists, although he was not unmindful of the effect of his theorising might have on them; rather it was with those others administrative and missionary by profession, who have a more direct influence on the native's future."

Writing Williams' epitaph in 1943, Professor Elkin used the sentiments expressed in the final sentence in the *Drama of Orokoloko* in his eulogy:

"There are many fine things now threatened with extinction in the cultures of Papua and other native countries. This book concludes with the hope, however idealistic, that things like Hevehe (the *Drama of Orokoloko*) will elsewhere be given a better chance; that the new order will show a readier disposition to compromise with the old; and that the highest products of a not ignoble past may more often live on in the future."

In contrast to the Villager

The first full-scale commercial newspaper to appear in the New Guinea area was the monthly *The Papuan Time and Tropical Advertiser*, which was first published in Port Moresby on January 28, 1911, priced at sixpence a copy. The publisher, E. G. Baker, acting for Messrs Baldwin and Baker of Port Moresby, was to become Government Printer in Port Moresby, in 1911. The paper obviously relied heavily upon the financial support of its advertisers.

The very first editorial published made quite clear whose interests the paper sought to promote:

"It is a recognised fact that the white population of the Territory has increased so much of late as to warrant the establishment of an organ which will give voice to the opinions of the inhabitants, and we have taken upon ourselves the responsibilities of expressing public thought".

On January 1, 1913, the paper was re-styled *The Papuan Times*, a masthead it retained until its demise on January 31, 1917 as a result of its indebtedness following a libel claim. The title *Papuan Times* was later revived by the Kwato Extension Association, which in 1948 had a weekly roneoed news-sheet with a circulation of 1,000.

The *Papuan Times* continued to rely heavily upon its advertising revenue:

"Old Samarai Hotel possesses

every comfort for travellers and boarders. Excellent beers, wines and spirits stocked. Mrs Wisdell, proprietress".

"Braham and Pope, Traders and Licensed Recruiters. Agents for the B.N.G.D. Coy Ltd Motu-Motu".

The *Papuan Times* obviously at no time saw itself as other than a newspaper catering for the needs of the local European population, and it reflected the thinking of the business, mining and plantation interests. The editorial of March 6, 1912 said: "The native must be justly treated, but not molly-coddled, wet-nursed and given an idea that he is as good, if not better, than his white master. God help the white man once his prestige becomes a thing of the past".

The editorial comments always made quite clear where the political interests of "The *Papuan Times*" lay:

"Why do capitalists fight shy of investing their money in Papua? Because investors do not know what extraordinary legislation may eventuate in this country, and are frightened of the labor question. Assure them of sufficient labor, of the right class, and money will again pour into the place".

The paper constantly bemoaned the fact that, in its opinion at least, the interests of the European and colonists were largely ignored by the Australian Authorities in Port Moresby and Canberra.

mana



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 and its editorial committee comprises writers from many islands.

Material for publication must be sent direct to MANA's editor, Marjorie Crocombe, South Pacific Creative Arts Society, Box 5083, Suva.

This month's contributors are Peter T. Love, a graduate student at the University of Hawaii, Seti Ah Young, from Western Samoa, John Antonio, a Rotuman living in New Zealand, and regular contributors Rita Mamavi, from Papua New Guinea, and Solomon Islander Brother C. Kulagoe. From Marjorie Crocombe comes the second article in a series on Pacific artifacts in Europe.

Development in Paradise

By PETER T. LOVE

THE big land-developer, from his shirt to his suede-leather shoes, was clad all in white. Strutting like a peacock he felt proud of himself for the way the show was going. After all, he alone was behind the raising of funds for the "development" of this property. He too had brought all the people, including the board of directors and guests, to this memorable occasion. Even the mayor showed up for the ground breaking ceremony.

He addressed the crowd, "OK folks, before we indulge any more in the fishheads and rice, ha, ha, the reverend here would like to say a quick little blessing. OK rev, take it away . . ."

As the reverend slowly bowed his head in prayer, thanking the Almighty for the lascivious banquet table set before them, the land baron quickly gulped his vodka martini. People were still milling around the table laden with pupus, fruits, and assorted delicacies. Cameras were clicking in the background to capture the scene for posterity. With the loose pages of his tattered prayer-book fluttering in the breeze, the reverend struggled to finish his blessing.

Ironically, the reverend was called in to ask for God's protective eye on the property. The land developers, being most irreligious and ignorant of Hawaiian custom, did it because it was "the thing to do" and everyone else with newly acquired property in Hawaii was doing it!

I was asked to go and bring the reverend to the ground breaking ceremony. Nobody else cared to make the trip. As I knocked on the door of his old plantation house at Honolulu village, he was sitting on the couch in an old undershirt with

a big grin on his face, exposing his one and only tooth and several partially rotted stumps. Telling him who I was and why I was there, he said he could remember nothing about this particular blessing, but it was OK anyway. If I could give him a minute, he would quickly change his clothes. Less than one minute later he was back wearing a green shirt, red tie, and a heavy, wrinkled blue sportscoat. His baggy pants dragged over his shoes. He walked to the corner of the room, picked up a very old briefcase and piled some even older books into it.

Driving from Honolulu to Kihei he was waving to friends the entire trip. During the journey, he pointed out to me things along the roadway which he had blessed . . . "You see that beach park, I bless all those covered tables. And that Kaanapali Golf Course, they want me to stand in one place and bless the whole thing, but I say no . . . must go all over course and bless all 18 holes!"

The Rev. Kaanapu is considered by the people of this island to be a *kahuna*, a priest who has power to communicate with the gods. Kahunas were important in the history of the islands, being linked with the chiefs to give them added power. The Rev. Kaanapu is one of the last kahunas in the islands; he is also the Congregational minister for his local town.

When we returned to Kihei we stopped at the Rolling Hills office. I left the Rev. Kaanapu briefly in the car as I went in to check on the proceedings. There at his big desk was Louis Lowenclaus, dressed all in white, laughing his usual laugh, and talking business with some elderly fat man. When I walked in to ask him about the ceremony, he seemed

a million miles away. Then suddenly he clicked back in to the situation at hand, the blessing of his properties. "Say, see if you can keep the reverend entertained for the next half hour or so, OK?"

An hour later, Lowenclaus hit the scene like a flash, wanting immediately to get on with the show. He seemed like a man possessed; time was money and he had places to go and people to see. He did not care for the blessings interrupting his tight schedule.

"Say, John, do you think you could give us a quickie blessing on this first piece of land. You remember we already blessed it a couple of years ago, ha, ha . . .". Lowenclaus was truly enjoying the whole scene. The board of directors had arrived and he made even greater effort to be recognised as the central figure.

On the way to the first property, the Rev. Kaanapu stopped to pick a flower. Little of the beauty of the land passed his attention. As he was pointing out plants like the *ti* plant and explaining its usefulness in the Hawaii of yesterday, Lowenclaus was irritated. He wanted to get on with it.

The reverend's tattered little books with the pages falling out contained his prayers in Hawaiian and English. As he read a passage, I sensed the aura of irreverence for the land and wildlife by the people gathered about him.

At the second property, for the major ceremony, while the reverend was trying to say the prayer, an elderly woman squeezed into the picture with the dignitaries and the Rev. Kaanapu. Her husband, holding his expensive camera, shouted above the prayer . . . "Closer, Ethel, get closer!"

At the subsequent party on the rooftop of Kihei Towers Condominium, the people swarmed at the food on the table like a hoard of locusts. Lowenclaus, again getting into the act, called out in his booming voice . . . "OK folks, John is going to say a little blessing on these pupus, ha, ha. OK John, let's have it". The people swarmed around the food and took pictures as the reverend tried to ask a blessing and offer his gratefulness.

When the Rev Kaanapu finished his prayer, he looked up into the hills above the Kihei Towers. These very same hills where he used to wander as a boy were now filled with new powerlines, new highways and more houses than one could count. Great clouds of dust were moving down the hillside as bulldozers cleared more sites for houses, condominiums and shopping centres.

PAPUA NEW GUINEA'S LITERATURE BUREAU

Papua New Guinea's Literature Bureau was born 4½ years ago, fathered by the Department of Information and Extension Services and mothered by a number of people dedicated to the development of literature in Papua New Guinea. The degree of support given from outside the department is indicated by the fact that of the prizemoney won in the bureau's creative writing competition in 1973, more than 50 per cent was donated by private individuals.

The functions of the bureau are to encourage writers to express themselves creatively; to give writers an outlet for their work; and provide an opportunity for them to see their work in print and to teach students to write with greater precision.

Literature journal:

The Literature Bureau is the home of the increasingly popular literary magazine, Papua New Guinea Writing. During the past 12 months both subscriptions and retail sales have doubled and there are subscribers in 15 countries. Papua New Guinea Writing aims to provide a genuine means of expression for Papua New Guinean literary and artistic talents. All stories and poems published are by Papua New Guineans. There is a 'Letters to the Editor' page in which

readers say what they think of the magazine; their suggestions are carefully considered in the planning of future issues.

Encouragement to writers:

Writing competitions have been a major feature of literature development in Papua New Guinea. They have provided an incentive to students and others to try creative writing. The competitions began in 1969 with one small short story contest and a prize of \$50. It drew 71 entries in its first year and has become a popular annual event. In 1970 the story competition was joined by the Literature Bureau Play and Poetry Competitions. Response from writers was tremendous and their enthusiasm was matched by the generosity of new donors of prizes.

By 1972 there were three sections in the short story competition. In the poetry competition there were two sections and in the play competition there were sections for one-act and two or three-act plays. Total prizemoney had risen to \$495 and there were 1,000 entries.

In the 1973 competitions there were new sections for poetry from primary and secondary students. There were 22 prizes and the winners took away a total of \$610.

The bureau also conducts the Annual National Film Award for amateur film makers. In July, the award became a member of the International Association of Amateur Film Festivals.

New horizons:

When the competitions began in 1969 writers were trying only for prizes; now there is far more to be won by entering Literature Bureau competitions.

All entries are considered for publication in the magazine Papua New Guinea Writing and writers are paid \$12 for each 1,000 words used.

Another outlet is radio. Russell Soaba's short story, Portrait of the Odd-Man-Out, won the Roger Boschman Award (\$50) in 1970. The Australian Broadcasting Commission paid him for broadcast rights and the story was read over the air. Later, the story was dramatised, re-broadcast, and Russell received a further payment.

Another success story is that of Siuras Kavani, a fourth year Arts

Hatred

By RITA MAMAVI

When I hate

I am selfish

self-centred

jealous

envy others

greedy

bossy

quick in temper

lazy.

All the time I hate to be

selfish

self-centred

jealous

envy others

greedy

bossy

quick in temper

lazy.

But I keep on doing those.

I hate, hate, but hate makes me hate.

The valley below

By SETI AH YOUNG

On a night,
such as this,
The drop to the
valley floor,
Is sheer.

No Gods dare,
step to
Crucifixion on the
trees below.

student at the University of Papua New Guinea. In 1972 he entered both the short story and the poetry competitions and won the top prize (\$50) in each! His winning story was published in the national daily newspaper the Post-Courier, and in Papua New Guinea Writing, for two further payments. Then the story was selected by the ABC for radio dramatisation which gave Siuras another payment. Meanwhile his winning poem was both published and broadcast.

Just peeping over Papua New Guinea's literary horizon is another

exciting medium, the motion picture. The Film Unit of the Department of Information and Extension Services is considering stories from Papua New Guinea Writing with a view to making them into dramatic films.

Courses:

Each year the Literature Bureau conducts Creative Writing courses in districts where they have been requested. Students are pre-selected from each secondary school and sent to the main district centre where the class of 20 or 30 is tutored in poetry, fiction and drama.

Staff:

The officer in charge of the Literature Bureau and editor of Papua New Guinea Writing is Roger Boschman. Working with him and rapidly learning the work of the bureau is assistant editor, Jack Lahui. A graduate of Sogeri Senior High School, Jack did further in-service studies at the Administrative College. He is best known as a poet; his work has been published in *Overland*, *Poetry Australia* and the book *Modern Poetry from Papua New Guinea* as well as in *Papua New Guinea Writing*. In 1971 and again this year, Jack attended the Poetry

Waterfall

By SETI AH YOUNG

He fell with
the water
Down Salani waterfall.

He landed three times.
In the water,
On the ledges,
On the rocks.

He lived only once,
And died three times.
Was buried once.

from the South Pacific seminar held at Macquarie University in Sydney. Jack pays particular attention to poetry submitted for publication but is also taking on responsibility for all facets of the work of the bureau.

The Literature Bureau is a source of encouragement and inspiration for writers. As more people understand its work, the Literature Bureau is becoming a clearing-house for all literature and a source of information for writers, readers, printers and publishers. In short, a truly national Literature Bureau.

Four poems from the Solomons

By BRO. C. KULAGOE

Give me eye

*Behind locked doors
in the upper floors
of administration
wish I knew
what's happening
are they worth
what they are getting?
give me eye
give them eye
so we can see one another.*

Religion

A spectrum of lights
each a way
guiding and supporting
a none-people throng
through undulating terrain
to face the crest
and consistent
towards the Beacon.
Should I proclaim
superiority of my
beam?

Missionary

I travel
from stone-age
jet-age
to rocket-age
with an image
'salvation I bring'
a poster
on my head.

Flag ceremony

*Trumpets blast
the old flag down
jubilant cheers and ding
raise the new one
children wave their flags
to the four winds
vigorously at first
then
suddenly
to a stop.
what next?*

PACIFIC ART IN DENMARK

By MARJORIE CROCOMBE

In 1843, Captain Sodring returned to his home port of Copenhagen, the capital of Denmark, after two years whaling in the South Pacific. With him was a Dr Moller, who was a keen collector of Pacific Islands art. They took back a rich collection and gave it to the National Museum. It is still there today, very well looked after and very well displayed.

Captain Sodring is thought to be the first Danish sea captain to sail in Pacific waters, but this was his second voyage. He also wrote a diary in Danish about the voyage. I hope that someone will before long translate this into English and let us all know what he recorded of life in the islands 130 years ago.

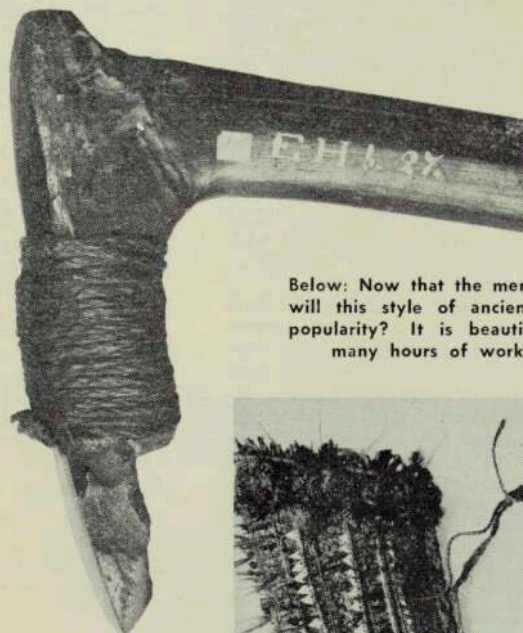
Mrs Lise Rishoj, who is in charge of the large Oceanic Department at the National Museum, showed us around the many rooms of Pacific art which are on display, as well as the storerooms at the back where large quantities of artifacts from many islands are stacked away. She also supplied the photos used to illustrate this article.

One of the most unusual things on display is a set of five female figures from Fiji (see picture), carved from tree-fern timber. Unfortunately not much is known about them—about whether they were religious figures of female goddesses of the traditional religion, or whether they were simply carved for art's sake or for sale. The museum is very anxious to know more about them so if any reader happens to know, please write to the editor of MANA.

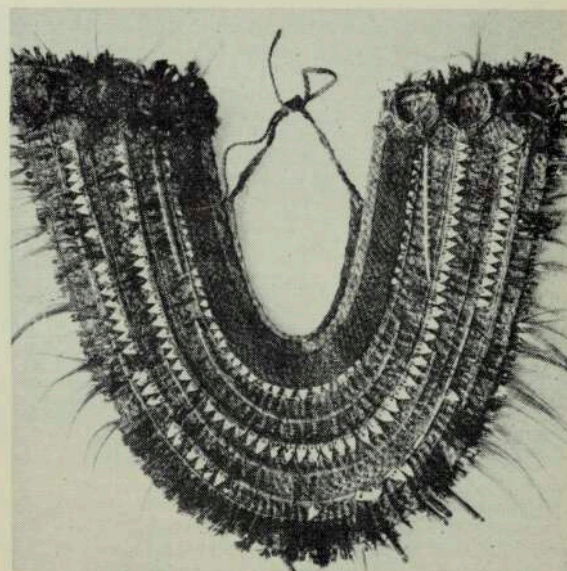
There are lots of other Pacific Islands materials here and elsewhere in Denmark, including a huge collection of Gauguin's paintings. Would you believe that there is an Institute for Pacific Islands Studies at the University of Copenhagen? There is, and it does very high quality research. Its director, Dr Torben Monberg, has published a great deal on the Pacific, especially on the Solomon Islands. So the Islands are not forgotten, even in the snows of Denmark!



Above: The five female figures from Fiji that the Danish National Museum wants to know more about.



Above: Nearly 400 years old, this stone adze was collected from Samoa by the Dutch explorers Schouten and Lemaire in 1616. It is now on display in the Copenhagen National Museum.



Below: Now that the men are wearing necklaces again, will this style of ancient Tahitian necklace return to popularity? It is beautifully made, and would take many hours of work as well as lots of teeth!

Legend

THE FOUNDING OF ROTUMA

By JOHN ANTONIO

THE legendary founder of Rotuma was a chief named Raho, who lived on the island of Savai'i, but he was not a Samoan. He had three sisters. The eldest was Mamaere; the second one, Mamahiovare; and the youngest, Mamafiarere.

Mamaere became pregnant but no one admitted to having been intimate with her. In due course she produced twin girls, called Hani Lepi He Rua (the two sandy-point girls), who from birth appeared to have *mana* (miraculous powers) and began giving orders to Raho, at the same time telling him not to call on them for help unless he was desperate.

