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Pacific Islands Monthly

NEWS MAGAZINE OF THE SOUTH PACIFIC



JUNE, 1974

AUSTRALIA, N.Z., P.N.G., FIJI, N. HEBRIDES	60c
TONGA, W. SAMOA, B.S.I.P., G.E.I.C.	60c
COOKS, NORFOLK, NIUE, NAURU	60c
AM. SAMOA, HAWAII, MICRONESIA, GUAM	\$1.00
NEW CALEDONIA AND FRENCH POLYNESIA	100 CFP

After you don't believe the way the brand new decks sound, you won't believe the way they're priced.

The beauty of Pioneer's cassette decks is the way they reproduce high fidelity sound from unbelievably tiny cassettes. In fact, no others on the market with prices comparable to Pioneer's new CT-5151, CT-4141A, and CT-3131A give you so much sound for the money. Take, for instance, CT-5151, the top-notch among the three featured here. With a frequency response range from 30 to 16,000Hz, a built-in *Dolby noise reduction unit, and long life ferrite solid tape head, you're going to want to compare CT-5151 with most of the expensive reel-to-reel decks. CT-5151 is, indeed, loaded with a lot more features like normal/chromium dioxide tape selector (bias/equalizer independently

switchable), full-automatic stop mechanism, tape running pilot light, peak level indicator, over-level limiter, electronically controlled DC motor, and even a memory rewind switch. If you've ever doubted the sound quality of cassette tape, now's the time to hear it all over again. On the CT-5151, CT-4141A, and CT-3131A, just a few of many quality high fidelity products made by Pioneer. To see and listen to any of these, please contact one of the following: —

Dimensions: 15-5/8(W) x 9-1/2(D) x 3-3/4(H) inches.

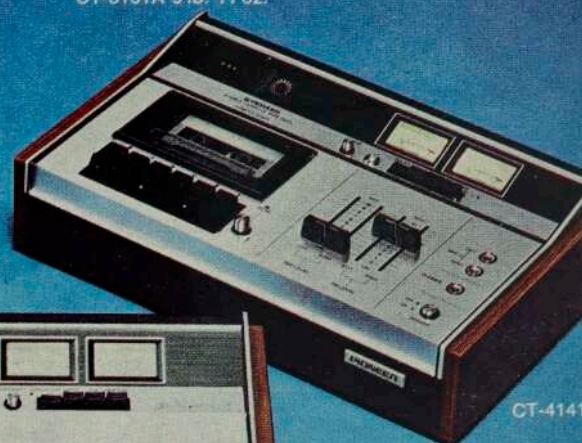
Weight: CT-5151 10 lb. 9 oz.

CT-4141A 10 lb. 6 oz.

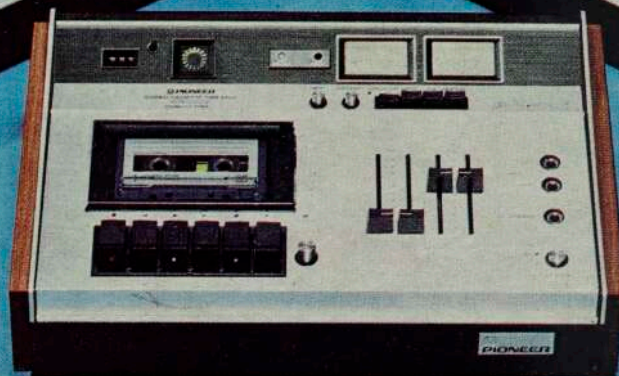
CT-3131A 9 lb. 11 oz.



CT-3131A



CT-4141A

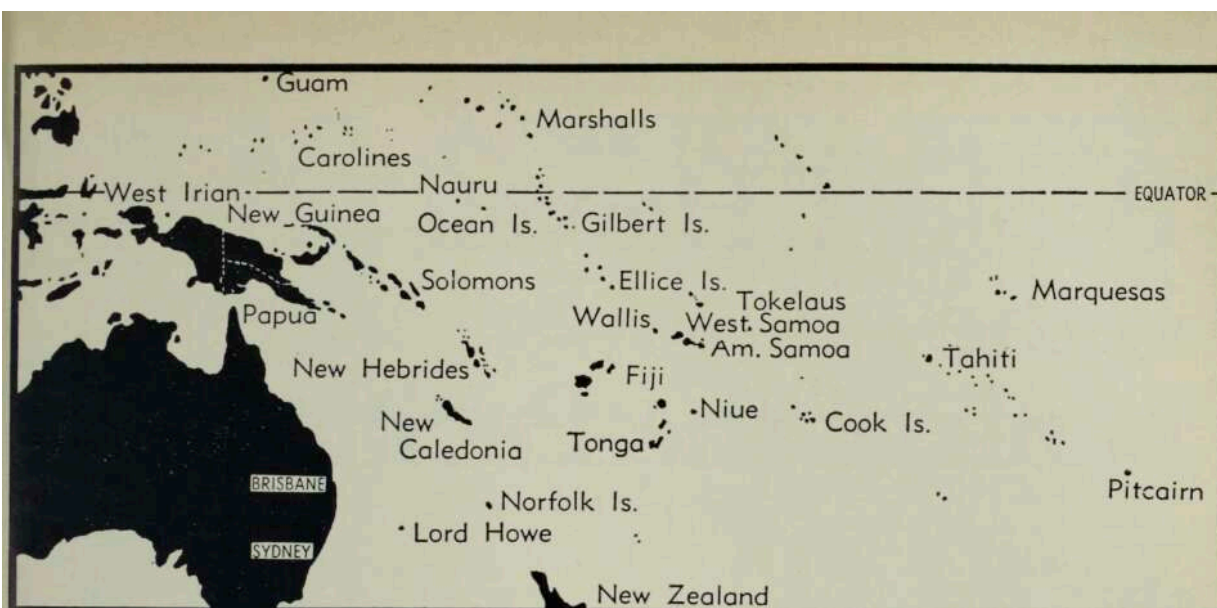


CT-5151

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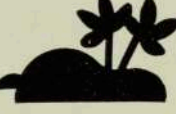
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OUR COVER

A heart-warming study by roving English photographer Steve Vidler of a Tongan girl all set for the wettest weather that Tonga can produce. Meantime, surveying the passing scene at the market at Nukualofa, she concentrates on her ice-cream cone. Judging by the evidence around her mouth she's just taken a big lick. No, we don't know her name!

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PACIFIC ISLANDS MONTHLY—JUNE, 1974



Up Front with the Editor

I SPENT a couple of years as an aviation reporter on a Sydney daily at a time when it seemed one African state or another was achieving independence every day of the week, and it was something of a joke to us that just as soon as the flag of each new nation fluttered to the masthead there came an announcement that the country was inaugurating its own international airline to compete on world routes. Having your own airline appeared to be the first prerequisite for independence, whether you had enough schools and hospitals, or any sort of economy at all.

The only people who did well out of the glut of international airlines that sought to take to the air in this period were the people who bought and sold second-hand aeroplanes.