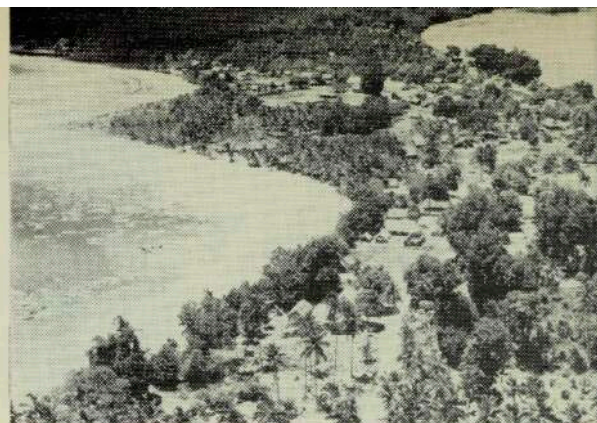
Raho had a daughter, named Vaimarasi, who was the second wife of the Tu'toga, a Samoan chief, whose first wife was about to be confined when Vaimarasi was found to be pregnant as well. In order to have the birth feast made in honour of Vaimarasi's child, Raho called on the two sandy-point girls for help. They staved off the Samoan wife's child and hastened by months that of Vaimarasi's so that the feast already prepared for the first-born child was given for Vaimarasi's baby, a girl, named Maiva.

Later, the Samoan wife gave birth to a son, called Fumarua, who as he grew up, constantly quarrelled with his half-sister, Maiva, so that finally Raho decided to seek a new home for his family.

Once again, Raho called on the two sandy-point girls and they prepared two baskets of sand—a presentation basket (*la agai ta*) and an ordinary basket (*la se agai ta*), and carried them to the canoe which had been made ready for Raho and his household.

Raho and his household left Savai'i and sailed to the south-west and when they sighted two rocks fairly close together Raho poured out the presentation basket of sand between them and so formed the island of Rotuma. The other ordinary basket of sand the two sandy-point girls, now flying in the form of birds, poured out near Futuna, forming the island of Alofi.

Hearing that Raho had left Savai'i, some of the Samoan chiefs decided to follow him, headed by Toka-



Rotuma's sandy isthmus . . . created from a single bucket of special sand, according to legend.

niua (it is said that he may have been either Tongan or Samoan). They landed at Oinafa, and while travelling down the coast, they sighted Raho's green fono (a prohibition by tying coconut leaves, etc, on trees or rocks in order that copra, fish, etc, so reserved, may afterwards be used for a specific purpose). Tokaniua then, to establish a prior claim, tied a dry coconut leaf around another tree and waited the return of Raho.

Raho and Tokaniua quarrelled as soon as they met and Tokaniua was struck down but the intervention of the Sa'aitu (spirits of men who had died uncircumcised) saved him, and he was covered over at the foot of a tree, hidden from Raho.

In his anger Raho dug his digging stick into the ground in the western end of the island, and the three islands of Uea (Emery Island), Hatana (Sanctuary Island and Hafuliua (Split Island) arose. Suddenly, Hani Te Ma'usu (woman of the woods) approached Raho and begged him not to destroy the land for, she declared, it was really his and not Tokaniua's.

Raho let down his digging stick and dragged it towards the coasts, and the place where he dragged the stick along became a watercourse, the name of which is Alusitagetage (the sleepy lizard) in the middle of Rotuma. Therefore, Raho left Rotuma and went to live on Hatana. He remained there until his death, when he was buried on the island (which lies about four miles off the western end of Rotuma).

The Rotumans, like other Polynesians, have no writing, and the legendary founding of Rotuma is recorded in this song (below), which is the oldest of Rotuman songs still sung today.

SUAMEA E VAKA

1. *Suamea e vaka*
Raho ma han lep rua
Ho'amea la agai ta
La haoa Rotuma

CHORUS

Suamea e vaka
Raho ma on la rua
Leumea e Sa'moa
La haoa Rotuma

2. *Suamea e vaka*
Raho ma Maiva
Leumea e Savai'i
La haoa Rotuma

1. Here comes paddling in a canoe
Raho and the two sandy-point girls
Bringing the presentation basket of sand
To form Rotuma.

CHORUS

Here comes paddling in a canoe
Raho and his two baskets of sand
Come all the way from Samoa
To form Rotuma.

2. Here comes paddling in a canoe
Raho and Maiva
Come all the way from Savai'i
To form Rotuma.



Books, Reviews, Writers

JOHN BATES THURSTON, THE MAN BEHIND A SHAKY FIJIAN THRONE

This is a fitting year for the publication of a biography of John Bates Thurston.

October 10 is the centenary of the signing of the Deed of Cession, by which sovereignty over the islands of Fiji passed, at the declared wish of Cakobau and his fellow chiefs, to the British Crown.

As chief minister in the Cakobau Government which preceded cession, as chief secretary and auditor-general in the first Colonial governments, and finally as the new colony's third governor, Thurston exerted strong and continued influence in Fiji affairs at a critical time.

The first part of a two-volume biography by Deryk Scarr is entitled *I the Very Bayonet*, from a nickname comparing Thurston's driving force with that in the sting at the end of the ray's pointed tail (hence, by derivation, a bayonet).

When the direction of the drive turned in the 1870s against European demands for domination in the governing of Fiji, it came to be bitterly resented by many of Thurston's fellow settlers. This resentment is the dominant theme—almost to the point of obsession—in this volume of Dr Scarr's book.

Cakobau had another interpretation for the nickname. In this, Thurston was the "pilot fish" who explored the way ahead and then led the chiefs along a recommended path.

At the formal signing of the Deed of Cession, Cakobau spoke of Thurston to Queen Victoria's representative, Sir Hercules Robinson.

"He has a good many enemies who will not hesitate to say all bad things of him but . . . he is a good man, and has been a faithful servant to me, and to Fiji and my people. He is the one man whom I trust before anyone else and the chiefs repose entire confidence in him."

Thurston came to Fiji from England after a wide-ranging sea career of some distinction. But he was always a man of wide interests, and it was his enthusiasm for botany that was the direct cause of his arrival in Levuka.

Through prolonging his search for specimens on the island of Rotuma, he delayed the ship in which he was travelling. During the delay, a storm sprang up and the ship was wrecked.

He then found a berth in a mission schooner and his travels about Fiji gave him detailed knowledge of the islands and increasing regard for the Fijian people. In Levuka he found a former shipmate in the British Consul, Captain Jones, VC, and as a result became the consul's assistant, and eventually acting consul when Jones was transferred from Fiji without the immediate appointment of a successor.

This was when Thurston first became a political force. A notable achievement was to block the path of the speculators of the Melbourne-based Polynesian Company who offered to pay the American debt which plagued Cakobau, but who asked, in return, to be given 200,000

acres of Fiji's land—in effect the ownership of the country.

Thurston's ability and integrity in the consul's post impressed Levuka's traders and laid the foundations for Cakobau's confidence.

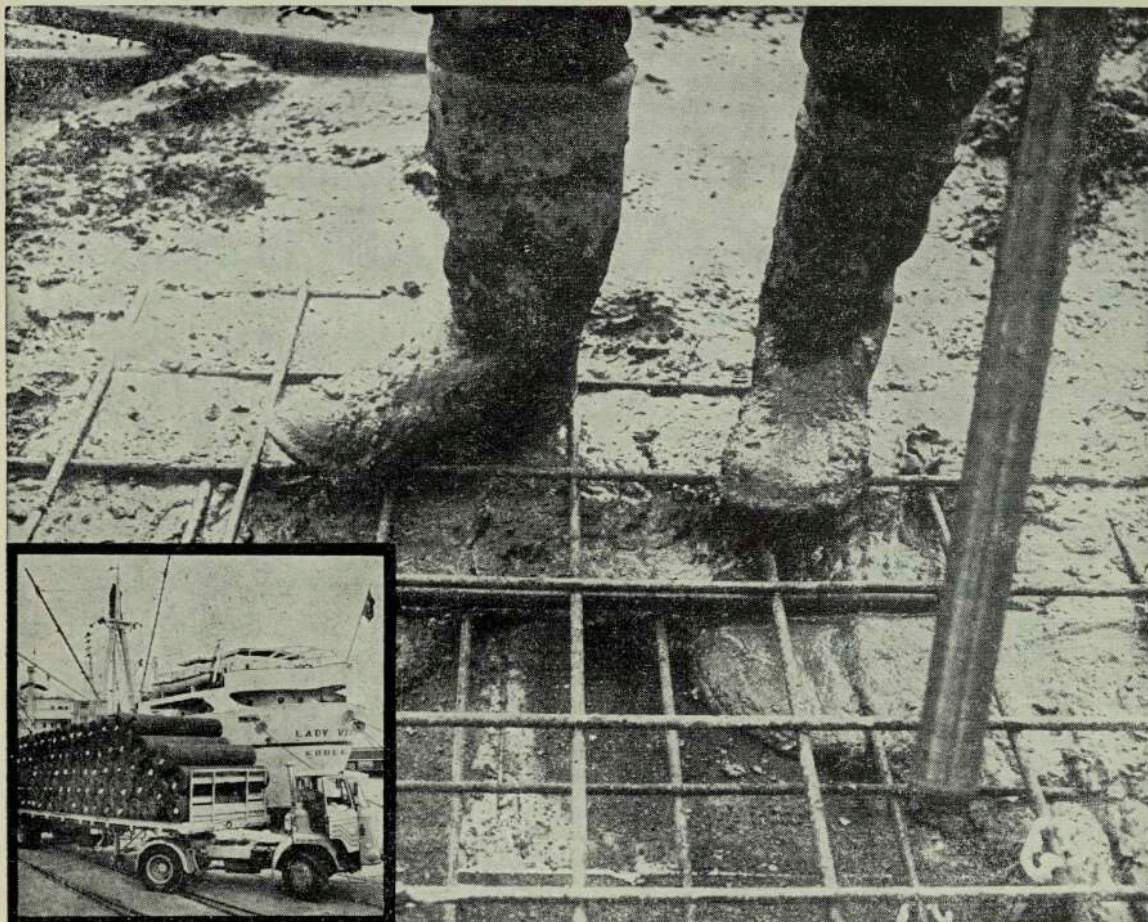
He seemed a natural for permanent appointment as consul, but distant London decreed otherwise and when Marsh, a man of far lower calibre, appeared at Levuka, a disappointed Thurston left the consulate to become a planter—first at Bureta, on the other side of Ovalau from Levuka, and then at the northern end of Taveuni.

Here a strong friendship with the Tui Cakau and his family deepened his interest in Fijian affairs and his love for the Fijian people.

In 1871 he returned to Levuka from a labour-recruiting trip (with some botanical research and photography on the side) to the New Hebrides, to find the Cakobau Gov-



Levuka, scene of Thurston's labours. The picture, taken around Thurston's day, shows a part of Beach Street with the Parliament Building of the Cakobau Government on Niukaube Hill on the right. The building, which was demolished in 1880, also served as the Supreme Court, before and after Cession. It was in that building that Fiji's first constitution was drawn up. An early Fiji Times office building is left of Levy's store.—Fiji Official Photograph.



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Sir John Bates Thurston.

ernment, which had been formed by Lt George Woods and associates of decidedly-mixed calibre, in disarray and disrepute. Its nominal authority by this time ran throughout Fiji and it offered the opportunity of a unified country. But extravagance, inexperience and obvious self-seeking on the part of some of the 'ministers' had bought it to a low ebb.

When Thurston was elected by his fellow planters to represent North Taveuni in Parliament he agreed, but only after much persuasive pressure crowned by an urgent appeal from Cakobau himself, to give up his satisfying plantation life to return to full-time politics, not just as a simple member of parliament but as head of the government.

The Fiji Times acclaimed him as "a man in whom the whole of Fiji reposes confidence owing to his career while representing Great Britain."

There were soon no more such kind words from this source, and in succeeding months an opposition that developed into near-hatred grew among the majority of the 2,000 or so Europeans in Fiji who felt themselves betrayed by one of their own kind.

No man in high office is universally popular, but the basic cause of the settlers' condemnation of Thurston was that he consistently and effectively opposed any government for Fiji that would have placed power exclusively in European hands.

There were other grievances, too, the growing cost of government and official ineptitude prominent among them, but the author of *I the Very Bayonet* paints the conflict between Thurston and his fellow-settlers as an

almost-unrelieved picture of goodies and baddies or, rather, one goody against a body of baddies with the arch-villain, the "racist editor of the Fiji Times", as their virulent mouth-piece.

But things are never quite as simple as that and name-calling labels are no real substitute, in a historian, for a detached and balanced view of the whole scene.

In present-day eyes, the settlers' demand for domination was indefensible, and Thurston did Fiji a service of immeasurable value by his stand. But equally indefensible was the Cakobau Government's law that Fijians defeated in battle and adjudged rebels should be leased out as plantation labour.

Thurston found this legislation of slavery embarrassing.

The Fiji Times on the other hand, as Dr Scarr records, had "denounced the measure from the start".

In writing of the disastrous measles epidemic of 1875, the author declares that Thurston "found the Fiji Times insinuating that he had connived the epidemic's introduction with intent to decimate the Fijians".

Dr Scarr gives no authority for this allegation of venomous irresponsibility, but a search of the Fiji Times files leaves little doubt that he is referring to the editorial of February 24, 1875.

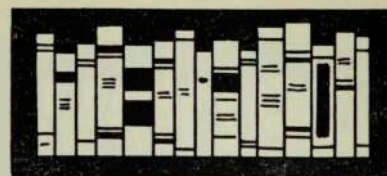
This is, as was characteristic of the times, of inordinate length and written in the style of the period when Disraeli described Gladstone as "intoxicated with the exuberance of his own verbosity".

It appeared at the height of the epidemic that was then bringing death to growing thousands in Fiji, and sought to find the cause of the disaster.

Had the captain of HMS Dido, which bought Cakobau and his entourage back from Sydney, failed to notify Levuka port authorities that there were cases of infectious disease aboard? If the health authorities were so informed, why were Fijians allowed to swarm aboard to welcome the returning chiefs, and then to gather in crowds at Nasova to continue the welcome?

Why, in particular, had the government chartered a vessel to return the newcomers to homes on other islands, and so spread the disease so devastatingly throughout the group?

In the one direct reference to Thurston, the editorial comments, with heavy-handed sarcasm, that if the dispatch of the chartered ship was not part of Thurston's new native



policy, "which we venture to say is in *slight* opposition to that of Mr Swanston" and contrary to missionary precepts, then "we fail to recognise the causes, either immediate or distant, that have weighed on the great brain of our Colonial Secretary and caused him, like Voltaire of old, to ignore until too late the dictates of Christianity and all recognition of a superior Being".

This is ponderous stuff, but it is not the same as "rabidly insinuating" that Thurston "connived the epidemic's introduction" with the aim of "decimating the Fijians".

The great value (and it is great indeed) of *I the Very Bayonet* is not in its judgments, either on men or events, but in the massive research that has gone into the book.

When some day somebody writes a more rounded and human study of a truly remarkable man, whose ability and influence served Fiji so well at a major turning point in her history, *I the Very Bayonet* will be an indispensable treasure house of reference.

—L. G. Usher.

(*I THE VERY BAYONET*, by Deryk Scarr, Australian National University Press, Canberra, ACT, Australia. Price \$10.95.)

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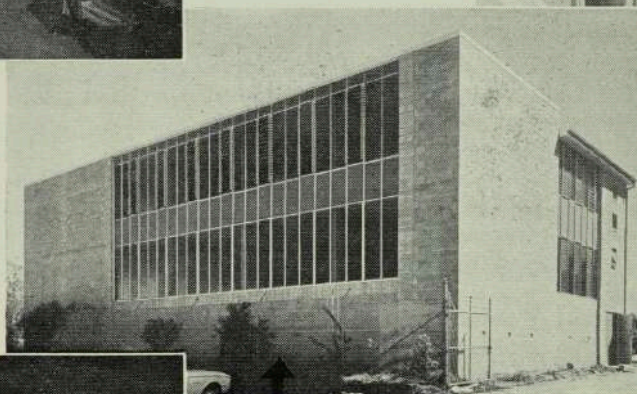


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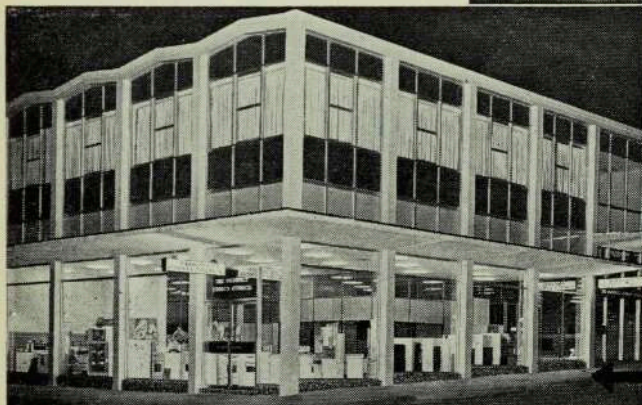
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Knots in an 'Untangled New Guinea Pidgin'

In his book *Untangled New Guinea Pidgin* Dr Wesley Sadler guarantees that anyone following the teaching procedures outlined "will happily obtain a speaking and writing mastery of New Guinea pidgin." I seriously doubt whether the book's promise will be fulfilled. This is because it has a number of shortcomings.

New Guinea pidgin is a tangled language. So far we have neither anything approaching a complete grammar nor a good knowledge of all its variations along geographical and social dimensions. The author is aware of this fact, and his choice of the rural conservative variety of pidgin as spoken in the Madang area is to be welcomed. Unfortunately, he relies heavily on two informants who are both speakers of Bel, and I suspect that at least some of his rules for pidgin exhibit features carried over from the informants' first language. (Pidgin languages do not have native speakers but are used as a medium of communication across language boundaries).

As the book is written for an audience with little or no knowledge of linguistics, the author is justified in using simple non-technical language for his grammatical description. This, however, does not increase the clarity of the presentation. For instance, in the discussion of the sound system the distinction between synchronic and diachronic criteria, as well as that between spelling and pronunciation is blurred. A statement such as "/n/ sometimes serves as pre-nasal consonant" is an example of confused terminology.

The shortcomings of grammatical treatment all stem from the same source. The author appears to have serious misconceptions about the nature of rules of language. There are many rules in pidgin; some being very general whilst others are minor and restricted in their application. It would be of great value for the student to have a good idea of the general rules before he is confronted with irregularities. This principle, however, has not been adopted in *Untangled New Guinea Pidgin*. I see no need to treat pronouns in 11 different chapters as if each pronoun behaved differently, since in fact there are a number of very general rules that apply to all pronouns.

It is true that some exhibit certain

idiosyncracies in their use but these should be dealt with *after* a general treatment. In addition, emphasisers and pluralisers, which are only historically related to pronouns, are treated by Sadler as pronouns.

The rules for the use of the predicate marker are similarly unsatisfactory. A rule specifying that the predicate marker is omitted before nouns which can also function as verbs is mentioned in five places (pp 56, 68, 71, 117, 153). This rule in itself is of dubious status. Without a full statement of the nouns to which it applies it is useless.

The important and involved topic of pidgin word formation is glossed over as "charming and easy to master". In at least one case a rule results from the misinterpretation of the linguistic facts. This is unfortunately not the place to give concrete examples but I am prepared to substantiate my objections.

I am not familiar with the teaching method employed in this book but I understand that the learner may achieve the desired result with the



help of a good informant. However, I fail to see the value of the awkward English employed in an attempt to reflect more closely the structure of pidgin. First of all, these translation aids won't be available when it comes to actually using pidgin, and secondly, they suggest a dangerous parallelism between English and pidgin in some places.

The book does contain a number of valuable insights into the structure of pidgin and one must certainly acknowledge the need for a book which can be used in conjunction with informants. However, I do not believe that *Untangled New Guinea Pidgin* in its present form is a satisfactory solution to the problem of teaching pidgin to expatriates and non-pidgin-speaking New Guineans. — *Peter Muhlhauser.*

(*UNTANGLED NEW GUINEA PIDGIN.*
By Dr Wesley Sadler. Kristen Press,
Madang, PNG.)

ALTERNATIVE STRATEGIES FOR PAPUA NEW GUINEA

Edited by Anthony Clunies Ross and John Langmore

In this original and valuable book, a group of academics — most of them based at the University of Papua New Guinea — discuss whether the country is heading in the right direction. The articles take a searching look at the emerging nation's administration, law, education, trade and investment, wage structure and so on. The final chapter draws all these threads together in considering the appropriateness of Tanzanian-type social planning for Papua New Guinea. *Paper \$5.95*

Oxford University Press

Samoa's synergy family, but what's a synergy?

In reading *The Synergy Saga*, I was constantly reminded of some painting of Raoul Dufay—unexpected dignity achieved in spite of a certain roughness, fun and colour. Dufay is not everyone's artist, and *The Synergy Saga* is not everyone's book. It is a book for those who know something of life.

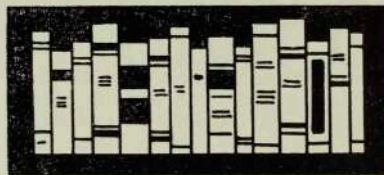
The style in which Ardent Candor writes his story of adventure in the Pacific is reminiscent of the writing in *Last Exit to Brooklyn*, and makes for detailed characterisation. Thus we meet people as human as ourselves, doing the things we do or might hope to do, and saying some of the things we might like to say.

Written almost as an allegory, *The Synergy Saga* gives a picture of some aspects of life in the Pacific, which, while decidedly real, are seldom written about. The Pacific, not unlike other places, has always been populated by groups of people with differing interests, each group having no notion what the other is doing.

When one speaks of life in the Pacific one speaks only of that niche in which one found himself. So with Ardent Candor's *The Synergy Saga*: it deals with people and their doings which are certainly not known to many who will claim to have lived in the Pacific. Similarly, a reviewer can give only those aspects of a book which appeal to him: others reviewing *The Synergy Saga* might have a different opinion to mine, and might even point out that, since readers have now become bored with them, the use of four-letter words dates the book as something out of a quaint past era. However, unlike most in which four-letter words figure, they are not glaringly out of context.

The story is centred around a stolen yacht, and is the account of a group of people on a Samoan island. The initial four-member "Tetra Organ" is American including a Black. The group is joined by four Samoan youths to make Synergy family.

Let's not be snobbish. Let's confess that we are not familiar with the word *synergy*. To quote from *The Synergy Saga*, "Uncle Bucky (Buckmaster Fuller) takes you farther out. He has said that on the average only one in three hundred university students understand that Synergy is the behaviour of whole systems unpredicted by the behaviour of their



parts. Now, if you're a specialist, you don't know what the hell Uncle Bucky is talking about. Only a comprehensivist can dig that." Does that explain to you what synergy means and arouse your curiosity about what else of interest the book contains for you?

The Synergy Saga moves to an exciting denouement, which has the American and Soviet navies, the Samoan revolutionaries, a space capsule and TV crews all converging on the family at once.

Maybe it's not your kind of book. But you should read it just the same. The author, Ardent Candor and Exposition Press who published it, are to be congratulated on producing something which regards the Pacific as part of the Twentieth Century. Reckon it might be the best thing written about the Pacific for many a long day.—Peter Livingston.

(THE SYNERGY SAGA, by Ardent Candor. Exposition Press, 50 Jericho Turnpike, Jericho, New York 11753. \$US6.000.)

● Not many people are fortunate enough to have a job which is also their hobby. Robin Miller is one of this lucky breed. Flying was in her blood and she was keenly interested in medicine, so she combined the two to become a flying nurse and pilot with the Royal Flying Doctor Service in Western Australia. In her autobiography, *Flying Nurse*, she relates, with brisk clarity, an action-filled series of anecdotes, sometimes amusing, sometimes sad, sometimes amazing but always highly entertaining. Mercy flights to remote mining camps, cattle stations and missions administering poliomyelitis vaccine, rescuing accident victims, coping with bone-pointed inflictions of aborigines were a routine way of life. If you think you lead an interesting life it will look 10 shades paler against this chronicle of true-life adventure.—JG.

(FLYING NURSE by Robin Miller, Pan paperback, \$A1.40.)

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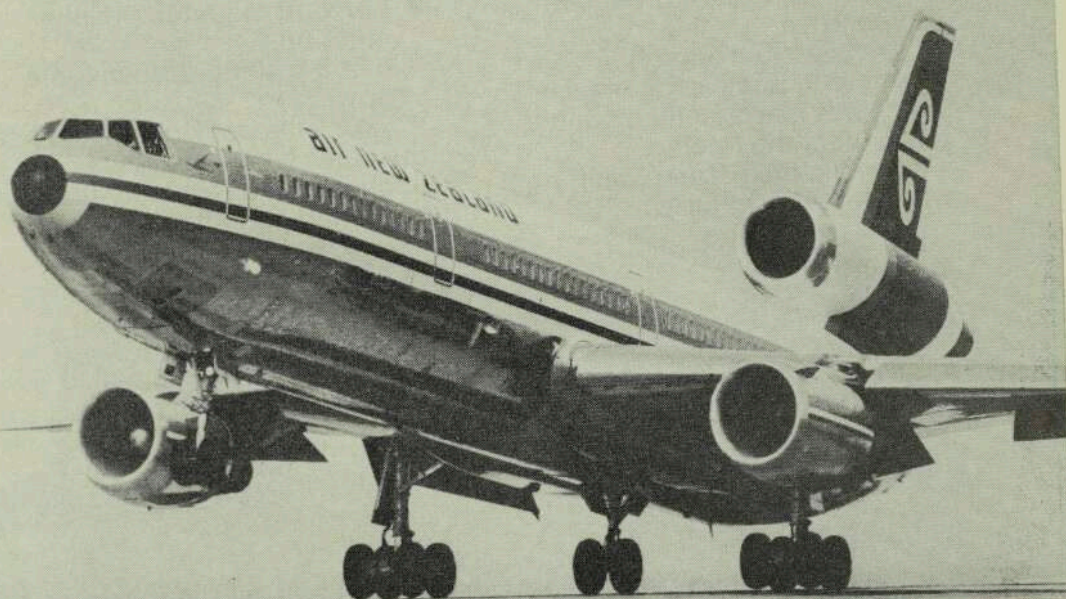
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PACIFIC ISLANDS MONTHLY—MAY, 1974

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Pacific Transport

SHIPPERS' BLISTERING ATTACK ON MICRONESIAN PORT HANDLING

The exasperation of principal San Francisco suppliers with the "chaotic" conditions of Micronesian ports and services, and the lack of government support in righting serious deficiencies, erupted late in March when the suppliers sent a blistering letter to Washington.

It was addressed to Mr S. S. Carpenter, director of the US Office of Territorial Affairs, in the Department of Interior, and referred to Trust Territory negligence, and instances of fraud, worthless guarantees and large financial losses that have affected shippers.

They sent copies of the letter to several shipping lines, one of them being the Nauru Pacific Line, which is launching a new service from San Francisco to Majuro and Ponape, and another service from Australia

via New Guinea to Guam and Ponape with chartered ships (see story later in this section).

The other shipping lines to receive a copy were Daiwa Line, Nanyo Poeki Kaisha and Shinyo Koeki Kaisha.

Others to receive a copy of their letter were the High Commissioner for the Trust Territory, Mr Edward E. Johnston, the Maritime Administration in Washington, the Trusteeship Council of the United Nations, and a stevedoring company in the Philippines.

The suppliers are Albatross Trading Co Inc, Ansor Corporation, California Pacific Associates, Campa Mercantile Inc, Connell Bros Co Ltd, Carlton J. Siegler and Pacific International Rice Mills, all of San Francisco.

The Trust Territory Government

gave vague assurances about moving cargo after withdrawal of the Transpac franchise. An interim service pending more permanent arrangements for some replacement of the Transpac services is urgently needed.

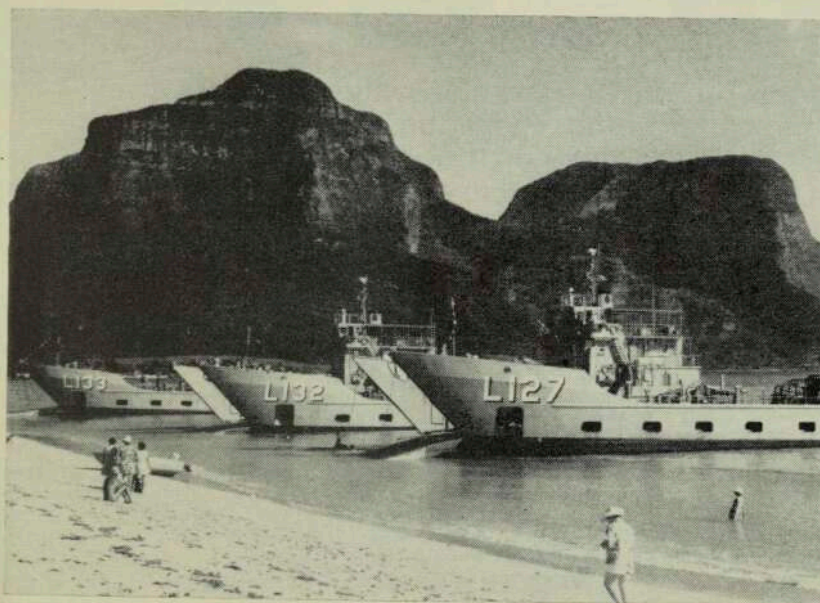
This is what the suppliers wrote to Mr Carpenter:

We find that for over 10 years we have been subjected to repeated substantial losses in Micronesia because of the inability of the Trust Territory Government to establish, conduct and enforce certain accepted rules of international commerce. All Micronesian importers have similarly suffered very large losses and we learn that suppliers from Japan, Australia and other areas have experienced similar difficulties.

These total losses have been extremely large and have had a very adverse bearing upon the economic development of the Trust Territory. Each of the various shipping lines has failed to provide a workable transportation service to Micronesia with disastrous effect upon the economy.

In every instance these shipping lines have not been able to discharge the terms of an ocean bill of lading. These terms are clearly defined in the Act of Carriage of Goods by Sea enacted by the Congress of the United States and recognised as the basis of international trade in every country of the world except in Micronesia. The problems of the shipping lines have been magnified by the chaotic conditions existing in the ports of Micronesia which have prevented them from delivering cargo in accordance with the terms of the legal shipping documents.

It is our understanding that while the shipping lines made some feeble attempts to enforce their obligations, they could never gain the support of the government. This can be attributed to the lack of trained personnel, lack of adequate port facilities and to political expediency. Indeed, while in numerous cases the terminals defaulted in their obligation to the shipping



Landing craft of the Royal Australian Navy beached under the backdrop of Lord Howe Island peaks after a 480-mile crossing from Sydney with army earthmoving equipment for constructing the island's new airstrip. The strip, for small aircraft, will replace the lagoon runway used by Sandringham flying-boats—to the detriment of the local environment and possibly even to tourism, many local people have argued.

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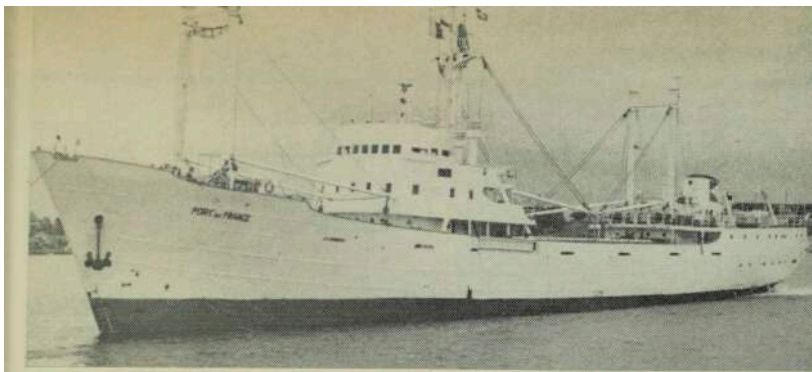
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The Port de France, which Compagnie Chargeurs de Caledonie uses between Sydney and New Caledonia, will now call at Norfolk Island regularly. The ship carries general and freezer cargo.

lines, we do not know of one single case where any attempt was made to recover documented cases of fraud or negligence.

Consequently, the shipping lines have been helpless to provide a normal flow of commerce. They also have been unable to provide basic documentation and paper work necessary to the operation of a shipping service. The terminals are not bonded and generally have not carried any responsibility or rendered the services necessary to any shipping line.

Extremely large losses are so prevalent as to have become routinely accepted in the islands without any possibility to establish responsibility due to the lack of documentation. Too often worthless guarantees or valueless cheques are accepted by terminals in lieu of proper legal documents.

Exporters as well as consignees in Micronesia are very seldom if ever able to obtain any reply to their inquiries on missing cargo. All communications to the shipping lines or to the Transportation Department remain unanswered.

New shipping arrangements are presently being made and several new companies will be enticed to carry cargo to Micronesia. They will no doubt expect to encounter normal

port conditions, good experienced management and personnel, sufficient docks and warehouses to handle cargo. Instead, they will encounter the same problems which have existed for many years unless the government can provide and enforce a commercial code and facilities that will render a normal operation possible.

The Trust Territory and its Department in Transportation and Communication have failed to discharge the terms of the UN Trusteeship Agreement, not only in providing adequate shipping necessary to this vast area but also in establishing shoreside laws and organisation necessary for the last and most important link in a transportation system.

Your early consideration of this urgent problem would be appreciated, as we feel that prompt remedial action is necessary for us to insure the continued supply of the Islands of Micronesia.

A further story from Norfolk Island tells of dismay, not to mention indignation, at the growth of pilferage of cargoes arriving at the island. It seems that thieves have taken the hitherto avoided road of tampering with her Majesty's mails. Fifteen bags of mail had mysteriously been opened on the Slevic in March, and goods valued at over \$2,000 were missing.

And now Nauru is moving in

Nauru Pacific Line is about to move into Micronesia from the US west coast with the chartered ship, Elizabeth Bornhofen, which will operate from San Francisco and Honolulu to Majuro and Ponape. A second ship, recently chartered, the Weser Dispatcher, will operate from the east coast of Australia to New Guinea, Guam and Ponape.

These two services will fill in most gaps left by the withdrawal of the Transpac franchise in Micronesia.

Nauru Pacific Line now operates five ships. It owns five—the Eiga-

moiya, Enna G, Rosie D, Collie D and Cenpac Rounder. The other three are all chartered—the two mentioned above and the Hydra.

The Elizabeth Bornhofen, 6,330 tons, is owned by Robert Bornhofen, Ruderici, Hamburg, West Germany. She carries containers and general cargo. The bale capacity is 439,000 tons. The Weser Dispatcher, 3,204 tons, is on charter from Weser Schifffahrts-Agentur GmbH and Co, Rundsburg, Western Germany. She has a bale capacity of 224,000 cubic feet. She also carries containers.

Dismal tale of transport's rates spiral

Air fares and freight rates continue to spiral all round the Pacific. Papua New Guinea, the BSIP, the Trust Territory and Fiji are all involved in the latest round of increases, and more are on the way.

The Australian Shippers' Council, made up mainly of exporters, and the four major shipping lines servicing PNG and the BSIP from Australia, have agreed to an interim increase of 8½ per cent in freight rates. This increase was scheduled to come into operation on April 15.

The next hike will depend on the outcome of negotiations between shipping companies and the Australian Waterside Workers' Federation over new wage rates for the watersiders. These rates are expected to come into operation some time in May.

The shipping companies concerned, New Guinea Australia Line, Karlander, New Guinea Express Line and Conpac, will then present a more detailed case to the Australian Shippers' Council, and one shipping company official said he was confident a case could easily be made out. The last increase in freight rates, apart from two surcharges imposed through the oil price increases, was on April 1, 1973.

The basis for the interim increase was 8½ per cent of the Sydney-Brisbane to Lae general cargo rate—\$3.05 a tonne (1,000 kilos) and \$2.75 a cubic metre (M³).

The new rates, from Sydney and Brisbane, are:

To Lae-Rabaul-Madang—\$39.15 a tonne; \$35.15 a cubic metre.

To Port Moresby-Samarai—\$37.95 a tonne; \$34.05 a cubic metre.

To Kavieng-Kieta—\$44.05 a tonne; \$39.55 a cubic metre.