The South Pacific nations currently appear to be embarked on a similar exercise in empty nationalism. Air Pacific, Suva-based, but launched as the airline which would service the whole South Pacific region and thus avoid the errors of those African mini-states, is fighting for its future as an international carrier.

Air Pacific links most of the central Pacific Islands as far north as Nauru, and flies to Australia. Its ownership is comprised of Fiji, Qantas, British Airways and Air New Zealand (each with 22.68 per cent of the shareholding), and the British Solomons, the Gilbert and Ellice Islands, Western Samoa, Tonga and Nauru (each with 1.85 per cent). Nauru's shares are still in existence although the Republic of Nauru formally withdrew from the consortium in 1972 because of differences of opinion on how Air Nauru and Air Pacific should work together. Air Nauru has a jet, and is currently taking delivery of a second one, and operates international services as far north as Japan and as far south as Melbourne.

It was Nauru's decision to withdraw which began the cancer which

has eaten away at Air Pacific's strength. Since then, Tonga and Western Samoa have begun making independence noises, and relations between most of the partners are severely strained. A common criticism one hears is that Air Pacific is using its international services to subsidise the costs of its internal Fiji service which of course mainly benefits only Fiji. Whether or not this is true, these are matters of detail which ought not to be allowed to obscure the real principle, which is:

Is the South Pacific to have one regional airline doing the greatest good for the greatest number, or is every mini-state going to establish its own mini international airline and fight its neighbours for landing rights and customers?

Ratu Sir Kamisese Mara, Fiji's Prime Minister, summed it up in his usual direct fashion following the recent South Pacific Forum in Rarotonga, when he said that the Forum would stand or fall on civil aviation, which would be "the real test of Pacific regional co-operation".

He said: "If we fail to resolve this problem then the Forum will become nothing more than a talking shop". And he might have added that it would also mean the end of locally-controlled aviation in the Pacific Islands.

That Forum authorised Fiji to call a meeting of civil aviation ministers to consider the future. The meeting is now being arranged. It's more than overdue.

There might be some argument for the Republic of Nauru to continue operating its own international airline, because for one thing it can afford the luxury, and for another, it would otherwise be isolated in its mid-Pacific phosphate island. But one can't see any other members of the consortium achieving anything else but trouble and bankruptcy with their own international airlines.

—Stuart Inder

Pacific Islands Monthly

WHILE BRITAIN AND FRANCE FIDDLE STATELESS NEW HEBRIDEANS BURN

By STUART INDER, recently in Vila

The decolonisation committee of the United Nations has been looking at the situation in the New Hebrides, that strange condominium of islands 1,400 miles north-east of Sydney which is governed by both Britain and France but whose people are neither British nor French. Nor indeed are they New Hebridean.

The situation has virtually remained unchanged since 1906 when Britain and France, who were then locked in an argument over whose sphere of influence those islands should be, resolved it at least to their own satisfaction by agreeing to share the responsibility.

They made it formal on August 6, 1914, in a "Protocol", which is the constitution of this extraordinary group of islands that ever since has been consigned to political limbo.

The New Hebrideans are not the only stateless people in the world, but I should think they must be the only stateless people occupying their own country. One article of the protocol states that "No native shall acquire in the group the status of subject or citizen or be under the protection of either of the two signatory powers". To this day, the New Hebrideans have no passports, although they do have something which looks like a passport, and which states on the cover, "Anglo-French Condominium of the New Hebrides, travel document for use as passport".

This document, current for five years, contains a photograph and the name, address and birthplace of the holder, with the following note: "This travel document is the property of the Joint Administration of the Anglo-French Condominium of the New Hebrides by which it is issued. It may be withdrawn at any time. The holder of this travel document travelling abroad may in the case of need request the protection of the British or French authorities".

Thus the 90,000 people of the New Hebrides have less than colonial status in the world.

Britain and France each operate mini-governments in the islands, supporting their own schools, hospitals, legal system, etc, while paying lip

service to a joint condominium government which has little authority. Its joint responsibilities include, among other things, construction and maintenance of roads and bridges, ports and harbours, buoys and lights.

There is an advisory council, but the British and French Resident Commissioners are not bound by it, and in any case it is not popularly elected. Strictly speaking there is no advisory council at this moment, as it finished its formal life last December 31, and the details of the next stage of the condominium's headlong rush towards political development have not even been decided.

The condominium is currently awaiting a top-level conference in Paris to discuss changes in the protocol which will permit a legislative council. This meeting was first scheduled for last year, but it has been continually postponed by administrative crises either in London or Paris, none of which has had anything to do with the New Hebrides. This is an indication of just how seriously the developing problems of the New Hebrides are taken in London and Paris, where the major decisions have to be made.

The problems of the New Hebrides are serious, and if this fact is not recognised by London and Paris then I believe we can expect violence in the New Hebrides. Should it occur, it can be laid at the door of the governments in Europe.

In the condominium itself the British and French manage to get on quite well at all levels. They have learned to manage their affairs comfortably enough under a protocol formulated for reasons which have long since lost their significance. There is even some sympathy for the plight of the stateless New Hebrideans.

Much is sometimes made about the difference between British and French attitudes to political development in the Pacific Islands, and this is sometimes used as a prediction that the British and French are never likely to co-operate on the matter of political development in the New Hebrides. But I do not think this is true in the New Hebrides; the administrators who live on the spot, British and French, realise that the New Hebrides has to be broken free of the restraints of the present protocol, and that the future of the New Hebridean is more important than British or French power politics.

Britain and France have to stay together in the New Hebrides until the job is done, or exit together. Each would be sorely embarrassed if either pulled out of the condominium and left the other holding the bag alone against the growing wrath of the United Nations, and the increasingly vocal demands of the New Hebrideans for control of their own islands.

The current interest by the UN (see separate report) is only a beginning of the new pressures which are developing in the New Hebrides, by the New Hebrideans.

There has arisen a number of New Hebridean political parties, the strongest being the New Hebrides National Party, which has as its main objectives citizenship for the New Hebrideans, one system of government instead of the present three systems (British, French and Joint), an elected legislative council to replace the present advisory council and eventual independence.

The National Party is demanding single systems of law, education and health—all of which, of course, would flow from the single system of government. The party also wants land reforms and an end to land

Vila, the New Hebrides capital, with the new development in the foreground looking almost like a question mark to follow the New Hebrideans' cry of "When do we get our freedom?"

speculation, whereby New Hebrideans have seen large parcels of land over which they have no control, subdivided and sold, and resold, at profit for foreign speculators.

The National Party is not the product of radicals, but of new nationals. It has developed simply from the frustrations of New Hebrideans at the way progress in the New Hebrides has been stunted by the self-centred political interests of London and Paris.

It is the matter of land which has been the rallying point for this upsurge in political development. As recent PIM reports have shown, New Hebrideans are actively picketing parcels of land which they feel have been unjustly alienated by outsiders. There have been numbers of public demonstrations, and frequent accusations that lands were illegally taken from native owners in the days before the establishment of the condominium.