To Honiara-Gizo—\$46.55 a tonne; \$41.75 a cubic metre.

In the Trust Territory, freight rates went up in March by an average of 22 per cent for everything except "specific rates commodities". The latter category applies to commodities produced in the Trust Territory, and includes vegetables

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and meat. The rates for those commodities are unchanged.

In Fiji, cargo barge companies raised freight rates by about 12 per cent. Rates before the rise were: Narain Shipping Co—\$10.25 a ton, Suva-Labasa; \$9.25 a ton, Suva-Savusavu, Suva-Taveuni; \$8.25 a ton, Suva-Levuka. Marine Pacific Ltd—\$11 a ton, Suva-Taveuni, Suva-Labasa; \$10.50 a ton, Suva-Savusavu; \$9 a ton, Suva-Lautoka, Suva-Levuka.

Air fares and freight rates rose in Papua New Guinea on April 1. Third level operators lifted their rates by an average of 12 per cent and Air Niugini by 7 per cent. Rising fuel costs, and other higher costs were responsible for the new rates.

Continental/Air Micronesia increased air fares by an average of 22 per cent on March 22, regardless of whether tickets were bought earlier or whether reservations had been made. The airline asked the US Civil Aeronautics Board for the increased fares, citing steeply rising fuel costs and continual operational losses on the TT services.

Continental/Air Micronesia, in its request for the new fares, said that even with them, it would lose about \$750,000 on the Trust Territory service this year.

The steepest increase from March 22 was on the one-way ticket between Guam and Honolulu. The new fare is \$303.30, much more than a 22 per cent increase over the old fare of \$217. New charges for one-way tickets on some regular routes are: Guam-Koror, \$107.40; Saipan-Majuro, \$229.40; Saipan-Truk, \$101.30; Majuro-Ponape, \$120.80; Majuro-Kwajalein, \$40.30; Honolulu-Majuro, \$236.70; Ponape-Guam, \$133; Saipan-Honolulu, \$310.10.

The Fiji Government has agreed to higher fares from Fiji to destinations other than Australia, but has rejected a request by international airlines to increase fares from Fiji to Australia by 7 per cent, with a 3 per cent increase in the other direction. The government said Fiji-Australia fares should rise by not more than 3 per cent in either direction.

The increases on fares out of Fiji took effect March 15, and followed a meeting of the International Air Transport Association (IATA) in Singapore in January. A Fiji Government spokesman said that IATA had agreed, subject to the approval of national governments, to raise fares world-wide by 7 per cent to cover increases in fuel costs.



The first BAC 111 bought by Air Pacific. High hopes were held by the airline when the new aircraft took to the air and a second one was quickly ordered. Now, badly let down by some of the Island governments, Air Pacific is leasing the second BAC 111.

AIR PACIFIC FEELS THE SQUEEZE

Chris Ritchie did not take long to make his presence felt when he returned to Fiji early in April as general manager of Air Pacific. He immediately warned a fare increase was inevitable because of a 100 per cent rise in fuel costs, and that the airline would apply for further increases with each rise in the price of fuel.

At the same time Captain Peter Howson, chairman of Air Pacific, said \$550,000 would be spent on two 15-seater Trislanders to replace aging Herons, and that one of two BAC111 jets would be leased for two years because there was not enough work for two.

Captain Howson said the jet would have to be leased because the Tongan Government had not allowed Air Pacific to start a Fiji-New Zealand service, via Tonga, and there had been delays in finishing jet strips in Tonga and the GEIC.

There seems to have been a lot of muddling over air services in Fiji. HS748 turbo prop aircraft were to have been used on services to Taveuni and Savusavu, but those strips have not yet been rebuilt. Air Pacific has been forced to continue servicing those areas with Herons. The Labasa strip has also deteriorated and the HS748s have been replaced by Herons on the Suva-Labasa services.

However, two Herons will be sold this year, and a third will be replaced in 1975. One will be retained for the domestic services in the GEIC till 1976.

The difficulties of Air Pacific highlight the need for some rationalisation of services in the area. A service from Fiji to New Zealand, via Tonga with a BAC111 is logical, but a direct Air Pacific service from Fiji to New Zealand would run it into direct and uneconomic competition with airlines using the big jets.

And if the state of the airports in several parts of Fiji is so bad that nothing bigger than a Heron can be used, then there is obviously a need to find the money to bring them up to a higher standard.

Mr Ritchie obviously faces challenges, challenges more daunting than those he faced when he was seconded from Qantas to manage Fiji Airways, which is now Air Pacific, in 1958. In 1958, Fiji Airways was a domestic operation, which became regional under Mr Ritchie, as services were launched to Tonga, the BSIP and the New Hebrides, Western Samoa and the GEIC.

FORUM FLOUNDERS OVER SHIPPING PLAN

A regional shipping service for the South Pacific seems to be as far away as ever following the Fifth South Pacific Forum in Rarotonga in March. It had been felt that the forum, after discussing the long-awaited experts' report on the proposal to the South Pacific Bureau for Economic Co-operation (Spec), would make a firm decision at Rarotonga.

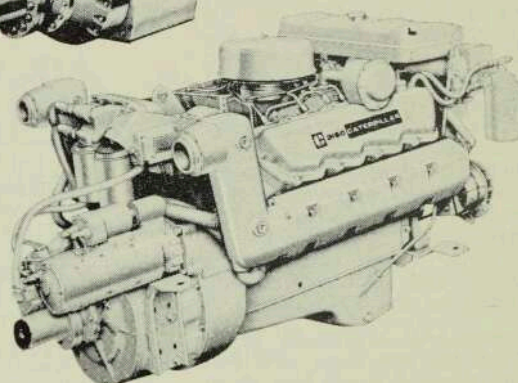
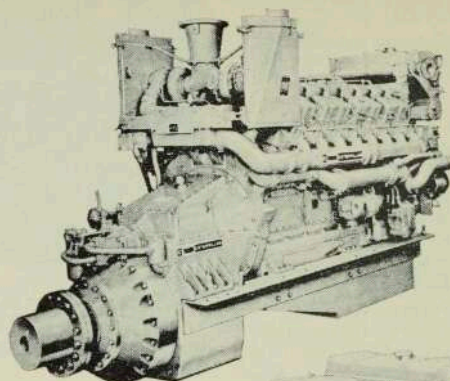
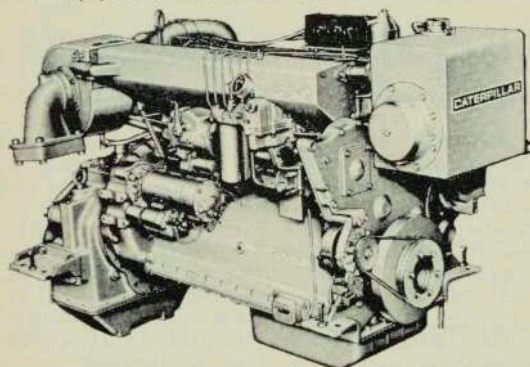
The forum's official communique, following the Spec report, and meetings about technical matters covering such a shipping service, said the way was now clear for the forum "to decide whether or not to proceed with the proposed regional shipping venture". Members reaffirmed the need to make progress "in this key area" by adopting a "truly co-operative" approach at the inter-governmental level.

It was pointed out that some member countries (Nauru and Tonga) already operated shipping services in the region, and members were asked to support those services. (Nauru Pacific Line and Tonga's

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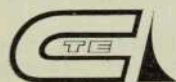
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* TA -- Turbocharged -- Aftercooled
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Model*	Cyl.	Disp. Cu. In.	BHP @ RPM		Dimensions—in.**			Wt.-Lb.**
			Int.	Cont.	Length	Width	Height	
D399 TA	V-16	3928	1425 @ 1300	1125 @ 1225	186	61	89	22,100
D398B TA	V-12	2946	1075 @ 1300	850 @ 1225	143	60	85	17,980
D379B TA	V-8	1964	715 @ 1300	565 @ 1225	121	54	85	15,190
D353E TA	I-6	1473	535 @ 1300	425 @ 1225	109	44	71	8,965
D342C T	I-6	1246	300 @ 1300	200 @ 1225	98	43	67	6,460
D342C	I-6	1246	200 @ 1300	170 @ 1225	98	39	67	6,370
D349 TA	V-16	2382	1225 @ 2000	970 @ 1800	157	61	78	14,800
D348 TA	V-12	1786	920 @ 2000	725 @ 1800	113	61	78	11,390
D346 TA	V-8	1191	610 @ 2000	480 @ 1800	101	61	78	9,050
D343A TA	I-6	893	460 @ 2000	365 @ 1800	85	40	55	5,772
D343A T	I-6	893	315 @ 2000	245 @ 1800	85	40	55	5,636
D334 TA	I-6	638	300 @ 2200	240 @ 2000	76	36	50	3,075
D333C T	I-6	638	250 @ 2200	190 @ 2000	76	37	48	2,540
D330C T	I-4	425	165 @ 2200	125 @ 2000	57	36	41	2,150
D330C	I-4	425	100 @ 2200	85 @ 2000	57	36	41	2,110
3160	V-8	636	—	150 @ 2400	46	34	36	1,700

NOTE: All continuous HP ratings are approved by the American Bureau of Shipping and Lloyd's Registrar of Shipping. For latest information on society approvals, please contact Caterpillar.



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Pacific Navigation Co Ltd already operate services for forum members from Australia to Nauru, Fiji, Western Samoa and Tonga). It was also said that other members were not well-served by available shipping.

The forum agreed, as a first step, to set up a regional shipping council, consisting of ministers or their representatives from all forum members. This council would, through Spec, organise necessary studies and investigations which would be needed so that the forum could decide whether to set up a regional shipping service, and take other practical steps to improve the region's shipping services.

Spec will do the ground-work in setting up the council, and will also prepare a report on future action to be considered at the forum's next meeting. (This will be a report on the Spec report, which was based on a United Nations report on a regional shipping service).

Nauru was doubtful about the financial aspect of setting up a regional line. Where would the various governments raise the money? Would they guarantee finance, or ask banks to give guarantees? Nauru also suggested that a regional line could be based at Honiara, but the Spec report suggested Fiji.

The director of Spec, Mr Mahe Tupouniua, said any organisation or corporation set up to run a regional service would have to decide how to raise the necessary finance. Only governments could guarantee loans.

Senator Don Willesee, Australia's Minister for Foreign Affairs, said it was too early for the forum to decide on setting up a regional shipping line. Australia accepted there was an urgent need for a more satisfactory shipping arrangement, and would continue to help in preliminary studies.

The Prime Minister of Fiji, Ratu Sir Kamisese Mara, was in the chair during much of the discussion about a regional line, and did not advance any views, or comment on the views of other speakers.

President DeRoburt showed his memory of the unhappy Enna G affair when the ship was "blackened" in Wellington in 1973, had not dimmed. He appealed to New Zealand to help Tonga and Nauru to operate successful services. That help was vital in securing wharf berths, bunkers and other services.

New Zealand is ready to help, but whether she can bring the recalcitrant maritime unions into line is another matter.

Forum co-op wanted, not a talking shop

The South Pacific Forum will stand or fall on civil aviation. Fiji's Prime Minister, Ratu Sir Kamisese Mara, said after the March forum meeting in Rarotonga, civil aviation would be the real test of Pacific regional co-operation.

"If we fail to resolve this problem, then the forum will become nothing more than a talking shop," he said. The forum authorised Fiji to call a meeting of civil aviation ministers to consider the future of the regional airline, Air Pacific.

It was apparent that most delegates were not adequately briefed to debate in depth any question of regional airlines. They seemed unsure of themselves, of the role the forum should play, and where Spec should come into the picture.

Ratu Sir Kamisese, who was in the chair, had no doubts. Spec, under the Spec agreement, had a role in transport, and transport covered airlines as well as shipping.

The Prime Minister of Tonga, Prince Tuipelehake, did not take part in the debate, yet Tonga has been talking about wide-ranging services with a big jet it hopes to get from Japan.

With national aspirations running high, civil aviation does present a problem. Nauru has its own airline, Tonga wants one. There are Polynesian Airlines in Western Samoa and Air Niugini in Papua New Guinea.

Whether a region so thinly populated as the South Pacific needs a multitude of regional airlines, is debatable. Most areas are already well serviced and newcomers will cut into limited markets. The capital cost of setting up an airline with modern aircraft is huge, and unless there is substantial help from outside it is likely to severely strain the resources of the Island territories.

Nauru's airline does not clash on any of its services with Air Pacific, but it could in view of the agreement signed on March 18 between Nauru and Western Samoa allowing the running of air services by designated flag carriers between the two countries. Landing rights in Western Samoa could be the first step in a long-range plan to extend Nauru Pacific Airline services further south. Air Pacific flies into Papua New Guinea, and it is on the cards that PNG will later seek reciprocal rights

to Fiji and beyond. Air Pacific and Polynesian Airlines have a happy arrangement over services covering Fiji, Western Samoa and Tonga.

Air Pacific is well equipped to continue and expand present regional services. It has the necessary infrastructure and something for which there is no substitute—experience.

Fragmentation of efforts almost certainly would lead to financial disaster. It would be better now to divert resources into something solid, rather than in laying expensive air strips to take the big jets and in buying big jets. Viable internal airlines, using small aircraft which do not require the same capital investment are better propositions for some of the islands. Fiji, Tonga, Samoa and the Cook Islands already have such air services.

The experience of some of the international airlines, tapping big markets, should serve as a warning to would-be operators. Close to home Qantas has had its difficulties. Air-India pulled out of the Sydney-Nadi return service because of poor patronage. American Airlines has failed to make a go of the South Pacific.

FIJI'S TOUGH LINE ON LANDING RIGHTS

The Fiji Government is undismayed about the reaction of travel agents to its tough talk about banning United States airlines from Nadi unless Air Pacific gets rights at Pago Pago. The Society for Fiji Travel Agencies (SOFTA) considers the withdrawal of these rights, plus a union ban on UTA and the withdrawal by Air-India of its Sydney-Nadi service could have grave effects on the growth of the Fiji Tourist Industry. The union lifted the ban on UTA in March.

The Fiji Prime Minister, Ratu Sir Kamisese Mara, after a recent Cabinet meeting, said the US had the better side of the deal because it had air route rights to fly to Fiji while Fiji had nothing in return. All Fiji wanted was Pago Pago rights.

The Fiji Government soon showed it meant business when it refused to allow PAA to start a weekly Nadi-Auckland service till the differences between Fiji and the US were settled. PAA asked to take over a flight which had been operated by American Airlines.

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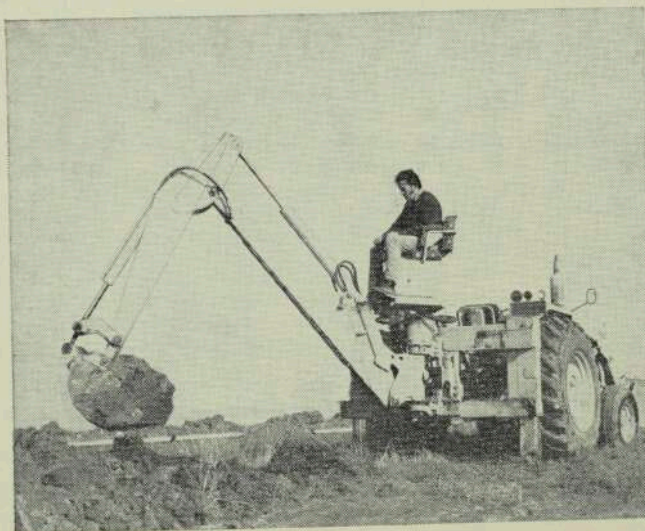
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the boom hydraulically in a matter of seconds without leaving the seat. And slew control seat mounted above the boom gives the operator a superb view of his work. A one cubic yard bucket is standard on the loader and lift capacity to full height is 3700 lbs. You can buy the MF50 with confidence in its performance—what's more your MF distributor

backs your choice with genuine parts and service back-up to keep you on the job at all times.



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MASSEY-FERGUSON ... WINNER OF TWO EXPORT AWARDS

Cruising Yachts

● **ICE BIRD**, 32 ft gunter-rigged yacht, reached Capetown in March, carrying lone sailor Dr David Lewis. Dr Lewis left Sydney in October, 1972, and sailed south to the Antarctic. He left **Ice Bird** at Palmer station early in 1973. He returned in November, 1973, and sailed to the South Orkney Islands. He then sailed for Sydney, but seven weeks out of the South Orkneys he ran into a hurricane. The yacht capsized and lost its mast. Dr Lewis set up a jury rig and sailed to Capetown.

● **RON OF ARGYLL**, 50 ft ketch, is at a Cammeray (Sydney) marina, waiting for the end of the hurricane season. PIM reported last September that **Ron of Argyll** was at Rarotonga the previous July, and on board were owner-skipper Larry F. Bryant, a counselling psychologist of San Francisco, Michael Flynn, Barbara Flynn and Joyce Gertler. She then sailed to Tonga and Fiji. The Flynn's left the ketch in Fiji and went back to the United States. Joyce Gertler came on to Sydney. Mr Bryant sailed single-handed from Suva to Sydney in 23 days, arriving in October.

● **ARWEN**, a 48 ft ferro-cement ketch with Australian Adrian Hickey and Scots-girl Anne Hill on board, is in Captain Cooks Bay in Moorea. Adrian dropped anchor there just over a month ago after a four-month stay in Papeete, Tahiti. They arrived in Tahiti in November from Rarotonga where they had enjoyed a six-month stay. This is **Arwen's** second sojourn in French Polynesia. The first was interrupted by the French who decided **Arwen** must go after she had done a charter job for the radicals, taking food supplies to the NZ nuclear test protest yacht **Fri**. **Arwen's** engine is under repair at present. As soon as she is ready to sail, Adrian plans to do another charter job, but this one won't bring any protests from the French. He is taking British Museum ornithologist David Holyoake to the New Hebrides and the BSIP.

● **FRI**, the NZ peace protest yacht which sailed into the Mururoa nuclear testing zone in 1973, will make a goodwill tour through the Pacific later this year. An appeal for \$50,000 to sponsor the voyage has been launched.