This last is a familiar cry in the South Pacific, of course, but in the New Hebrides the chances are that the complaints of the New Hebrideans have a substantial foundation in law. Some of the measures adopted in alienating land in the New Hebrides towards the end of last century were scandalous.

Today this fact is being officially recognised, and land is now being handed back. The French administration deserves credit for its action here, for it is currently in the process of handing back 70,000 hectares of land occupied by the French-controlled SFNH company. During 1974, 2,500 hectares on Santo and 5,000 hectares on Malekula are being released from company con-



trol, and in 1975-6 a further 40,000 to 45,000 hectares will be handed back. When these lands are disposed of, SFNH will retain only about 20,000 hectares, comprising four cattle stations, one each on Malo and Efate and two on Santo. Australia is supposed to be in the process of handing over to condominium control 10,000 hectares of Commonwealth land which was a long time ago part of Burns Philp's assets, but it is extremely slow about it.

The British administration has had working for it a land tenure adviser, Mr J. T. Fleming, who has completed a report on how to put some sort of order into the whole New Hebrides land tenure mess. Both London and Paris have been making noises in support of it, but whether this means that eventually there will be joint agreement on the reforms is another matter. Past experience has shown that once key proposals go to London and Paris for bureaucratic consultation, the results seldom reflect the original intent, and certainly never are handled with the speed required.

Meanwhile, any outside investor

should give the matter long and earnest thought. Some people with extensive and seemingly long-term interests in the New Hebrides have lately been selling off their freeholds, and retaining only leaseholds.

The problems facing the condominium will not be resolved by continuing amendment to the protocol. It is a colonial document designed half a century ago to protect the interests of British and French settlers, and until recent years this interpretation has been put on it, particularly by the Joint Court in respect of land claims and registration. Britain and France should tear up the protocol and start again.

The three essential matters to be resolved are (1) citizenship for the New Hebrideans; (2) a common code of law for all; (3) a satisfactory procedure for the settlement of land disputes.

The present inflammatory situation surrounding land can probably be attributed to the colonial-protective interpretation put upon the protocol by the Joint Court in past years and especially to the fact that there is no appeal from the Joint Court to any higher judicial body.

Land reforms could possibly be achieved by amendment to the protocol, but the matters of citizenship and law reform need an entirely revised "constitution". And this in turn depends on London and Paris being able to reach agreement on the future of the condominium.

Simply, the system of separate national administrations must go, and the support of the two metropolitan powers must be given to the development of one strong condominium government, to be managed by an elected legislature of New Hebrideans who are given citizenship in their own country.

And there is no time left.

CONDOMINIUM'S CURRENCY PROBLEMS

The problems created by the joint administration of the New Hebrides have been underlined recently by the difference in values of British and French currencies.

The New Hebrides has no currency of its own, but Australian dollars and New Hebridean francs are legal tender. Up till a few months ago these currencies were on a par, but then fluctuations began. At one stage \$A1 was worth 125 New Hebridean francs, and a recent exchange rate was \$A1 equals 113 francs.

This situation has caused confusion and cheating. A tourist who hands \$A2 note across his hotel bar for two beers is likely to be given in change not 60 cents but 60 francs. The hotel pockets the difference.

Among local people the unwritten rule now is to pay for everything in francs and to get their change in francs. The bigger shops are co-operating by quoting only in francs. Employers are paying in francs. The permanent answer is for the New Hebrides to have one common currency, backed by the condominium.

UNITED NATIONS HEARS A PLEA FOR CONDOMINIUM TAKE-OVER

There was some plain speaking in New York on the situation in the New Hebrides in April when the United Nations Decolonisation Committee debated condominium affairs. Present was Father Walter Lini, a leader of the New Hebrides National Party, who answered questions and gave an address.

Father Lini said that the New Hebrides, to maintain peace, should work for independence. A general election should be held in October for members of a governing or legislative assembly. Then, the condominium offices would become the headquarters of a new government. There would, for example, still be two education departments but one budget.

Father Lini said his party was concerned about the political, social, economic, educational and cultural welfare of the people of the New Hebrides. Because there were two administrations, the whole structure had been one of dividing and segregating people.

"Not only do we have two administrations, but two civil services, two police forces, two educational systems, two medical departments, two official languages and two flags," he said. "A New Hebridean like myself has no status and no citizenship. He does not have a real passport."

In reply to questions, Father Lini said the administering powers had not told the people about UN action on the right to self-determination. There was no publicity about UN resolutions. Moreover, many people in the New Hebrides did not even know about the UN.

Asked by Mr H. A. Acosta (Venezuela) about the views of other political parties in the New Hebrides, Father Lini said there was some difference among them about independence. One did not wish independence. Another, while in favour of independence, wanted first to fully prepare the people, and not rush the issue. His own party wanted immediate independence, otherwise no independence at all would be achieved. His party had 58,000 members. The others had 3,000 and 300.

In reply to a question by the chairman, Mr Tadesse (Ethiopia), Father Lini said the UK had tried

to localise every post in the public service and in education. It was difficult to say the same for France. The school curriculum in France was the same as the French curriculum in the New Hebrides. Most of the staff in the New Hebrides schools were basically localised.

Mr A. D. Campbell, an Australian representative on the committee asked Father Lini whether he thought a UN mission to the New Hebrides would be acceptable to the two administering powers. Did Father Lini wish the New Hebrides to be made a UN Trust Territory under the Trusteeship Council?

Father Lini said he did not think Britain and France would accept a UN visiting mission, but his party would like to invite one.

He said the people of the New Hebrides were "afraid" of big countries and their practices of exploitation. The New Hebrides was prepared to be under the administration of a smaller government, such as Australia or New Zealand. The New Hebrides' trade relationships were closely linked with those countries.

But Australia won't have a bar of any trusteeship involving the New Hebrides. Mr Campbell made it clear that Australia was not interested in such a proposal.

He said Australia would not wish to start again as a colonial power, and anyway, discussion of a trusteeship arrangement for the New Hebrides was not entirely realistic.

"We have the greatest friendship for, and neighbourly interest in, the people of the New Hebrides, but we are very dubious indeed about the advantage to them or the domestic or international acceptability, of such a proposal, and we do not think it should be pursued", he said.

Soon after Father Lini spoke to the Committee of 24 another political party was formed at Santo—Natuaitano (Children of the Land). Chief Liu, Of Araki Island, was elected president. About 100 attended the inaugural meeting.

Members of other political parties were invited to attend. Mr Jimmy Stevens, leader of the Nagriamel movement was absent because of ill-health, but some of his followers were there.

Mr Thomas Reuben, of the National Party, said that even though the aims of various political groups in the New Hebrides were different, everyone should work together for the future of the country. Political movements should not interfere with progress in things like education, medical services and local councils.

POINTING UP THE FOREIGN DEVIL

From a Noumea correspondent

Ironically, both French and Australian political groups recently had one feature in common: during their May electoral campaigns, members of each country were pointing to the other to frighten voters with examples of what they did not want to happen to them.

The French were, of course, voting for a new president of the Republic while Australians were choosing a new national parliament.

On the French side, Noumea supporters of right-wing candidate Valéry Giscard d'Estaing warned islanders about the dangers of voting for socialist Francois Mitterand, leader of the left-wing coalition. Giscard d'Estaing's local election committee, headed by Caledonian Senator Henri Lafleur, were pointing to the Whitlam socialist government when they published the statement "Look at our Australian neighbours, on the brink of disaster after only short experience with a regime which is very similar to the (French) left-wing coalition programme".

At the same time, back in Australia, a small anti-socialist group seeking the preservation of constitutional monarchy sought to frighten local radio listeners against voting Whitlam-socialist, with the dread warning "Do you want a republic—as in France, or South America?"

No doubt the French would be just as dismayed at this latter reference as Australians would be at the former.

BSI OUTLAWS' MANIFESTO COMES TO LIGHT

From a Honiara correspondent

A carbon-copy of what could be described as the Ma'asina Rule's (Marching Rule) manifesto has come to light after being hidden in bamboo for nearly 30 years.

The document, covering several foolscap typed pages, lists the post-war movement's aims, objects and reasons. It had been kept hidden by Festus Lokei of Loina village, North Malaita, ever since the Ma'asina Rule was outlawed.

Lokei claims the original was given to the administration at the outset of the movement to be passed on, as a petition for self-government, to King George VI.

Malaitans still vehemently claim that Ma'asina Rule was not inspired by cargo-cult ideas, but was a genuine attempt to attain self-government.

It was while discussing Ma'asina Rule with his elders that the Hon Aerial Ausuta, Govco member for North Malaita, discovered the document in January this year. His uncle, Lokei, had been fearful for many years that he would be in trouble with the white man if it was known he had the papers in his possession.

According to Ausuta, the paper was written in English by a leading



Jonathan Fifi'i . . . bristles with anger.

Ma'asina Rule man, Timothy George, for the nine leaders of the movement. Timothy George was at the time one of the best-educated Solomon Islanders, having had secondary schooling in Queensland during the blackbirding days.

The document tells of "natives" being horse-whipped and towed through plantations by white planters on horseback.

Ausuta, a strong member of the United Solomon Islands Party, has likened the document to the USIPA Manifesto. Indeed, Ma'asina Rule once again became a household word of honour on Malaita with the election of Philip Solodia, one of the key founders of USIPA.

In the Governing Council meeting in June last year, Solodia made a

moving speech honouring the leaders of Ma'asina Rule for having sown the seeds of self-government which the Solomons was soon to achieve.

One of the nine leaders of the movement was the Hon Jonathan Fifi'i, the member for Kwaio, who was jailed for three years for his part in the movement. He bristles with anger at any suggestion that Ma'asina Rule was created by cargo cult ideas, and has said he would be writing his own account of what went on and what it was all about.

The authenticity, or otherwise, of the newly-found document cannot be proved by this correspondent at present. The last official link with officials engaged in the suppression of the movement was broken recently with the departure of Tom Russell, who was an administrative officer at the time.

However, some light might shine on the administration's viewpoint when records, now subjected to the Official Secrets Act, become public documents after 30 years. In the case of Ma'asina Rule, it may only mean a few years!

In some local circles, the reason for Russell's departure is still being pondered. He was Chief Secretary until he left. His hasty departure leads some to think that some apprehension was felt about his presence at a time when self-government was on the doorstep, and the new Solomons cabinet, including, if not led, by Solodia, would be free to pore over long-kept, secret documents. (See also p 105)

Line-up for Solomons' leadership

From a Honiara correspondent

"Slow and steady wins the race" is probably the rule of thumb for Solomons politicians in these crucial months before the introduction of the ministerial system and a greater measure of self-government.

Neither of the two parties has yet announced whether either has a majority.

It seems certain, however, that the country is going to get a coalition government, and, judging by the comments made in the past month, it will be between one of the two parties and the five independents who have formed a loose group.

The important men now are the independents—the member for Gela, Moses Razak; the member for Vella Lavella and the Shortlands, Andrew Kukuti; the member for New Georgia and Rendova, Bill Page; the member for the Eastern Outer Islands, Moffat Bonunga, and the member for West Ysabel, Willie Betu, who is Chairman of the Social Services Committee of Governing Council.

At about this time last year, it seemed that the now Chairman of Commerce and Industry Committee, David Kausimae, was in the front ranks of those in line for the Chief Ministership. Things are different now. No formal leadership of the new People's

Progress Party (PPP) has been announced. Solomon Mamaloni, the member for West Makira who is the Chairman of the Local Government Committee, has, to-date, been called the spokesman for the party, while it is understood that David Kausimae is also a member of the party.

The United Solomon Islands Party (USIPA) has its leader in Benedict Kinika from East Makira, the same island as Mamaloni, and Dr Gideon Zoleveke, member for Choiseul and Chairman of the Communications and Works Committee, as its deputy leader. Phillip Solodia, despite previous reports, also continues to be a front runner.

If anything makes the election of the Chief Minister important, it is the fact that he will be the first recognised leader of the Solomons, and as such will have to set a precedent of human understanding, approachability, integrity and humility that is very important in leadership in Solomon Islands society so that the people can trust their government. Mistrust has dogged the colonial government since it was established. If the party in power is not careful enough, this could be perpetuated and take many years to overcome.

Independence's lone voice in a New Guinea wilderness

From a Port Moresby correspondent

Salesman for independence Mr Michael Somare, Papua New Guinea's Chief Minister, had six of the toughest days of his career in May when he stumped from centre to centre in a campaign to "explain" independence to villagers and demolish opposition to his plan for independence on December 1.

It was a tough nut to crack and his tour showed no sure cracks in the nut. In fact, some of the arguments he heard might have weakened his resolve over the date. Both in Menyamya and Wau he was told to delay independence for 15 years. He argued, when speakers cast doubts on PNG's ability to get on without outside assistance, that they were asking for continued foreign domination. They had a rich country which had plenty of water, timber, coffee, gold and a copper mine which had a profit almost equal to the country's total Budget.

But that argument weighed little with some of his opponents. Their criterion to back up their case, that the country wasn't sufficiently developed for independence, was the land around them.

It wasn't developed, they said; they had no roads, no schools, no hospitals and they didn't understand business.

Morobe District saw most of Mr Somare, who operated from Lae during the six days. The villagers were eager to see him. Nearly 200 of them had massed near the Morobe patrol post the week before in a noisy protest against the independence date and threatened to burn down their council house if he didn't visit them.

Eventually, they agreed to see him in Lae. They had two problems they wanted to discuss—independence and land claims in the Lae city area. He didn't seem to get far with his independence arguments and said in several places that, if he found there was great opposition from the people, he would change the date. But

he had a success over the land claims.