● **WHISTLER**, 53 ft schooner, ran aground at Totoya in Fiji on March 9 while on the way from Neiafu in Tonga to Suva. It reached Suva three days later, under tow by the salvage vessel, **Salmar**, which pulled it off the reef. On board at the time of the

grounding were the owner, Mr Lloyd Muno, of Oregon, US, his wife, Pat, and son, Tony. The **Whistler** was to go into dock for a survey.

● **SHEARWATER**, 36 ft ketch registered at Portland, Oregon, USA, arrived at Rarotonga from Tahiti and Bora Bora on March 16 and left for Tonga on April 6. On board were skipper Donald Stevens, and crew Sara Campbell, Mark Lindgren and William Larson. Skipper and crew are all US citizens.

● **SAMBURAN**, 35 ft yawl which arrived at Rarotonga from Tahiti on July 1 last year was still in its cradle at Avatiu Harbour in April. Mr Wade Swoboda and Miss Connie Columbus, both from San Diego, California, who arrived with **Samburan**, were still ashore in Rarotonga. Wade has set himself up in a radio repair business and Connie, a shorthand typist, was one of the Cook Islands Reporting Secretariat which covered the recent conference of SPEC, PIPA and the South Pacific Forum, all in Rarotonga.

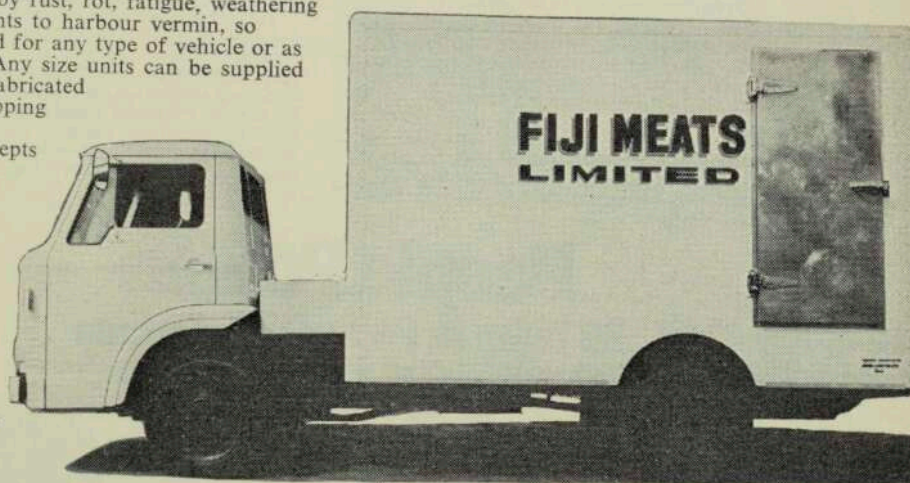
TRIPTYCH, somebody wants news of you. An American reader has asked for news of her whereabouts and, of course, of her owners, Canadians Matthew Burpee and his wife Betty. **Triptych**, a 65 ft ketch-rigged trimaran, was last reported in PIM (Oct, 1972) as heading out of Fiji for the New Hebrides. A note to PIM will be forwarded to the American reader.

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HD 550

British airways

pacific jet news

PUBLISHED BY BRITISH AIRWAYS

A PIM ADVERTISING SUPPLEMENT

HOW TO SEND HIM PACKING

Travel writer CAROL WRIGHT gives some useful hints on getting an untrained male ready to set out as an innocent abroad.

I think all wives should travel before marriage, not just for their own satisfaction, but so that they can cope later with husband's packing. With all my own continuous globetrotting, I must admit I have made no improvement in my husband's travel habits. He scoops up random things and stuffs them in a case. He arrives at the airport with ties and dressing gown trailing from the corners of his luggage and has forgotten his pyjamas and comb.

The dressing gown will be left behind the bathroom door at his hotel and, when he does remember to take his pyjamas, these are left under the hotel pillow. For the comb, he will buy a bright pink plastic horror at the nearest shop. So you must definitely work to rule if you want to sort him out.

Rule one, whether your man has you pack for him or not, is to make a comprehensive check list of essentials and stick it firmly to the inside

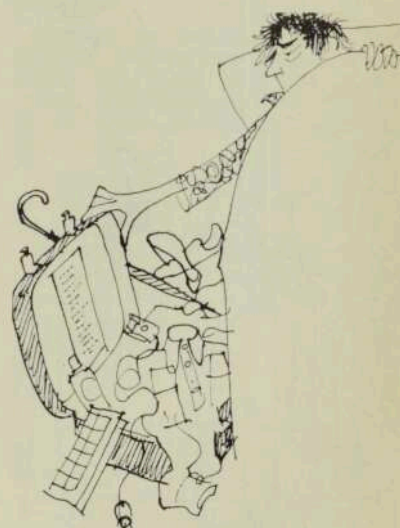
of the suitcase lid. Then both of you can remember needs and leave nothing behind.

Rule two is to assume he will not have any time for shopping on those high-powered business trips and make sure he has everything for coping with emergencies. My father, a sea captain, was taught early in his career how to darn socks and sew on buttons. They say women's real emancipation will not come until men have an education in domestic sciences—laundry, cookery and sewing.

But until that time, most men will be pretty helpless off base. Panic buttons are those that come off in the 'morning after' in a strange hotel. A sewing kit is not a foolish feminine inclusion — although I would hate to spoil the lone male's gambit of getting to know a girl on the plane or in the hotel by pathetic pleas to sew a button on. 'I'll buy you dinner if you mend this little tear' is a far more effective ploy than the 'see my etchings' line ever was. Few women can resist the sight of a helpless male.

A few sturdy but light plastic hangers should be added. Apart from hotel parsimony in providing enough, extra hangers are needed for drip-drying shirts. I have seen many an irate gent in the hotel foyer leaping up and down and demanding his laundry while the airport taxi revs up at the door. It is better on fast-moving tours to wash your own than to risk not getting them back in time.

A pack of man-sized tissues should be provided in case the handkerchief supply runs out (why on earth doesn't someone produce travel



handkerchiefs in drip-dry fabrics?). The big tissues can be used for shoe cleaning. Better still are the sealed sachets of tissue soaked with liquid shoe cleaner which gives a quick shine.

Rule three is keep clothing simple and basic so far as suits are concerned and add in different coloured shirts and co-ordinated ties and handkerchiefs so that a more varied effect can be achieved. Pack hard items like shoes, toiletries and books at the bottom of the case, pad with rolled socks and underwear. Place sweaters and shirts on top and then suits. Fold trousers over each other to cushion folds. Jackets, if too wide for the case, should be lapped over, straighten shoulders and fold sleeve



PACIFIC ISLANDS MONTHLY—MAY, 1974

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British airways **pacific jet news**

in half lengthways along the side seam.

A pair of leather slippers or soft house shoes is essential. After a day at work, these are more relaxing to wear around the hotel and on long journeys in the plane.

Men now have nearly as many toiletries for travelling as women have make-up. They too are discovering in hotels that there are never adequate shelves in the bathroom for these items. This makes a compartmented zip carry bag more convenient than those that need to

have the contents spread out. Nail file, nail scissors, brush, extra soap, talc for hot tired feet and sweaty body should be packed, along with some basic medicaments and, of course, his pet hangover remedies.

Check out destination voltage and get a small adapter for electric shavers or buy plenty of spare batteries for a battery type.

Never knowing just what entertainment and other services a hotel may provide, some basic gadgetry is worth its weight. An alarm clock certainly, and I like the mini travel barometers which at least indicate if you need to take your raincoat with you each day.

A small tape recorder is a better bet than a radio. You can have a personal tape of girl friend or wife, and children's messages; a selection of favourite music; a teach-yourself language tape of the country you are in, if necessary; and, for lonely Sundays, tour tapes so you can take yourself sightseeing any time you wish.

There are a lot of little items that can make all the difference to a trip. Among them are spot removers for soup or egg on ties; pocket torch for looking for lost studs under the bed; extra shoe laces; earplugs; extra supplies of business cards and a bundle of cheap ballpoint pens.

The male traveller of olden days went with elaborate ivory inlaid toilet chests, travelling bar and mini desk for his lap. A zip bag is good enough today and tooth mugs and duty frees make an impromptu bar. One regrets the elegant silver flask and matching mug for travel, and a couple of plastic tumblers are sometimes more appetising for that drink in the room than the chipped or pale blue plastic bathroom mug. If you want to hear from your knight errant, pack some air letters and try to check appropriate air rates and note them down—hotels never seem to know these accurately.

One last rule, make a great job of packing for him—but only once, or you will be a slave for the rest of his travelling life. The second time he should manage quite nicely under your supervision and from the third time he is on his own. You never know, he may get good enough to do *your* packing when you are off to the next Women's Lib convention.

STEPHEN HALL WILL ESCORT MUSIC LOVERS ON TOUR

Stephen Hall, artistic director of the Australian Opera will escort music lovers on a grand tour of Europe's most celebrated cities of art and music. The party will leave Sydney on July 21 by British Airways jumbo jet.

Mr Hall, who has had the opportunity of working with producers of the calibre of Zeffirelli, Visconti, Rudolf Hartmann and Peter Hall, as well as such artists as Maria Callas, Joan Sutherland and Tito Gobbi, will act as artistic adviser.

He will take the group to Bayreuth to hear Wagner, to the Salzburg Festival, through Italy and France to Britain for the Edinburgh Festival.

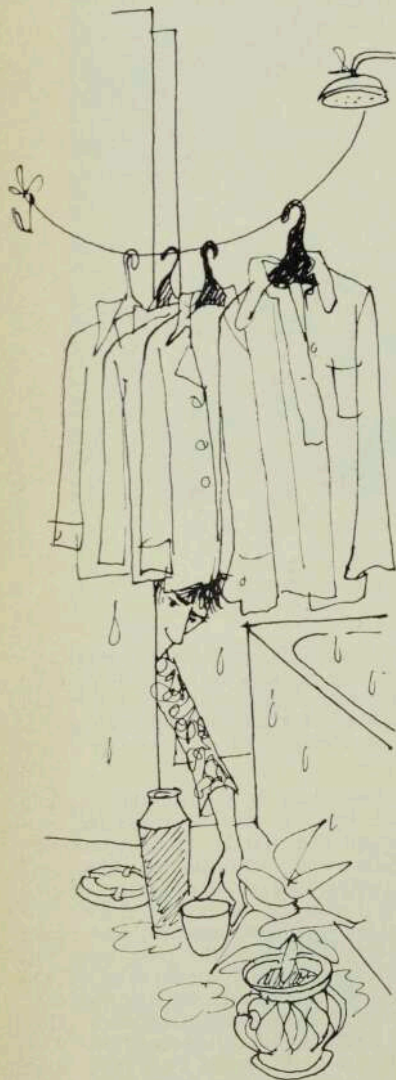
In addition they will see Hong Kong and the Taj Mahal in India on the way over and Bangkok on the way back.

Stephen Hall spent six years in London and was on the staff of the Royal Opera House, Covent Garden. He has produced 11 operas for the Australian Opera and two new works by Australian composers, which recently had premieres.

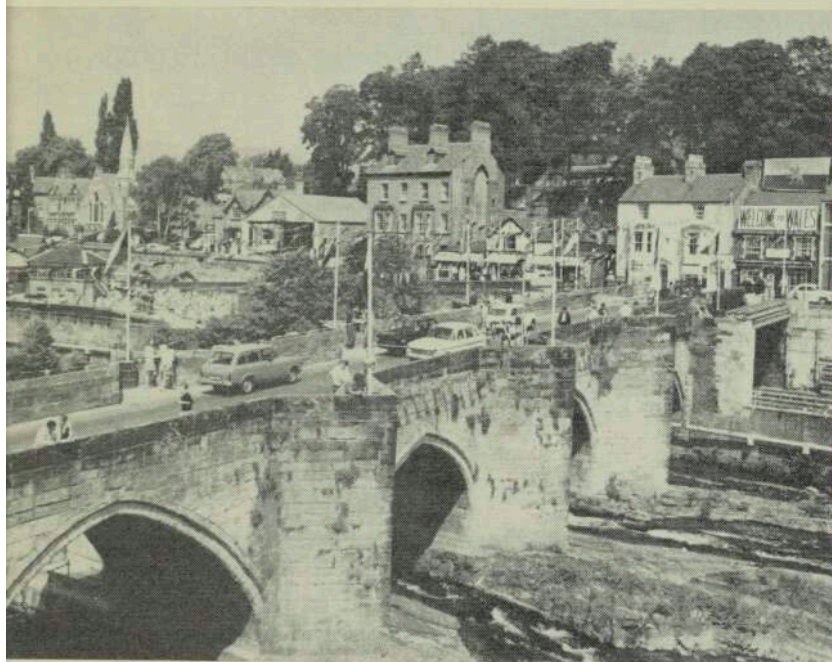
At present he is working on the production of *Tosca* for the Australian Opera's Melbourne season.

Nadi Airport changes

Lloyd Paxton recently arrived in Nadi and took over airport management duties from Gordon Shepherdson. Theresa Pasepa has joined us and the airport receptionist team is now: Edwina Downing, Pat Fraser, Laila Robinson and Theresa Pasepa.



British airways **pacific jet news**



Curling up like Granny

As nostalgic as 78 rpm records and wind-up gramophones is the new exhibition of domestic appliances at London's Science Museum. Although some of the material in the collection dates back to the spit-roasting-over-an-open-fire days, most of the exhibits are from the late 19th and early 20th centuries and later. There are some extraordinary Heath Robinson contraptions—a vacuum cleaner, operated by a treadmill, a bath with a built-in fire to heat the water and a tea-maker with an arm that strikes a match to light a stove beneath the teapot.

But many of the more simple gadgets—old irons, an early gas stove, stone foot-warmers and curling tongs—could have come straight from my Granny's kitchen.

The Science Museum is in Exhibition Road, London SW7, not far from South Kensington tube station.

This 14th century four-arched bridge spans the River Dee in the centre of Llangollen. Not far from the bridge is a salmon leap; great numbers of salmon make use of the ladders on their way up the river to its source in Bala Lake.

SLOW BOAT TO LLANGOLLEN

In the days of high-speed travel and pre-cooked food, what could be more pleasant than a 3 mph cruise, eating such delicacies as plover's egg salad, smoked salmon, jugged hare or casserole pheasant? The cruises are planned to start this spring, aboard a 12-berth floating hotel on the 44-mile canal linking Chester with the North Wales town of Llangollen.

Man behind the idea is Mr Peter Brice of the New Inn Hotel, Gledrid, Chirk, who says that the Welsh Floatel will comprise two 72-foot vessels which should be completed next month.

One is a night boat with six double cabins (each with shower and toilet facilities), the other a day boat with dining area, lounge, sun deck and cocktail bar. Guests are advised to use the bar sparingly on the day they cross the spectacular Pont-y-Cysylltau aqueduct, which carries the canal 126 feet above the River Dee.

Cost of a week's cruise, which starts with a captain's champagne reception, will be about £55 a head.

BRITISH AIRWAYS SCHEDULES DAILY JUMBO FROM SYDNEY

New schedules introduced by British Airways on the Kangaroo route from Australia to Britain show a major emphasis on 747 jumbo jet services.

For the first time there are daily 747 flights into and out of Sydney. Melbourne has five 747 and two VC10 services each week—the first time British Airways has operated daily flights out of Melbourne.

Perth has three jumbo flights departing on Mondays, Tuesdays and Thursdays, each with only two stops en route to London. Services from Brisbane and Darwin to London are operated by super VC10s but the four return flights calling at Darwin are by 747s. British Airways is the only carrier with through one-aircraft services from Brisbane to London.

Trans-Pacific services will continue, for the time being, to operate three times weekly. The VC10s leave London on Tuesdays, Thursdays and Sundays and depart from Melbourne and Sydney on Tuesdays, Thursdays and Saturdays.

Flights for Britain leave Nadi at five minutes past midnight on Tuesday night/Wednesday morning, Thursday night/Friday morning and Saturday night/Sunday morning. Departures from Nadi for Sydney and Melbourne are on Tuesday, Thursday and Saturday mornings.

British airways **pacific jet news**

Conferences with a minimum of fuss

British Airways and American Express have come together to promote travel to the 1974 programme of London Financial Times international conferences.

American Express has been appointed official travel agent for all 32 conferences and will control hotel accommodation. They will ensure, wherever possible, that delegates travel by British Airways who have been closely associated with the Financial Times conferences for the past two years and are co-sponsoring six conferences this year. They are:

Subject	Date	Venue
Tomorrow in World Electronics	May 14, 15	London
China Trade	September 18, 19	Hong Kong
World Energy	October 2, 3	London
World Gold	October 17, 18	New York
SE Asia's Natural Resources	November 25, 26	Kuala Lumpur
North and Celtic Seas	December 9, 10	Houston

A brochure featuring the complete programme of 32 conferences is to be produced quarterly by American Express in conjunction with British Airways overseas division. Copies may be obtained from any office of British Airways or American Express.

BRISBANE, AUCKLAND LINKED BY NEW VC10 SERVICE

A new British Airways service linking Brisbane with Auckland started operating on April 8.

The once-weekly service departs Brisbane on Mondays at 8.35 am and arrives Auckland at 1.30 pm. Return flights leave Auckland at 6.15 pm on Mondays arriving Brisbane at 6.35 pm.

Flights are operated by super VC10 jetliners.

COMING EVENTS IN BRITAIN

Some highlights of the next few months
1974

June

- 1 International TT Motorcycle Races Isle of Man, and 3, 5, 7 June.
- 5 Horse Racing: Epsom Summer Meeting Epsom, Surrey, to 8 June (provisional) (The Derby—5th; the Oaks—8th).
- 7 Aldeburgh Festival of Music and the Arts Aldeburgh, Suffolk, to 25 June
- 7 International Antiques Fair Earls Court, London, to 18 June.
- 8 Clyde Fair International Ayrshire, Bute Renfrewshire, Dunbartonshire, Argyll, Lanarkshire and Glasgow, to 23 June (provisional).
- 11 Three Counties Agricultural Show. Malvern, Worcestershire, to 13 June.
- 15 The Queen's Official Birthday: Trooping the Colour. Horse Guards Parade, London.
- 18 Horse Racing: Royal Ascot Ascot, Berkshire, to 21 June (provisional).
- 18 Royal Highland Agricultural Show Ingleston, near Edinburgh, to 21 June.
- 21 Bath Festival Bath, Somerset, to 30 June.
- 21 Lawn Tennis Championships Wimbledon, London, to 6 July.
- 26 Royal Norfolk Agricultural Show. Showground. New Costessey, Norwich, Norfolk, and 27 June.
- 28 Royal National Rose Society's Show. Royal Horticultural Society Halls, London, and 29 June (provisional).