The Ahi Association had refused a cheque for \$160,000 from Minister of Lands Mr Kavali as compensation for the land which is between the Markham and Bumbu rivers and was originally taken from the villagers by the German New Guinea Company early this century.

The dispute, which has lasted since 1965, looked like lasting another nine years but, after nearly a day, May 7, spent in talks and a meeting of the association, the association agreed to a settlement, a more favourable one than the one proposed by Mr Kavali in March. The settlement, described by Mr Mutu Gware, the Ahi president, as a compromise, gives them the \$160,000 and 1,410 acres of the disputed land, 570 acres in the Bugandi area of Lae and 840 acres to the city's north which goes back to the Kamkumun villagers.

Nine outposts were visited in the Morobe District in 3½ days and Mr Somare, who travelled with Minister for State Mr Boyamo Sali and 10 pressmen including a television crew from the Australian Broadcasting Commission, finished his tour at Goroka Show on the Sunday. That was when he nearly got into serious trouble with the warriors.

There were about 8,000 colourfully-garbed warriors and women in the ring when Mr Somare opened the show. It was a good time, the Chief Minister decided, to sell his independence date, so he did. The Highlanders didn't want independence, even before the show. When Mr Somare spoke they wanted it even less. They were obviously annoyed that he had chosen to talk politics when they wanted to get on with winning prizes worth \$2,000 for dancing.

Some tried to accost him after the opening ceremony but his security men kept them away although for a

few moments the Chief Minister looked slightly anxious.

Earlier, Mr Somare had done a 3½-day stint in the House of Assembly when he was again challenged on his date for independence by Leader of the Opposition Mr Tei Abal who asked for a referendum on the date. He claimed that leaders from both the coast and the Highlands had asked for it.

Patience, Mr Somare explained that he had answered that question 21 times already. The date would be resolved at the June sitting of the House of Assembly. He said he didn't like referendums. The House must take the responsibility to lead.

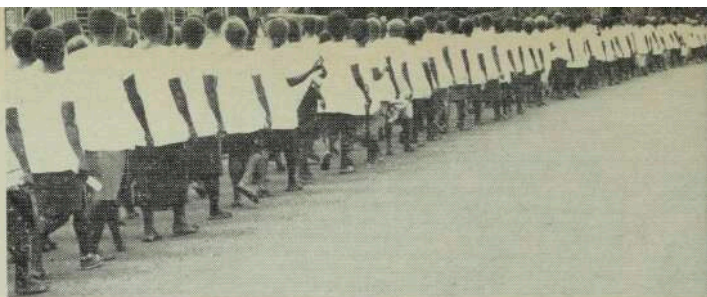
How far Mr Somare will get with his proposal at the June sitting is anyone's guess. Constitutional Planning Committee Deputy Chairman Fr John Momis announced several days after the House of Assembly adjourned that the Constitutional Planning Committee wants the formal debate on its report delayed until the August sitting, and the introduction of the draft Constitutional Bill in the November sitting.

This delay is sure to give opponents of independence by December 1 some propaganda to use at the June sitting.

Fr Momis is hoping that the committee's report will be available for the public by around May's end. He suggested there should be an informal meeting of MHAs to study the proposals and give vent to their feelings and between then and the November sitting the public would have several months in which to talk about the report and make their opinions known to the MHAs.

Fr Momis, speaking on the radio on May 2, voiced the opinion that if the Constitutional Bill wasn't ready for introduction in the House of Assembly until November many MHAs might be reluctant to vote for December 1 as the independence date.

The House of Assembly met for



Some of the 1,000 Tolai women in the protest march against Mr Somare's independence date wend their silent way through Rabaul's streets. The marchers, all in white blouses and blue laplaps, represented 35 women's clubs and fellowship organisations in East New Guinea.

3½ days towards the end of April. The government, bowing to demands from the backbenchers agreed to allocate three days to private members' business and take only half a day for government business. As it transpired, it was a happy choice. The members, dealing mainly with parish pump matters, got through 57 of the 83 items tabled. Many of them were of little consequence but they gave backbenchers the opportunity to demonstrate to their constituents that they were on the ball and this, in a country where politics don't revolve around political ideologies, spells victory or defeat for the sitting member at the next election.

Little of real importance was transacted. All government business was put off for another day, as, for instance, the Lands Acquisition Bill, which gives the government powers to acquire plantation land compulsorily. This will be debated at the June sitting which will begin on June 4 and is expected to last three weeks. The second week will be devoted to informal discussion of the Constitutional Planning Committee's report.

The debates on the private members' motions produced one important and controversial result—the repealing of the law against playing

cards. On the surface, at least in more sophisticated countries, this seems but a small thing. However, to many New Guineans card-playing is on a par with pot-smoking. Several members opposed the repeal and they were backed up by the Minister for State (Police) Mr Peter Lus.

He warned that people would go without clothing and food so that they could spend their money on gambling with cards.

Mr Oscar Tammur (Kokopo) said the repeal of the playing cards law would add to the many problems caused by alcohol.

Despite strong opposition, the bill went through.

The House hadn't adjourned when Mr Sinake Giregire (Daulo) threw a spanner into the works so far as the opposition United Party was concerned. He announced that he was forming a new party, the Country Party, and had broken with the United Party. Its policies and constitution would be revealed in time for the June session. His party, he said, would be entirely New Guinean. It wouldn't have imported ideas and would have the support of all business men and every Papuan New Guinean who wanted to develop his land.

MUZZLING SOLOMONS' NEWSMEN

From a Honiara correspondent

The deletion in early May of a contentious paragraph in a radio news item on the Solomon's Public Service Advisory Board (PSAB) annual report for 1973, and the order that any radio stories at present about political parties must be referred to the Chief Secretary and the five Chairmen of Governing Council for "approval", leaves open to speculation the future of freedom of comment in this country.

The order governing radio stories appears to have arisen out of the sensitivity of some Govco members to the reporting of moves among politicians to form or break the infant political parties now that the first Chief Minister and his government are close to being named.

The PSAB report hits out at an alleged desire by "some Governing Council members for political participation in the board's work". It also expressed concern over the presence of three Govco members on the committee established last year to review progress in localisation, and said that the PSAB, which was doing its utmost towards localisation, should be independent of politics.

The censoring of parts of the report raises the question of whether any statutory authority established by government should be free to defend itself as it sees fit, and to state its opinions. The PSAB was defending its status and independence.

Among the highly respected members of the Board is Canon Norman Palmer, Dean of St Barnabas' Cathedral in Honiara. Other members are Alphonso Daga, a retired civil servant who is now the Honiara Town Clerk; Jack Pincombe whose commissioned report on the Public Service in 1969 gave rise to the PSAB's formation (Pincombe himself becoming its first chairman), and "Tiny" Creighton, a retired civil servant and Tourist Authority secretary who is not very well known to the local populace. A new member appointed this year is former politician, Mariano Kelesi, now a businessman.

It is said that the administration was not happy that delicate relations between the PSAB and Govco members might be worsened by the airing of the PSAB's come-back to criticisms from Govco.

GEIC names Chief Minister

From a Tarawa correspondent

Members of the GEIC's House of Assembly, meeting at Bairiki, Tarawa, on May 2 for the first time since the elections in April, chose 36-year-old Mr Naboua Ratieta, member for Marakei, as the colony's first Chief Minister. He fills the post which under the old constitution was titled Leader of Government Business, a position held by Mr Reuben K. Uatiao, who was beaten in the elections by trade union organiser Mr Abete Merang.

Mr Uatiao, easily the colony's most experienced politician, was regarded as a favourite for the Chief Minister's post and, later, as first Prime Minister, but, when his head rolled in April, Mr Ratieta was regarded as the front runner.

He has fought, and won three elections, and twice acted as Leader of Government Business in the absence through illness of Mr Uatiao.

He served as Member for Communications, Works and Utilities in the last government.

There has been no inquest, either in the Atoll Pioneer or in the bars, over the defeat of Mr Uatiao, the only executive member to lose his seat.

He was popular, well known and had encountered little opposition during his term of office, but he had been absent for some time undergoing a heart operation in London. The operation was successful but, in the electors' opinion, his political future might have been a little uncertain because of his medical history. But what might have influenced the voters of Tarawa Urban the most was his opponent's background.

As union organiser for the GEI Development Authority, Mr Abete Merang was very much in the public eye in February when he led the strike against the authority. No doubt the workers in Tarawa Urban swung the poll.

- A line-up of yachts at the Tradewinds Hotel in Suva's Bay of Islands, this year's choice of venue for the annual Fiji Tourism Convention.

Future is looking black for Fiji's tourism blue-print

From L. G. USHER in Suva



At the 1973 annual Fiji Tourism Convention, a master plan (the Beit-Collins report) which was to be the blue-print for the future of the tourist industry in Fiji was unveiled.

This year's conference at Suva's Tradewinds Hotel, met with the plan still on paper, and delegates soon learned that the government was having some second thoughts, and had some reservations, about the report's contents and even its basic concepts.

In his opening address, the Deputy Prime Minister, Ratu Sir Penaia Ganilau, who is also Minister for Tourism and Civil Aviation as well as Communications and Works, slapped down The Fiji Times for suggesting that perhaps he was carrying too heavy a ministerial burden, and this was why decisions were being delayed.

Ratu Sir Penaia's retort was, in effect, that he would decide things in his own good time, after giving them the amount of thought he considered necessary for sound judgment.

This was quite a good excuse for inaction, but was not particularly inspiring for people and organisations whose own planning depended on knowing how much of the master plan the government proposed to adopt.

There was another blow when the government's Director of Economic Planning, Mr Akuila Savu, said that the thinking of his organisation was that the 18 per cent growth rate for tourism predicted in the master plan should be held down "in the national interest" (that blessed phrase that usually means whatever politicians and civil servants choose to make it mean) to 12 per cent.

This was not quite the sort of thing to encourage bold enterprise

or stimulate heavy risk-taking by private investors.

The Deputy Prime Minister was uncompromising in his attitude to the American Government's refusal to give Air Pacific landing rights in Pago Pago unless Pan American was allowed to compete on the Nadi-Pago Pago sector of the South Pacific regional service.

If the Americans remained stubborn, Ratu Sir Penaia said, then it would be just too bad for the future of Fiji's permission for any American airline to continue to use Nadi airport.

This is opening up the possibility that yet another international airline—Pan American—would stop bringing visitors to Fiji from overseas.

It followed American Airline's withdrawal from the Pacific, Air India's decision (said to be because of fuel prices) not to fly beyond

Sydney, and strong rumours that British Airways was about to yield to pressure to leave Pacific air services to Qantas and Air New Zealand.

But however much initial moaning at the bar there was about all this within the conference room the delegates showed a refreshing sense of responsibility.

In former days, when it was fashionable to make the government the whipping boy, there was a faintly distasteful aroma of arrogance and self-interest about these annual gatherings.

This year, the spirit was noticeably different.

OK. The government's obstinacy over landing rights might lose the Pan-American planes, but the Government of Fiji had played too complaisant a role in the past in the face of IATA-dictated fare increases and the like. It was good to see a bit of toughness for a change.

And if the predicted growth rate of tourism was going to stretch the economy too far, or divert money from socially-desirable activities, then the industry would like to be told the details.

So the convention appointed an investigation committee, charged with doing some really intensive study to enable it within 90 days to come up with ideas, based on experience from within the tourist industry, for the government to consider.

The government agreed to wait for these ideas. When Mr Savu offered to serve on the investigation committee his offer was warmly accepted.

There were complaints about the drabness of the remodelled terminal buildings at Nadi airport. All right, said the convention, let us make some practical suggestions for it

KOROLEVU'S JUBILEE

IF someone were to write the history of tourism in Fiji, the pride of place must surely go to the Raggs, the Clarks, Northern Hotels Ltd and, of course, the Korolevu Beach Hotel. These four head the list that put Fiji on the world tourism map and pioneered the growth of what has become our most important industry.

So writes Fiji's Minister for Tourism, Ratu Sir Penaia Ganilau, in a tribute in April to the silver jubilee of Korolevu—Fiji's oldest tourist resort.

It is extraordinary to think that it is only 25 years since the Fiji tourist industry got its first real boost through this hotel. It had something quite new then—*bure* style accommodation, where the visitor felt he was really part of the scenery.

provement. In two cases, offers of money were made to back up the suggestions.

All this showed a pleasing sign of maturity in the industry, and a recognition that those who benefit should share responsibility, and the cost.

If the government was spared the severity of former criticism, its place in the firing line was taken by the airlines.

Why, said a "simple" question from the floor, were Pacific air and sea fares higher than those anywhere else in the world?

And why, others asked, was Qantas dragging its feet on charter services to Fiji when it is always taking many hundreds of Australians on similar trips to Singapore?

And why was the Pacific denied the allocation of charter group space on ordinary flights airlines elsewhere found possible?

And why is Air Pacific, in which the big airline boys have a controlling interest, not allowed proportional fare concessions to travellers from overseas at excursion fare rates?

About the best that can be said for the uneasy replies from airline representatives present, apart from the perfectly valid argument that airlines are in business to make money, was that they did include an assurance that the points raised would be discussed with the bosses back home.

That made them worth raising at what was, all in all, one of the most useful of the convention series.

NZ's welcome to immigrants may be Fiji's 'skill drain'

By a staff writer

Fiji islanders reacted to New Zealand's new immigration policy by queuing at the NZ High Commission's offices in Suva to apply for permanent entry to NZ. Australia, too, has adopted new guidelines which will make it easier for Islanders to migrate permanently to Australia.

But there is no "open door" policy. In each case skill is a requirement, and in New Zealand the country's capacity to absorb migrants from anywhere is a key factor. The new policy restricts the number of people who may enter NZ as migrants.