July

- City of Belfast International Rose Trials Dixon Park, Belfast, to September.
- 1 British Jousting Society Tower of London, to 6 July.
 - 1 City of London Festival. London, to 13 July.
 - 2 Llangollen International Eisteddfod Llangollen, Denbighshire, to 7 July.
 - 4 Henley Royal Regatta, Henley-on-Thames, Oxfordshire, to 7 July.
 - 5 Cheltenham International Festival of Music Cheltenham, Gloucestershire, to 14 July.
 - 9 Great Yorkshire Agricultural Show. Great Yorkshire Showground, Harrogate, Yorkshire, to 11 July.

- 10 Royal Tournament: Displays by the Armed Forces Earls Court, London, to 27 July.
- 10 Open Golf Championship Royal Lytham & St Annes, Lancashire to 13 July.
- 13 Son et Lumiere Winchester Cathedral, Winchester, Hampshire, to 5 October (excluding Sundays).
- 14 Start Tall Ships Feeder Race Dartmouth, Devon/Corunna, Spain.
- 17 World Show Jumping Championships. Hickstead, near Bolney, Sussex, to 21 July.
- 19 Henry Wood Promenade Concerts Royal Albert Hall, London to 14 September, provisional.
- 20 The Daily Telegraph and BP Round-Britain Power Boat Race. Start and finish London, to 3 August.
- 23 Royal Welsh Agricultural Show Llanelwedd, Builth Wells, Breconshire, to 25 July.
- 26 County Landowners Association Game Fair Stratfield Saye, Hampshire, near Reading, Berkshire, to 27 July.

August

- 4 Harrogate Festival of Arts and Sciences. Harrogate, Yorkshire, to 17 August.
- 4 Tall Ships Parade of Sail Solent, Isle of Wight.
- 5 Royal National Eisteddfod, Carmarthen, to 10 August.
- 16 Edinburgh Military Tattoo. Castle Esplanade, Edinburgh, to 7 September.
- 17 Royal Scottish Academy Festival Exhibition. Royal Scottish Academy, Edinburgh, to 15 September (provisional).
- 18 Edinburgh International Festival. Edinburgh, to 7 September.
- 18 Three Choirs Festival Gloucester, to 23 August.

September

- 2 International Air Show. Farnborough, Hampshire, to 8 September.
- 7 Braemar Royal Highland Gathering. Braemar, Aberdeenshire.
- 12 World 3-Day Event Championship (Horse Trials). Burley, Ringwood.
- 14 Horse Racing: St Leger Doncaster, Yorkshire.
- 27 Newcastle Festival Newcastle upon Tyne, Northumberland, to 13 October.

October

- 16 International Motor Exhibition Earls Court, London, to 26 October.
- 19 Bath Bach Festival Bath, Somerset, to 26 October.

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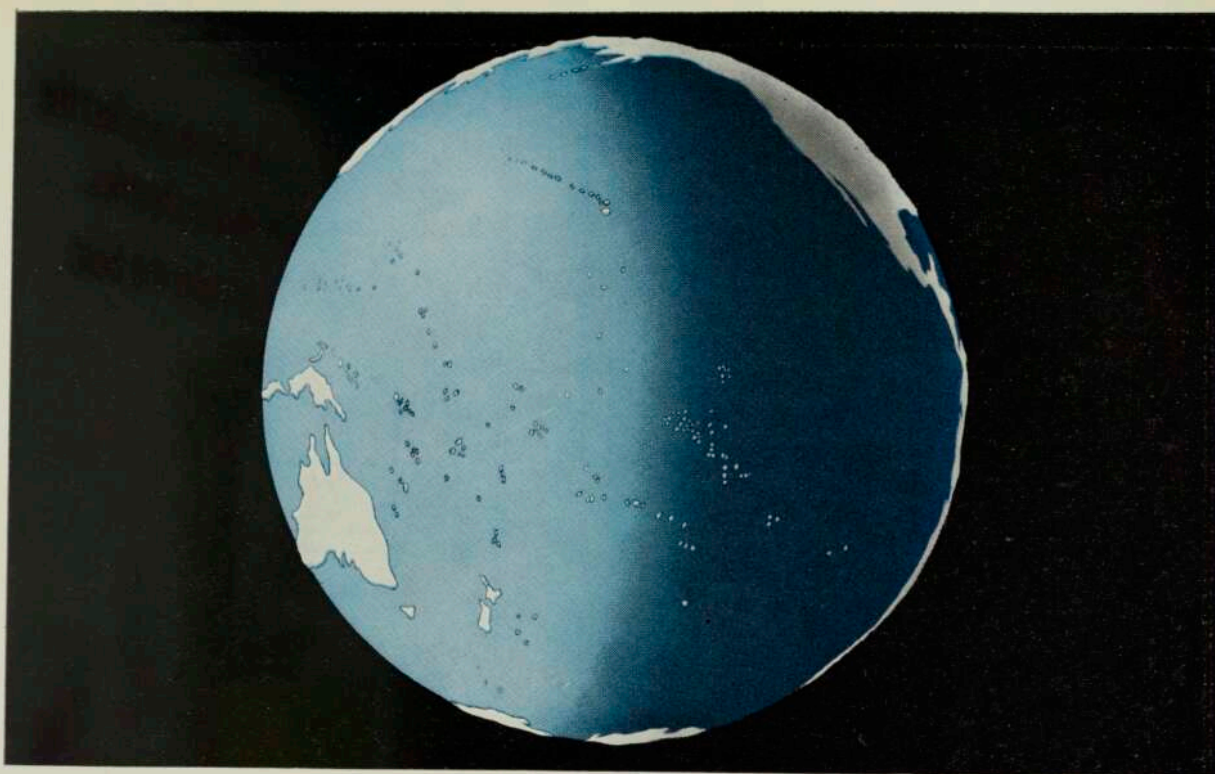
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planes before—but things have changed. While you've been charging me more and more each year, that beautifully groomed air cargo service has remained stable. You know the one I mean—Qantas. You always were a little jealous of her.

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Business and Development

COOK ISLANDS OPEN CAUTIOUS ARMS TO THE TOURIST

From JOHN CARTER in Rarotonga

Now that the 40-room Trailways Hotel has opened for business on Rarotonga and Air New Zealand is back on the Coral Route with its DC8s and landing them on Rarotonga's new international airstrip, the Cooks are ready to leap into the jet-tourist age, or they would be if the Cook islanders would stay at home.

The Cooks have decided they want a tourist industry, a strictly controlled one, but the expected flood is just a trickle. The NZ tourists, who arrive in these, as yet, unspoiled islands, find that getting out again isn't so easy. The majority of seats on the homeward-bound planes are occupied by the islanders going to the Promised Land, New Zealand.

The Cooks returning and departing sons and daughters are proving an embarrassment to the tour promoters who can't guarantee a date to the tourist as there is a large backlog of islanders waiting to travel to New Zealand. Every departing plane is full and it may be months before the tourist traffic can begin to flow.

So far few rooms are taken at the Trailways because the tourist is wary of risking a trip which might end with his being stranded for days. There are high hopes, however, that things will improve and the tourist industry will be fully extended to cope with the expected traffic.

Air New Zealand is co-operating, acting in as guests tour promoters and journalists, who are now prepared to write up the Cooks as the last Paradise in the Pacific.

But the islanders are nervous. They want tourism as a secondary industry, as a back-stop to a poor citrus season, but they're afraid of tourist take-over and its effect on their culture.

One man who isn't afraid, who is confident that he can keep tourism within bounds, is Premier Sir Albert Henry. He's fought hard for a place for tourism's sun for his islands. He's got his jet airstrip, after many vicissitudes, and his modern hotel.

He has managed, with the NZ

Government which has pledged \$3 million, to form a partnership with the NZ Government and Air New Zealand. Work is scheduled to begin in May on a new, international-type 150-bed hotel at White Sands, on Rarotonga. More will follow, but not much more, Sir Albert told me.

"We have been cut off from the outside world for a long time", he said. "Now, to be hit suddenly by a big change, with a new hotel, with jet planes coming in, is like being hit by a hurricane, but we've decided that it will be controlled."

"We will control the growth of tourism by the number of beds that we will make available, and the various types of accommodation which we will allow".

Sir Albert is fighting shy of the big hotel chains.

"Travelodge wanted to come here", he said. "They wanted to build a 300-room hotel, but we decided that no one comes in here with more money than the government's got, because we must rule. Big investors have asked for too much."

"They want to decide how many

hotels and motels should be built and who should have them, but I told them 'No, you are asking too much; you are taking over decisions that we must make'.

"Those people who were willing to play along with us hadn't the money, unfortunately, so several plans have petered out".

Not that there has been a shortage of offers, only that the investors with the money thought that whoever paid the piper should call the tune.

"There was one man from England", said the Premier. "He wanted to put in £10 million—pounds—not dollars—but that frightened us. We told him our own budget was only \$5 million, and we wouldn't mind £1 million, but he didn't think that was worth the bother, so he went back home".

Sir Albert is hoping to control tourism but still give his people a good share of the tourist cake by limiting the number of beds over the next three years to 400. The hotel at White Sands will cater for the tourist out of the top drawer; Trailways, and another one like it,

The main accommodation block at the Trailways Hotel, which occupies a sea-front site, has 40 double rooms, all air-conditioned and Scotch at 30c a nip.

Photo: Air New Zealand.



will take care of the middle class spender and a few more motels will look after the rest, the Premier hopes.

It's not the tourist he's frightened of. It's his own people who might be affected by the visitors and their alien culture.

"I honestly believe the tourist doesn't harm a country", he said. "The bad thing that can develop is greed among our local people, who want to make money the wrong way. The tourist really improves a country. It is the people in the country who dream up the wrong ideas; like in the Caribbean where a taxi driver will tell you he can find anything for your entertainment. On the surface the country seems all right, but underneath it's rotten. We don't want anything like that here".

Sir Albert doesn't think the exodus of Cook islanders will worry the tourist much longer. There'll be plenty of seats on the planes for he plans to control the comings and goings of his countrymen.

PNG may have another copper mine

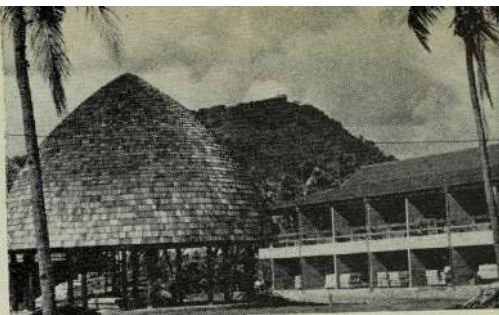
Papua New Guinea has a rich copper mine in Bougainville. The Ok Tedi project near the border with West Irian could be developed in the years ahead, when all parties interested are able to reach agreement. Now there is a strong possibility of a third copper mine—at Frieda River in the Western Highlands.

MIM Holdings Ltd, the parent company of Mt Isa Mines, early in April announced preliminary indications suggesting the prospect contained about 366 million tonnes of ore, of an average grade of 0.45 per cent of copper. The MIM group, through an exploration subsidiary, Carpentaria Explorations Pty Ltd, has been working in the Frieda River area for some years.

The Frieda River project will not be as big as Bougainville, but it will be bigger than Ok Tedi.

MIM Holdings Ltd announced early in April that subject to the PNG Government's consent, Mt Isa Mines Ltd, a MIM subsidiary, had entered into a farm-out agreement with a consortium of Japanese companies in relation to Frieda River. The companies are Sumitomo Metal Mining Co Ltd, Dowa Mining Co Ltd, Sumitomo Shoji Kaisha Ltd and Marubeni Corporation. Under the agreement the Japanese consortium will be obliged to spend \$5 million on exploration and other work over five years to earn a 40 per cent interest.

● Western Samoa's newest hotel, the Tusitala, which opened for business in mid-April. The opening ceremony was performed by Minister of Justice Tupua Tamasese Lealofi. Described by hotel board chairman Mr Herbert Clarke as a "showcase of Samoan architecture", the Tusitala, when completed, will have cost around \$WS1.5 million and has 97 first-class rooms, later to be increased to 200.



A land flowing with honey

Western Samoa is prepared to encourage overseas firms to set up a honey industry, with certain strings. A special committee which investigated the possibility of setting up the industry, reported that the quality of Samoan honey was among the world's best.

Any potential investor in the industry must, initially, give the government the right to buy up to 49 per cent of the total capital structure of the company. It must have the right to buy up to 65 per cent of the total shareholding after 10 years.

Kelsall Farms Ltd, of New Zealand, and other overseas companies have applied to start honey production in Western Samoa.

The committee reported that in the warm Western Samoan climate, and with plenty of flowers, local hive bees were capable of producing 200-300 lb of honey a year from each hive. In comparison, the NZ hive average was 70 lb a year.

Fiji tightens her imports belt

A decision by the Fiji Government on April 10 to cut down the import of vehicles will give an impetus to the training of more first-class mechanics. The move is aimed at saving on foreign exchange by cutting down the country's fuel bill, which was likely to soar through recent increases in world fuel prices.

The annual quota of new cars will be cut from 2,000 to 1,500, so existing cars will just have to last longer. Immediately banned is the import of private vehicles with an engine capacity of more than 2,000 cc. The government is also ending the exemption from the quota system which allowed people to buy vehicles with money they had overseas.

Finance Minister Mr Charles Stinson, said the government would license the import of light commercial vehicles, including utilities,

four-wheel drives and runabouts, earthmoving equipment and other heavy machinery.

The importation of domestic electric hot water heaters has been banned. Import licences will be necessary for commercial electric water heaters.

To illustrate how serious the position is, Mr Stinson said the higher oil prices would cost between \$20 million and \$22 million a year in foreign exchange. He warned there could be further restrictions to curb spending on luxury and semi-luxury goods. All restrictions were aimed at cutting down fuel consumption and the need to import it.

Mr Stinson said that on top of the higher prices for oil, private investors had to repay overseas loans of between \$10 million and \$15 million a year during the next three years.

NSW trade mission for the Islands

A 20-strong trade mission from New South Wales sponsored by the State Government will visit Hawaii, Fiji, New Caledonia and New Zealand in May and June. Membership will be divided among representatives of primary industry, food processing industries and manufacturing industries.

The mission will leave Sydney on May 11 and will open for business in Honolulu on May 13. It will spend five days displaying product samples, and meeting Hawaiian businessman. On May 17, the mission will fly to Fiji. May 20 and 21 will be working days in Nadi, and May 23 and 24 working days in Suva.

The mission will leave Fiji for New Caledonia on May 26, and will have four working days in Noumea before flying to New Zealand, where there will be five working days, and a day of rest for the mission.

Sir John Fuller, MLC, Minister for Planning and Environment will be the mission leader. Sir John has been leader of seven other overseas trade missions. The leader was to

have been Mr J. C. Bruxner, M.L.A., Minister for Decentralisation and Development, but another overseas matter has claimed his attention. Sir John held Mr Bruxner's portfolio till a recent shuffle of posts in the NSW Cabinet.

Dearer living on Norfolk Island

Norfolk Island was hit by a real round of price increases in March, and the end is not in sight. First to go up were super petrol, to 75c a gallon, home kerosene to 68c a gallon and distillate to 61c a gallon. Surcharges on bunker fuel were expected to "rub off" on Norfolk Island, and the price of liquefied petroleum gas was expected to double, if a price increase sought by Shell in Australia was approved.

In the pipeline is an expected rise in air fares following a recent IATA decision to lift them by 5 per cent from June 1, following sharply on recent rises of 7 per cent and 6 per cent.

Rising world sugar prices are expected to force the retail price of a 2 kg packet of sugar over the \$1 mark.

Fiji Air flying higher

Fiji Air Services earned a profit of \$21,410 in 1973. Income rose during the year to \$342,461, which was 50 per cent higher than the 1972 income. The company carried 20,252 passengers on regular services, an increase of 260 per cent over 1972.

On the service from Suva to Levuka there were 8,800 passengers. There was also growth in services to Malololailai, around the Coral Coast and to Lakeba and Vatukoula.

The company added a third Islander aircraft to its fleet in 1973.

The Big Two run schools for local 'up-and-comers'

W.R. Carpenter (South Pacific) Ltd and Burns Philp (SS) Ltd, so long business competitors in Fiji, Western Samoa and Tonga, are now unofficial competitors in training local people for top management positions. Both companies, although retaining some expatriates in top positions, have shown a willingness to "localise", and make sure that the "up-and-comers" are trained properly.

Burns Philp recently made a number of top-level staff changes, and streamlined the Fiji organisation. And in the Carpenter stable there are a couple of young Fijians aspiring to the top posts, doubtless seeking to emulate Mr Mosese Qionibaravi, managing director of Naviti Investments Ltd, who is the only Fijian in such a post.

Mr Charlie Walker, general manager, personnel, in the Carpenter group, explaining the scheme, said that six youngsters were being groomed for senior positions. If they could stand the pace of training and study, any one could become managing director.

These cadets are taking part in a three-year "sandwich" course at the Derrick Technical Institute, which involves alternate periods of on-the-job training and assignments and studies for a business diploma. At the end of each week the cadets meet in the Carpenter training department to discuss what they have learned.

In the last year of the course they will be given a choice of specialising in accountancy or straight management. When they get

their diplomas they should be ready for junior managerial positions.

During training, cadets who have passed the University Entrance examination, get \$1,500 a year. Those who narrowly missed a certificate get \$1,300.

Besides the cadet project, the Carpenter group also has an in-service scheme which gives employees a chance to climb the management ladder. Selected staff attend a four-year, business-study, day-release course at the Derrick Technical Institute. The company pays them on their study days. If they gain a business diploma they are eligible for more senior positions.