The New Zealand Prime Minister, Mr N. H. Kirk, announcing his country's new guidelines, said it was adopting a "non-discriminatory" approach. All would be selected according to skill, age and family size. Immigrants would be drawn from a wide range of countries in a gradual process, which would not involve an abrupt break with previous patterns of immigration.

Apart from skills, and humanitarian reasons such as allowing the reunion of families in NZ, migrants will have to be in good health and of good character, aged between 18 and 25, and have not more than four children.

Fiji's Prime Minister, Ratu Sir

Kamisesse Mara, was philosophical about the possible loss of skilled men to NZ, calling it a "skill drain". While Fiji would be sorry to lose such talent there was nothing she could do till the standard of living in Fiji was equal to that of NZ, Australia and Canada. However, NZ's ability to absorb migrants, may restrict the numbers.

While both Australia and NZ have repeatedly stated their intention of doing as much as possible to help Pacific Islands groups in development, and in fact, are doing a lot, the drain on skills could undo much of their good work. The Islands need all their skills in their race to catch up with the developed countries, and "skill drain" policies may have to be looked at closely in a few years.

No reference was made in the new policy guidelines for NZ about the "guest worker" scheme, which allows labourers to enter the country for limited terms for specific tasks. As this involves unskilled labour only, it will probably continue.

Australia has repeatedly refused to have anything to do with this system, and the Immigration Minister, Mr Al Grassby, reaffirmed the policy early in May. But he said then that an Australian Government trade-skills mission would be seeking workers from South-East Asia, and the Pacific, with a special priority for Fiji.

Australia welcomed permanent settlers from more than 70 countries, including Fiji. She wanted the permanent settler with skills, and would not discriminate by allowing guest workers from one country. But he would fully support any scheme which allowed Fiji citizens to go to Australia for on-the-job training.

Ratu Sir Kamisesse Mara, speaking in the Fiji Parliament recently said that Fiji people could not go to Australia for temporary work because of opposition from Australian trade unions. He was speaking on a motion to set up a select committee to examine Australian and NZ immigration policies.

He suggested that Mr Apisai Tora, Opposition spokesman on immigration matters, use his influence with trade unions in Australia to try to arrange a system under which Fiji people would be allowed in for temporary work.



There was nothing to attract tourists when this procession wended its way along Suva's streets. It was a procession of vehicles involved in fatal accidents grimly underlining the message of Fiji's Safety Week.

The Fifth South Pacific Games are slated for August 9-22 at Guam on the other side of the equator but, with the Games only 14 months away, the venue may be switched in the face of growing doubts that Guam has the ability or the facilities to host them. Alarmed at the absence of news of preparations being made by Guam, which has failed to answer three requests for information, members of the Games Council have called a meeting for May 31 in Suva when a switch may be decided on. What has been happening behind the scenes in Guam? Below, Joe Murphy, editor of Guam's Pacific Daily News, supplies the answers in a special report for PIM, sent before Games Council members decided to act.

BEHIND THE SCENES AS GUAM GETS UNREADY FOR THE 1975 GAMES

From JOE MURPHY, on Guam

Despite Guam's relatively high level of prosperity, potential visitors are cautioned that the 1975 Games facilities won't be anywhere near the level of those seen last in 1971 at Tahiti. There are many reasons for this sad situation, but basically the problem stems from the fact that the Games got embroiled in a political controversy between the Democratic Party (which controls the Guam Legislature, and whose Speaker, Sen. Larry Ramirez, issued the invitation to hold the Games in Guam), and the Republican administration headed by Governor Carlos Camacho.

Ramirez had assumed that the US Government would help pay the cost of the sports facilities needed for Guam, as a gesture to Pacific goodwill. Unfortunately, the violence at the 1972 Olympic Games, brought an adverse reaction throughout the US, and the federal government refused to guarantee aid to Denver or Salt Lake City, both of whom wanted to host the 1976 Winter Games. Having already refused two states, the US Government couldn't bend the policy to help Guam.

It had been estimated that Guam's sports complex would cost from \$US5 to \$6 million. More than a year ago, Governor Camacho insisted that Guam needed this money for highways, telephones, power, sewerlines and schools, and announced that Guam would be unable to host the Games.

This unpopular announcement brought ringing editorials protesting at the inhospitality, the "slap in the face", to Island neighbours. Under pressure, Governor Camacho reconsidered, deciding that he didn't have the authority to call off the Games, because that decision had to be made by the South Pacific Games Committee. He did say that he expected help from the business community in building the sporting complex, and that the Guam Government itself wouldn't be able to give much financial support.

The matter has developed into such a local hassle that Ted Nelson, Guam Games chairman, has already tossed his hat in the ring as a candidate for lieutenant-governor in this November's elections, as a Democrat.

And Republican Senator Paul Calvo, head of the Guam Games Committee, recently announced his resignation from that post in order to challenge Governor Camacho in the September Republican primary, adding even more politics to the Guam scene.

But in the meantime some Guam facilities—tennis courts, pool, track, etc.—are slowly being upgraded, and other improvements are planned, and still others are being studied by the experts. No central stadium, for instance, exists, and whether one could be completed, even if started immediately, is questionable.

But there are other alternatives. The large US military bases on Guam have ample sports facilities for their 30,000 men, and these could be made available for some, or all, of the Games with some give and take between the Guam Government and the military, although even here, too, a hassle has developed. When Rear-Adm. G. Steve Morrison was asked about the possibility of using his facilities, he said this would be perfectly acceptable—providing "his boys" got to participate. But this was out of the question, because the rules for participation had already been set down.

In addition, Guam politicians and the military establishment are in the midst of a battle royal themselves which could affect use of the military sports facilities. The Navy wants to move its ammunition wharf out of busy, heavily-populated Apra Harbour to a pristine, rugged, unpopulated area on Guam's southwest coast. The move, at an estimated cost of \$US120,000,000 would require the acquisition of some 4,000 acres. Part of the land that would be acquired is owned by yet another Guam Senator, Paul Bordallo, who insists that the Navy already has enough Guam land. (Sen. Bordallo's brother, Ricardo, is another announced Democratic candidate for governor.) Earlier, Governor Camacho signed an agree-

"THEY CAN'T DO IT" SAYS OFFICIAL

Mr Les Martin, of Suva, oldest president of the Games Council, which is reconstituted for each Games, told PIM that, after comparing notes with others who had inquired into Guam's ability to host the Games, he is sure there is no possibility of Guam being able to act as host.

When he visited Guam in February last year at the behest of Games Council presidents he found that Governor Camacho didn't want the Games and argued that Guam couldn't afford them although the people were adamant that they could. They had fine schools, one the biggest he had ever seen which could easily accommodate and feed all the Games entrants and officials, but they had no other facilities.

Since then, a representative of the United States Athletic Union, which has responsibility for Guam in the athletic field, went to Guam to see what was going on.