The Carpenter group has a management training committee of senior executives, which meets regularly to review the progress of both schemes. The cadets are Penisoni Usumaki, Hans Ah Sam, Paul Kid, Anil Maharaj, Sebastian Morris and Eroni Tulele.

The Burns Philp training scheme was described in PIM in July, 1973. The general manager of the company, Mr Phil Best, said recently it was hoped that nine full-time management trainees would take over senior posts in Fiji before very long. Two graduates who went to the University of the South Pacific on Burns Philp scholarships have just started work with the company. So have three local graduates of NZ universities.

Burns Philp streamlined its Fiji organisation by doing away with the system of two main branches in Suva and Lautoka and a number of

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sub-branches, all under centralised control from Suva, in favour of five trading divisions and three administrative divisions. This is aimed at increasing efficiency and spreading responsibility over a wider section of the staff.

The new set-up includes 180 Fiji citizens who help to control a work force of about 2,000.

Several of Burns Philp's top management are Fiji citizens, although not all were born there. They include Messrs Best, Ranjit Singh (company secretary), Kalyan Ghose (travel manager), Alfred Varea (Fiji credit manager), Michael Light (training officer), Harry Bossley (manager of the new motor division), Harry Leong (spare parts manager, Fiji) and George Powell (shipping manager, Lautoka.)

BSIP struggles to make ends meet

The Solomon Islands Government is battling to make ends meet in the face of the increasing effects of overseas market changes, a Japanese seamen's strike and increased costs at home. With nowhere else to turn for the time being, it has been forced to lift the politically unpopular and unpalatable levies on the country's main export earners—copra and timber.

The copra levy, taken from the price received by the Copra Board, rose from the former 10 per cent to 15 per cent on March 25. The timber levy is now 4.5c a cubic foot, up from 2.5c, since March 21. The measures are expected to raise an extra \$200,000 for the rest of the year, depending on overseas market prices and now doubtful Japanese shipping for timber.

This would give what the Financial Secretary, Mr Reginald Wallace, called "breathing space" while the Fiscal Committee of Governing Council, set up in January, gets legislation and collection measures ready for other revenue-raising activities. There are no tips on these yet, but income tax collection in rural areas is one, as yet, untried source.

The government requires \$185,274 to supplement the recurrent budget, and \$322,611 to add to the capital budget. The cost of living allowance for civil servants, from January 1, 1974, will take \$92,777 of the additional amount required for the capital budget. The recent royal tour will require \$50,000. However, very little of the \$20,000 granted in 1973 to cover initial expenditure for the visit, was used.



Pretty Malasa Douglas, of Avatele, exhibits the new tourist brochure which has been prepared for the Niue Island Tourist Board, as the first stage in its bid to attract tourists to the island. Coloured blue, black and orange, and prepared by the New Zealand Tourist and Publicity Department, the brochure depicts the main attractions of Niue, including snorkelling, fishing and visiting the host of underground caverns formed naturally in the coral, many of which contain fresh water pools. The brochure will be released just before the opening of the Niue hotel in August.—Photo: Niue Information Service.

Niueans are all 'lit up'

New Zealand's offer of handouts at the South Pacific Forum in Rarotonga did not end with members of the forum. On the way home, the leader of the NZ delegation, Prime Minister W. H. Kirk, stopped off at Niue and said NZ would give \$5.5 million in aid to the island over the next three years.

An announcement that his government intended to see that every village had an electricity supply was greeted with enthusiasm. He believed it was important for all Niue Islanders to have power in their homes and be able to switch on a light or refrigerator as they wished. NZ would see the electricity project was finished in the shortest possible time.

To help boost Niue's economy, Niue's air services would be expanded, hotel accommodation would be provided for tourists and a passionfruit processing and canning factory would be finished.

Mr Kirk and Mr Robert Rex, the Leader of Government Business, were in accord over self-government—that the decision had to be made by people living on the island. This was a direct "slap" at a vocal Niue community living in NZ, which is against self-government.

Business Briefs

● The New Hebrides Joint Administration has raised loans of \$2 million from two local banks to finance several major projects. These include improving telephone lines in Vila and Santo, residual construction costs of Vila wharf, housing for civil servants and compensation for landowners in widening Ellouk Road, Vila. The Joint Administration plans to raise further loans for other projects, including the Vila and Santo water supplies, low cost housing and staff housing.

● Steamships Trading Co Ltd is prepared to help its employees in Papua New Guinea to buy shares in the company. The company has asked the government to amend the Companies Ordinance to allow it to finance share purchases by indigenes if authorised by the government. The company has not yet heard from the Treasurer about its submission, and is now considering helping the native staff to buy shares in the companies. Steamships Trading has about 3,500 local staff in PNG.

● Emperor Mines Ltd could earn a \$3.3 million profit from Vatukoula in Fiji in 1974 if gold prices remain at \$US128 an ounce, according to a survey by Cowan Investment Surveys, an Australian investment survey company. The estimate was based on the assumption that mine output would expand to increase gold production by 10 per cent, profits from tellurium and silver production would total more than \$250,000, costs would rise by 12½ per cent, and profits from the non-gold mining business would increase by 5 per cent.

USP Vice-Chancellor resigns

Dr Colin Aikman, Vice-Chancellor of the University of the South Pacific from its opening in 1968, resigned in April and will leave the university at the year-end. He was appointed in May, 1968, three months after the first students enrolled. Before going to Suva, Dr Aikman was dean of the faculty of law at Victoria University in Wellington, NZ. His resignation has been accepted by the university council's executive committee "with deep regret". He does not yet know where his next post will be but, he said in Suva that he was looking at several openings.

Produce Prices

(Unless otherwise stated, quotations are in Australian currency, Australian dollar (April 16) equals New Zealand \$1.0293 (buying), \$1.0251 (selling); Fiji \$1.024 (buying), \$1.0251 (selling); US, \$1.4900 (buying), \$1.4850 (selling); UK, 63.1632 np (buying), 62.6881 np (selling); French Pacific 132.89 (buying), 130.99 (selling); Tonga, \$T1.0258 (mid rate).

COPRA

Copra industries are controlled through copra boards in PNG, the Solomons, the GEIC, both Samoas, Fiji, Tonga, the Cooks and the US Trust Territory. New Hebrides, 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, \$377; FMS, \$374; smoke-dried, \$372.

FIJI:—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Prices recently were: 1st grade, \$597.50; 2nd grade, \$587.50; sub-standard (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, \$285; 2nd quality, \$271.

TONGA:—All copra is sold to the board which sends it to Europe and the open market. Recent prices to growers were \$344.40 1st grade, and \$332.40 2nd grade, per ton. Per coconut 4.6 senti.

SOLOMON IS:—All production through board at prices based on Philippines rates. Output goes to the UK, Japan, Australia and the rest to the open market. Recent prices were: \$224 per ton 1st grade, \$212.80 per ton 2nd grade and \$201.60 per ton 3rd grade.

GILBERT AND ELLICE:—4c per lb (1st grade); 3c per lb (2nd grade).

NEW HEBRIDES:—Copra sold direct by planters to France and Japan. Official market price on February 8, Marseilles, was 345 French francs (per 100 kilos).

COOK IS:—Copra goes to Abels Ltd, of

Auckland, who operate NZ's copra crushing mill. Prices for April-June, packed shipping weights f.o.b. were fixed at \$NZ492.42 premium grade and \$NZ489.67 standard grade.

NIUE:—All copra is sold to the Niue Development Board which sends it to Abels Ltd, of Auckland. Prices for January-June 1974 f.o.b. per ton will be \$NZ251.22, 1st grade, hot air-dried; \$NZ249.49, 1st grade, sun-dried; and \$NZ248.20, standard grade.

US TRUST TERRITORY:—Price per short ton \$US 182.50 (grade 1), \$US 172.50 (grade 2), \$US 162.50 (grade 3), delivered district centres; \$170.00 (grade 1), \$160.00 (grade 2), \$150.00 (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 14 cents per lb, Tabasco 22 cents per lb first grade.

"Bird's eye" (under 3 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 April 16 was spot Estg 1017 ton, c.i.f.; UK, Continent.

April 16, in store Rabaul, export quality, \$1300 per ton delivered ex wharf Sydney \$1425.

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, 53c, per lb; B grade, 51c, C grade, 50c, Y grade, 50c (ex-store Sydney).

W. Samoa:—Recently, WSTEC ground and dried beans, 60 sene per lb wholesale.

CROCODILE SKINS:—Honiara: \$1.89 to \$2.25 per inch.

GREEN SNAIL SHELL:—13-14 cents per lb.

LIMES:—Niue Development Board pays growers NZ3c per lb for 1st grade fruit and NZ1c per lb for 2nd grade fruit.

PASSIONFRUIT:—Niue Development Board pays growers NZ6c per lb for good fruit.

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.

EXCHANGE RATES

FIJI:—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank, Aust \$ on Fiji \$ buying \$A0.8307 = \$F1.

COOK IS., NIUE:—New Zealand currency is used.

NEW HEBRIDES:—Through Bank of NSW, ANZ Bank, Commercial Bank of Australia, National Bank of A'asia, Barclays Bank, Hong Kong & Shanghai Banking Corp, Mosbert Bank. \$A1 = 150.30 New Hebridean francs (buying); 148.33 (selling).

WESTERN SAMOA:—Through Bank of Western Samoa, controlled from NZ, \$WS. Tala 1 = \$A1.0101 (buying), \$A1.1170 (selling).

TONGA:—Tongan dollar (pa'anga) = \$A0.9749.

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

FRENCH PACIFIC COLONIES:—Pacific francs (CFP) are used in New Caledonia, Wallis and Futuna Is, and Fr Polynesia. French Bank, Sydney, on April 17, quoted: \$A1 = 133.60 CFP (buying), 131.03 (selling). Paris-London: £1 = 11.61 francs (buying), 11.54 francs (selling). Pacific franc—London: £1 = 211.10 CFP (buying), 209.92 CFP (selling). 5.50 CFP to 1 metropolitan franc.

Banks should be approached for daily quotes.

RICE (Aust):—PNG: Dried brown, 25 kilo bags, \$295 per metric tonne. Vitamin enriched white, 25 kilo bags, \$300 per metric tonne, all f.o.w. Sydney/Melbourne. **Pacific Islands:** Calrose med. grain, white, 56 lb bags, \$170 a metric tonne. Kulu long grain white, 56 lb bags, \$185 a metric tonne. All prices f.o.w. Sydney/Melbourne.

RUBBER:—PNG prices are based on Singapore rates which on December 23 were: No. 1 RSS (Malayan cents a kilo f.o.b.), February, 262.50-235.00; March, 260.00-233.50.

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 9-11 cents per lb. Fiji 8-5 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.—\$4.20, f.o.b., Nukualofa; \$4.50, Melbourne.

UK, US QUOTES

COPRA:—LONDON, April 8, Philippines, in Bulk, \$US670 per long ton, c.i.f.

Marketing plan for PNG craftwork

The Papua New Guinea Business Development Department has launched a pilot project aimed at establishing a world market for the country's distinctive craftwork. Under the scheme the department buy articles direct from villagers and sends them to Australia, Japan, the US and Europe.

When, and if, the scheme is successful, a national organisation will be set up to work with the Tourist Board, museums, artifact dealers and travel companies in buying article and marketing them.



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PORT MORESBY: H. A. K. McKee, Manager for Papua New Guinea, Champion Parade, P.O. Box 136. **RABAU:** K. J. Armstrong—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.

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).

SYDNEY - LORD HOWE IS - NORFOLK IS - NEW CALEDONIA

Karlander operates 16-day service from Sydney to the above ports.
Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301).
Chargeurs Caledoniens operates three-weekly cargo service Sydney-Norfolk Island-Noumea.
Details: Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671).

SYDNEY - NZ - FIJI - HAWAII - CANADA - US

P and O liners call 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 most of the above ports plus the Solomons.

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

Royal Viking Line, with luxury cruise ships Royal Viking Sea, Star and Sky, circles the Pacific from the US west coast, calling at most of the above ports plus Port Moresby and Rarotonga.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13-15 Bridge Street, Sydney (2-0517).

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

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

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

AUSTRALIA - FIJI

Sofrana-Unilines operates Sydney-Fiji every 24 days.

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); Intercean Swire, 8 Spring Street, Sydney (20-522); Dalgety Shipping, 291 Elizabeth Street, Brisbane (31-0331).

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

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

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

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301); Dalgety Shipping, 461 Bourke St, Melbourne (600731); Burns Philp (SS) Co Ltd, Suva and Lautoka.

AUSTRALIA - FIJI - TAHITI

South Pacific United Lines with Lama maintains a regular service from Sydney to Suva, Lautoka and Papeete.

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

AUSTRALIA - PNG - BSI

Conpac Pacific Express (Burns Philp and AWP Line) operates three-weekly cargo service from Melbourne (direct) Sydney and Brisbane to Port Moresby and Lae. Tenos calls at Brisbane southbound.

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 Intercean 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); Dalgety Shipping, 461 Bourke St, Melbourne (600731).

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); Intercean 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 Intercean Swire, 8 Spring Street, Sydney (20-522).

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

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

FAR EAST - PNG - 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 Intercean Swire, 8 Spring Street, Sydney (20-522).

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 between Auckland and Rarotonga with occasional calls at Aitutaki and Lyttleton.

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



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TONGA - SAMOA - FIJI - AUSTRALIA
Pacific Navigation Co Ltd operates a monthly cargo service between Nukualofa, Apia, Suva and Lautoka to Sydney.
Details from Karlander (Aust) Pty Ltd, 19-31 Pitt St, Sydney (27-6301).

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 two weeks.
Papeete, Niue, Pago Pago, Apia, Nukualofa, are serviced at 14 day intervals from Onehunga.

A two-weekly service is operated from Onehunga to Suva and Lautoka.
Details from any office of the Union Steam Ship Co, Fiji, Tonga, Samoa, Auckland.

NZ - NORFOLK
USS Co vessels operate 26-day cargo service Onehunga, Suva, Norfolk Is, 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. Telex: NZ 2313.

NZ - FIJI - US
Crusader cargo ships call at Levuka and Honolulu on NZ-US west coast trips and at Suva and/or Lautoka on US-NZ southbound 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, 1 York St, Sydney (27-2041).

US - TAHITI - SAMOA - AUSTRALIA
Pacific Far East Line operates a fortnightly freighter service from Pacific coast ports to Papeete, Pago Pago, Sydney, Melbourne, Tasmania and Brisbane, returning via Auckland, Pago Pago, to Los Angeles, Vancouver and

Pacific northwest ports. (No passengers carried).
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 operate 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, 1 York St, Sydney (27-2041).

Pacific Far East Line cruise ships operate regularly from San Francisco, Los Angeles, Honolulu, Moorea, Papeete, Rarotonga, Auckland, Opuia, Sydney, and return via Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.
Freight is carried on these passenger liners.
Details from PFEL, 50 Young Street, Sydney (27-4272).

US - TAHITI - SAMOA
Pacific Islands Transport operates a five/six weekly 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).

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 once weekly 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.
PanAm operates two 707 freighter services weekly from Sydney to San Francisco via Auckland and Honolulu.

SYDNEY - NZ - TAHITI - US
Air-NZ, with DC8's 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 with VC10s, operates from Melbourne and Sydney to Los Angeles and return three times a week.

SYDNEY - US (via NOUMEA, FIJI, NZ or TAHITI)

UTA operates out of Sydney twice 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.

MELBOURNE - FIJI - US
Qantas with 707s and 747s operates Melbourne/San Francisco via Fiji and Honolulu three times weekly.

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

NZ - FIJI - HAWAII - US
Air-NZ, with DC10's, operates weekly from Auckland to Los Angeles, via Fiji and Hawaii 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.

AUSTRALIA-FAR EAST

SYDNEY - PNG - FAR EAST
Qantas operates a weekly 707 service from Brisbane to Hong Kong and return, and a weekly service from Hong Kong to Port Moresby and return.

PACIFIC-FAR EAST

NAURU - MICRONESIA - JAPAN
Air Nauru operates a weekly service Nauru-Ponape-Guam-Okinawa-Kagoshima and return, with a Fokker F28 jet.
Details: Air Nauru, Nauru Government Office, 227 Collins St, Melbourne.

JAPAN - TAHITI - PERU
Air-France, with 707s, operates twice weekly Tokyo-Lima via Papeete, and return.

AUSTRALIA-PACIFIC ISLANDS

(For other schedules touching these islands see 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



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WHICH SERVES THE SOUTH PACIFIC

fortnightly to Tarawa and return.
Details: Air Nauru, Nauru Government Office,
227 Collins St, Melbourne.

BRISBANE - FIJI

Qantas operates a 707 direct from Brisbane to Fiji on Sat and Fiji to Brisbane on Sun.
Air Pacific with BAC1-11s operates weekly from Suva via Nadi, Vila and Honiara to Brisbane on Fridays, returning to Suva on Saturdays via Honiara, Vila and Nadi.

SYDNEY - LORD HOWE IS

Airlines of NSW, with flying-boats, operates five 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 with VC10s, operates weekly Brisbane to Auckland and return, and a weekly service Melbourne to Auckland and return.

AUSTRALIA - NZ - AM SAMOA - HAWAII

PanAm, with 707s, operates two flights weekly, one from Sydney and one from Melbourne, to Auckland, Pago Pago and Honolulu and return.

SYDNEY - NORFOLK IS

Qantas, with DC4s, operates three times weekly. More in holiday periods.

AUSTRALIA - PNG

TAA and Ansett, with 727s each operate 7 times a week from Brisbane, Sydney or Melbourne to Pt Moresby.

On Tues, Thurs, Fri, TAA Fokkers fly Townsville, Cairns, Port Moresby and return same day to Brisbane, Sydney and Melbourne.
Ansett, with Fokker, operates Cairns, Port Moresby, Cairns, Townsville, Sun, Wed and Thurs.

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.
Air-NZ operates a direct weekly flight to Pago Pago and return. As from May 22, twice weekly.

NZ - FIJI

Air-NZ operates a daily service to Nadi and return.

NZ - FIJI - COOK IS - TAHITI

Air-NZ DC8 leaves Auckland Tuesdays for Nadi, Rarotonga, Papeete, returning over same route, arriving Auckland Wednesday.

NZ - TAHITI

UTA, with DC8-62, 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 Noumea on Fri and return on Wed.
Air-NZ, with DC8s, operates from Auckland-Noumea on Sunday and returns the same day.

NEW ZEALAND - COOK IS

Air-NZ DC8 leaves Auckland Sundays for Rarotonga, arriving Saturday. Return flight leaves Rarotonga Saturday arrives Auckland Sunday.

NZ - NORFOLK IS

Air-NZ, with chartered DC4 operates to Norfolk Is every Sunday and Thursday. A Qantas service returns every Saturday and Wednesday.

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 operates from Nadi to Rarotonga every Wednesday, and returns Tuesday.

INTER - TERRITORY SERVICES

TAHITI - EASTER IS - CHILE

LAN-Chile, with 707s, operates from Santiago to Papeete Mon and Thurs. Mon flight calls at Easter Is. Return flights Thurs and Mon with Thurs flight via Easter Is.

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 once weekly from Port Moresby to Singapore via Darwin and return.

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D. F. Nelson & Co. Ltd.
Apia.

Island Transport Ltd.
Suva, Lautoka.

Russell & Somers (Wellington) Ltd.
Wellington, N.Z.

Interocean Australia Services Pty. Ltd.
Sydney.

NEDLLOYD
General Representative Pacific
Box 194, Wellington, N.Z.

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. Flight departs 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 Service operates charter services to Wallis and Futuna Is.
Details: Fiji Air Services, P.O. Box 1259, Suva (22-666).

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 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 fourth Sat of each month from Noumea.

NEW GUINEA - IRIAN/JAYA
Air Niugini operates DC3s Madang to Jayapura and return alt. Tues.

PNG - SOLOMONS
Air Pacific, with BAC 1-11, operates Sundays Honiara to Port Moresby and Mondays Port Moresby to Honiara.

Air Niugini operates to Honiara from Rabaul via Kieta and return on Sat, and from Port Moresby on Thurs, returning Fri. These services are under licence from Qantas.

TAHITI - US
UTA, with DC10 and DC8 operates from Papeete three times weekly.

Pan Am 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 21 times weekly.

TONGA - NIUE - W SAMOA
Polynesian Airlines with 748s, operates weekly service from Tonga to Apia via Niue.

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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, Vatukoula. 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, Twin Otters and Islanders, operates to Bora Bora, Huahine, Moorea, Rangiroa, Raiatea, Manihi, Takapoto, Hiva Oa, Ua Huka, Maupiti and Tubuai, Rurutu.
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, p, Palau, Truk, Ponape, Kwajalein and Majuro.

Details from Air Micronesia, Saipan.
Air Pacific International 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 International Inc, P.O. Box 7689, Tamuning, Guam, 96911, USA.
Lagoon Aviation Inc with Grumman Widgons, operate 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

Air Niugini, with Fokkers and DC3s, operates a network of services between all major centres in Papua New Guinea. These services connect with Ansett and TAA's 727 Australia-PNG services.

DC3 aircraft are available for charter within PNG.

Aerial Tours operates in Central, Western, Gulf and Sepik districts. Aircraft are based at: Port Moresby, Kerema, Daru, Kiunga, Vanimo, Wewak.

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.

Melanesian Airline Company Pty Limited (Macair) operates throughout Pspua New Guinea. Details: PO Box 556, Lae.

Crowley Airways Pty Ltd operates throughout Papua New Guinea. Details: P.O. Box 34, Lae. Offices also in Rabaul, Kieta, Kavieng, Hoskins, Port Moresby.

Bougainville Air Services operates daily throughout Bougainville. There are nine 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, Anietyum, 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.

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 aircraft, operates from Fua'amotu, (airport for Nukualofa) to Vava'u (daily except Sunday) and Eua (twice daily except Sunday). Aircraft available for sight-seeing and regional charters.

Details from Tonga Tourist and Development Co, PO Box 91, Nukualofa, Tonga.

COOK ISLANDS

Cook Islands Airways Ltd, with a Britten-Norman Islander, operates seven flights a week between Rarotonga and Aitutaki. Service will be extended to Atiu, Mangaia and Mitiaro when airstrips are built.

Clampdown on Islanders' migration

Immigration controversy was the "in thing" in March and April. It ranged over a wide field in the South Pacific—Papua New Guinea, Australia, New Zealand, Fiji and Tonga. Great Britain was also in the picture. Much heat was generated as some issues became emotional. National rights were seldom mentioned.

There were howls of rage from Fiji and among Fiji citizens in Australia, when people, who had come to Australia on holiday permits overstayed their permits and taken employment, were deported. In New Zealand, the government deported a number of Tongans who had overstayed their permits. In Papua New Guinea, the Chief Minister, Mr Michael Somare, said one measure suggested by the Constitutional Planning Committee would make South African apartheid appear as something of no consequence.

New Zealand decided on a complete overhaul of its immigration policy, under which people from most Commonwealth countries, including Britain, lost their right of free and unrestricted entry. Australians were exempted from the new policy, and

it will not apply to Niueans or Cook Islanders.

In Australia, the "easy visa" system has been badly abused. According to the Immigration Department, there are more than 20,000 illegal immigrants from many parts of the world in the country. It is going to take a long time to round them all up and deport them.

It is alleged that people from Fiji, more than any other South Pacific Islanders, have abused the system, so much so that it has been closed to them, and also to people from Colombia, who were believed to have abused it. These people arrive in Australia with very little money for three months' holidays. Obviously, they have to work to live.

Australia does not accept the guest worker system which New Zealand uses for South Pacific Islanders—allowing people in for working holidays, or for specific tasks, such as cutting out nasella tussock in North Canterbury.

In Australia and New Zealand, many of these illegal immigrants are exploited by landlords. The landlords

Continued on p 130

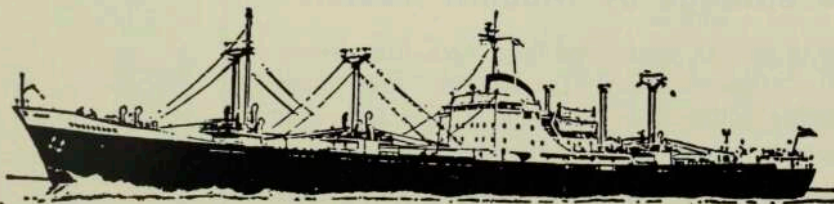
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Continued from p 11

Samoa. This programme was broadcast repeatedly on election eve. Only one non-Samoan was running for office. He was not elected. Judge McCarthy ruled that this was a permissible expression of opinion on Haydon's part.

Although the final Civil Service Commission ruling has not been released, it is unlikely that Judge McCarthy's recommendations will be over-ruled.

Governor Haydon's enemies might secretly be fuming at the fact that Haydon has been freed of the charges. But in a sense, the decision

was not at all surprising. For one thing, though Haydon is a public servant and subject to public service regulations forbidding public servants from taking any active part in any public elections, yet it can be argued that Haydon is more than a public servant.

He is also the governor of American Samoa, and as such, he has large discretionary powers which may in a sense be stronger than the so-called powers of the United States Public Service.

These powers stem from the fact that as an unincorporated territory, American Samoa is really held as a private property of the US Congress,

much in the same manner as the Roman Emperor Augustus Caesar viewed Egypt as a personal property rather than that of the Senate and the people of Rome.

It follows that the governor of American Samoa should really be subject to the Congress alone rather than to the United States Constitution, United States law, or the regulations of the US Public Service.

American Samoa's difficulties have been made worse because the territory's status has not been legalised, which is done usually in the form of an organic act, but this the American Samoans clearly do not want for quite some time yet, as they prefer the status quo.

The American Samoans say, "We've never had it so good under the present unclarified system", but they are also getting some disadvantages.

In support of this, a young Samoan who was trained as a sociologist in the US, Mr Roy J. D. Hall Jr, exposed the irrationality of the present political system in American Samoa.

Hall maintained in the Samoa Islands Monthly Journal, that before the American Samoans elected their own governor, the role of the Department of the Interior in the territory's domestic affairs should first be clarified.

His reasons were that a popularly-elected governor could easily become just a mere figurehead if the Interior Department appointed a pre-audit comptroller, who would in fact be the de facto territorial executive, and that the traditional balance between the legislative, executive and judicial branches of government was non-existent.

"The very legal status of the Territory of American Samoa must be clarified. It is insufficient to continue the present nebulous status of referring to American Samoa as an unincorporated and unorganised possession of the United States.

● The US Secretary of the Interior, Rogers C. Morton, announced on April 16 that a referendum will be held in American Samoa on June 18 on the issue of electing a governor and lieutenant-governor by popular vote. This is despite the people's rejection of the proposal in two elections within the last 18 months, but, Secretary Morton said, "We have an opportunity here to put the issue before the people at this time, unencumbered by other issues on the ballot". If the people vote "yes" the first American Samoa election of a governor will be held in November, 1976.

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Deaths of Islands People

Harrie Standen, the missionary in the mud

I was sad to learn after my return from overseas recently that while I was away Harrie Ernest Standen, pioneer missionary and co-founder with his wife of the Mission in the Mud, Bamu River, Papua, had died suddenly.

It was characteristic of Harrie Standen that he died on the job, in the mission school, in the middle of classes.

He was born in the United Kingdom but went to Australia as a boy of 14 in 1921 and completed his education there.

He came of a family orthodox in religion—a brother is an ordained minister of the Anglican Church in NSW—but the mission he and his wife founded was anything but orthodox. In the truest sense theirs was a mission to the people of the big, muddy rivers of western Papua at a time when this area was even more remote from the rest of the world than it is today.

In a tribute to their mission on its 25th anniversary in 1961, a PIM writer said that:

"Most missionaries are sent to their various stations, but the Standens simply went. Both had gone to Papua individually to work in bigger mission fields but in 1936 they married at the small church in Daru and thereafter branched out for themselves. They cast their eyes to the east where the Bamu River empties its waters into Torres Strait, perhaps because the Bamu people had never had a missionary. No one had thought it worthwhile to contend with such ghastly living conditions to bring these primitive people enlightenment, medical help and education—but the Standens decided to 'give it a go'."

Harrie Standen went to Papua in 1933 and except for war service when he served in the RAAF in Air-Sea Rescue and Supplies section, 1942-46, devoted the rest of his life to his own brand of practical missionary work among the Papuans.

In setting up their medical services the Standens were greatly helped by another great character of old Papua, Dr G. H. Vernon, in memory of whom the small but efficient Bamu

hospital is named—and these days assisted by a more benevolent government.

The people of the Bamu River were originally headhunters and believed in an eye for an eye and a head for a head long after the Standens went to live among them. When, after the last war, they decided to move their station further up the river, all but three of the people attached to the old station refused to go, insisting that they would be killed and their heads taken.

In the early years of the mission one of their well-wishers was Mr R. W. Robson, the founder of PIM who was responsible for dubbing their establishment The Mission in the Mud—a name that tickled the Standens' imperishable sense of humour and which is now an honourable sub-title to the more official Bamu River Mission.

Harrie Standen earned the respect and affection of the Bamu people to whom he gave selfless devotion. He was a real Christian, sympathetic and understanding but endowed with practical commonsense.

He received the MBE in 1973 for his missionary work—small reward perhaps for his years on the muddy rivers of Papua but one of which he was very proud.

He was buried on the mission, among the people he served, and his work is carried on by his wife, Eva Standen. He was in the mould of that other great missionary to Papua, the Rev James Chalmers, Papua's greatest administrator, Sir Hubert Murray, and pioneer medical men like Dr G. H. Vernon. There are few in Papua like them these days.—*Judy Tudor.*

Leilua Pilia'e Iuliano

If ever there was a master politician in Western Samoa, then certainly Leilua Pilia'e Iuliano, 74, was one.

When he died in March, he was mourned by the many hundreds of people and politicians who knew him.

In one of the rare occasions, his modest funeral was attended by acting Prime Minister Lesatele Rapi and five cabinet members as well as by the Leader of the Opposition, Tupuola Efi, for whom Leilua was a mentor.

Leilua was a quiet, modest man. But behind that facade was a man

who found no equal in parliament in the give and take of debate. His oratorical skills made him feared—and his personality was so forceful that even the *Tama Aiga* listened to him.

Born January 16, 1900, Leilua was educated in the Roman Catholic schools in Apia. He was employed by various firms in Apia before he entered politics in the 1920s. From 1957 to 1966 he represented Aana North No 2 in the Legislative Assembly, and represented Faasaleleaga No 2 from 1966 until his retirement in 1972.

Since 1957 he was a member of many legislative committees including the House, Petitions, Business, Land Tenure, Standing Orders, and Territorial Electorates committees and notably the Public Accounts Committee membership of which gained him the affection of the public servants.

His death marked the end of an era. Not only was he the oldest member of parliament, he has been in parliament continuously since 1957, possibly a record in itself. His death will probably mark a decline in the influence of the veteran parliamentarians as more and more the influence of the younger ones begins to be felt. The only other veteran comparable to Leilua in status now left in parliament is probably Lesatele Rapi.

Leilua is survived by his wife Maria and 11 children.—*F.V.*

Mr R. Buffett

Mr Robert Buffett, known throughout his life as Bobbie Dickie, a lifetime inhabitant of Norfolk Island, died recently, aged 74. He and his wife, Julia, lived on their property at Steele's Point. Mr Buffett was also cartage contractor for many years.

A. T. Ulukalala-Ata

Amelia Tuna Ulukalala-Ata, wife of the late Ulukalala-Ata, a Tonga noble, died late in March at the family home at Houma, aged 80. She was one of the first Tongan women to hold a senior post in the Tonga Government when she became senior clerk in the Prime Minister's Office. Later she was chief clerk at the Ministry of Lands. Queen Mata'aho, cabinet ministers and thousands of mourners attended the funeral.

Mr F. Holloway

Mr Frank Holloway, an employee of Burns Philp in New Guinea for many years, died recently in Brisbane, aged 80. He worked with the company in its stores section from 1932 till

the Japanese invasion in January, 1942. He then returned to Australia and was on war work for several years. After the war he went back to PNG and was engaged in helping to reorganise the company's affairs.

Mr Holloway also served with the Administration for a term before retiring in 1961 to live in Brisbane. He served with the 1st AIF at Gallipoli, and later in France. He is survived by his wife and a daughter.

The Rev Geo. Pilhofer

The Rev George Pilhofer, a pioneer Lutheran missionary in Papua New Guinea, died recently in Germany, aged 91. He went to PNG in 1905. He held a number of teaching posts with the mission. Mr Pilhofer made a number of exploratory trips to the interior of PNG. In 1936, he completed a translation of the New Testament into the Kotte language. He also wrote a grammar of that language. In 1965 he completed a three-volume history of Lutheran missionary work in PNG.

Senator F. S. Utu

Senator Fainuulelei S. Utu, who was elected to the American Samoa Senate in 1972, died early in March, aged 48. He was Speaker of the House from 1968 till he became a senator. His legislative career spanned 20 years. He was a teacher and then special assistant to the Secretary of American Samoa in the Governor's Office from 1959 to 1961, and between 1961 and 1969 held senior posts in the Department of Administrative Services and Agriculture Department. He was a lay preacher and deacon of the Methodist and

Samoaan Congregation Christian Church. He leaves a widow and three children.

Mr A. Milim

Mr Anton Milim, the first traditional medical practitioner to be accepted as a member of the East New Britain District Health Committee in 1973, died recently, aged 84. He came from Ratongor village, in the north coast area of East New Britain. Although a traditional medical practitioner, he was especially interested in western medicine and had great respect for it.

Dr C. A. Sharp

Dr Charles Andrew Sharp, a New Zealand authority on the history of the Pacific, died recently, aged 67. He was a 1928 Rhodes Scholar from Otago University. He served for a brief period in the Colonial Service, and then joined the NZ Public Service. His first major book was *Ancient Voyagers in the Pacific*.

Mr James (Jock) Fairbairn

Mr James (Jock) Fairbairn died recently in Wellington, aged 72. Born in Glasgow, Scotland, Mr Fairbairn served as a policeman with the NZ Reinforcement Regiment in Western Samoa from 1926 to 1942. At the end of his service he settled in Wellington where he worked for the Dept of Island Territories until retirement in 1963.

Mr Fairbairn is survived by his wife and seven children, of whom Dr Ian Fairbairn, Pacific Economist for the South Pacific Commission, is the eldest son.

From p 127

know they are in the country illegally, and if they protest about exorbitant rents the landlord threatens to report them to the authorities.

There are other methods of exploitation, such as banking money the immigrants earn, and refusing to hand it all over when requested, and threatening to go to the police if rights are insisted on. The language gap does not make matters easy for many of these Pacific Islanders.

Too many of them, used to unemployment in their own islands, look on the employment-starved factories of Australia and New Zealand as El Dorados. They are prepared to take the risk of getting caught to earn, for them, big money.

Matters surfaced recently in Australia when the Immigration Department became suspicious of the bona fides of 12 Fijians who ostensibly arrived for a holiday. These men were quickly deported.

A number of men from Fiji were arrested in Brisbane and held in prison pending deportation. These men had a Fiji-born Indian lawyer, who acted as their spokesman. He complained the men were arrested in their homes at 6 am. Later some of the men alleged they were ill-treated in gaol, and treated like criminals. Some of them admitted they were working, although they were in Australia on holidays.

In New Zealand, there were complaints about early morning arrests, and the Immigration Minister, Mr Colman, banned further dawn raids.

The proposal in PNG which worried Mr Somare, and the leaders of other political parties, was the definition of a citizen. Automatic citizenship would go to children of a PNG father and a non-indigenous mother, but the children of a non-indigenous father and a PNG mother did not have the same rights.

There was also the question of naturalisation for non New Guineans. The committee proposed a qualifying period of eight years, but it was not clear whether the eight years would start at independence, or whether those who had been in PNG eight years or more would automatically qualify. Mr Somare is aiming at a multi-racial society, and it is likely that some of the committee suggestions will be drastically amended.

● Petrol, kerosene and diesel prices rose in PNG by an average of 25 per cent on April 1. Further rises are expected in the next few months. Petrol went up by 10.4c a gal to 57.3c a gal. Lighting kerosene rose by 10.2c and diesel fuel by 11c a gal.

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