"He and I met at Christchurch", said Mr Martin, "and from what he told me I realised that no progress had been made in preparing for the Games since my visit. Nothing had been done. Later, he wrote a report in which he pointed out that legislation proposed to organise the Games was based on a resolution which contained the phrase 'if funds are available'. This legislation is still only at the proposal stage. In fact there is no evidence of funds coming from any other source."

The Guam Hilton overlooking Tumon Bay is probably hoping for a rush of visitors for the Games—if they materialise. The guest room decor reflects the best in Micronesian art.—Photo: Walsh Photo-graphics.

ment with the Navy on the land transfer, but failed to get approval by the Democratic legislature, putting the entire transaction in a state of limbo.

Thus, the spirit of co-operation doesn't seem to be very high between the military and the local government.

To sum up, Guam, embroiled by a sometimes bitter battle with the military; facing a general election for all 21 of its legislative members and its governor and lieutenant-governor, plus its Washington Representative in the US Congress, doesn't seem to be concentrating on the 1975 Games. That is not to say that the Games themselves are a political issue. It's just that the politicians have other things on their minds.



Micronesia's future in the melting pot

From a Saipan correspondent

The existence of Micronesia as an independent united state is more in doubt than ever. The Marshall Islands district legislature's threat to break with the Congress of Micronesia over revenue sharing (PIM, May, p 8) has been backed up by the traditional leaders, the *Iroi*.

After an all-day meeting at Majuro on April 26, the leaders issued a proclamation, which was later read in church pulpits, supporting moves by the legislature to establish a political status commission and calling for separate talks with the United States.

The *Nitijela* (Legislature) followed up its decision to pull out of the Congress and the talks with the

United States by another resolution opposing participation in the coming Constitutional Convention, the Congress legislation for which was signed into law at the end of March.

Much will depend on American attitudes as to how far the Marshalls will go in their determination to have done with Congress and the joint talks. Their threats, which now have the backing of the *Nitijela* and the *Iroi*, may melt away if the Congress agrees to talk again with the Marshalls over revenue sharing.

Meanwhile, America is sitting on the fence. Her reaction to the Marshallese threats came in statements from the departments of State and Interior. So far, they said, no regard

will be paid to separatist threats and America intends to proceed with the next round of the status talks with the Congress Joint Committee. They are expected in the last quarter of this year. However, if the Marshallese make good their threats and boycott the Constitutional Convention elections in June, the United States will take the situation more seriously.

All this is a big disappointment to Senator Lazarus Sali (Palau), the joint committee chairman, who returned to Saipan in the middle of April well satisfied with talks he and other members had in California with Ambassador F. Haydn Williams in an effort to clear the air for the next round.

The Marianas, the first of the Island groups to dissent from the plan for a united Micronesia, were scheduled to begin the fourth round of their talks with the United States on Saipan on May 15.



Signing the Constitutional Convention Bill at Saipan is Deputy High Commissioner Peter Coleman, who held a special ceremony in his office for the purpose. Looking on, from the left, are members of the Task Force for Education for Self-Government Daiziro Nakamura, Strik Yoma (chairman), Bonifacio Basilus and Patrick B. Mangar. Election of convention delegates is on June 4.



Tropicalities

A Fiji island and a miracle

When Mrs Phyllis Garnet Malley, formerly of Fiji and now of Honolulu, owner of several Fiji islands, sold one of them a few months ago—five-acre Koro Levu Island, in the Somo Somo Strait, about a mile from Taveuni, Fiji's third largest island—she parted with the deed of course but not with the large scarlet seal, Queen Victoria's official seal, which was once attached to the deed.

That's one of her most treasured keepsakes and by it hangs a tale, an amazing piece of luck.

She bought Koro Levu 22 years ago. "It was practically given to me," she told PIM recently. It was sold to her by its owner, a woman living in Sydney, who was in dire financial straits. Buying islands then wasn't much of a gilt-edged proposition, but where Koro Levu was concerned, it was definitely a risk. There was no deed to the island. Now, who'd buy an island without a deed?

Mrs Malley did because, she said, the owner was so distressed. The deed had been lost for 45 years. It was believed to have been irretrievably lost when its owner, the woman's father, a sea captain, had gone down with his ship. Fiji's Registrar-General told Mrs Malley she was "buying a pig in a poke", and advised her that it might—but a faint might—become her property if, after a period, say of 12 years, the question of ownership remained undisturbed and there was no "adverse possession".

It was a big pig in a poke, even bigger than Mrs Malley or the Registrar-General realised because, around that time, a planter, who had been using the island, had decided to sue the owner for selling it. But Mrs Malley went ahead and clinched the deal.

Later, she was advised to make sure of the title by giving it to the government and then buying it back at an auction—a very risky procedure. No decisions had been made and Mrs Malley was in America with her husband, who had entered hospital in Baltimore when the miracle happened.

It happened at Levuka, the old capital. A government servant was burning a vast number of obsolete government papers which had been crammed into oily copra sacks. Sack after sack was tipped onto the fire in a corner of the compound.

"After disposing of a dozen or more of these sacks of documents in this drastic fashion," says Mrs Malley, "he dragged yet another heavy sack across and, just as he was tipping it into the fire, a thick Manila envelope fell into the flames, out of which slid a bright scarlet seal on a green ribbon. He hastily pulled this out of the flames. He shook the contents out on to the ground and, lo and behold, there lay Queen Victoria's official deed of Koro Levu Island!"

The planter's court suit was then in process, but Mrs Malley was in undisputed possession. There was a celebration in the Lands Department when Mr Bertie Gregg, now retired from the job of Registrar-General, handed her the scarlet seal.

Right: Queen Victoria's seal, the brightness of which drew the attention of a government servant to one of the thousands of envelopes he was burning. It proved to contain Queen Victoria's official seal to the deed of Koro Levu Island (pictured below) thought to have gone to the bottom of the sea when its owner went down with his ship.

And another island tale

A Fiji island described in PIM 16 years ago as "a pint-sized piece of mud, mangroves and sand" today is probably worth thousands of dollars as it is close to a number of islands on which luxury hotels have been built or are about to be built. And the American owner of a 99-year lease of the island, butt of a lot of unfavourable publicity 16 years ago, intends to hold on to it.

The island, Yawalu, about 15 miles off Lautoka, was renamed Ava Ava, and was offered as a prize to promote a movie, *The Little Hut*. All that was required was the last line of a limerick. The contest attracted 50,000 entries from all parts of the world. The winner, Kent Shelby, of Long Beach, California, and his wife won the contest. Their entry was:



On an island with nothing else but
A coconut tree and a hut
Two men and a dame
Played a triangle game
Till alas the swains met with rebut.

Shelby and a companion, Douglas Howard, spent some time on the island in 1958, but eventually ran out of money and they were unable to get work in Fiji. They returned to the US, loudly critical of the place and many of the Fiji inhabitants.

The matter then lapsed for 16 years, with Shelby retaining his ownership of the 99-year lease. Meantime, the Fiji tourist industry has boomed. Hotels have gone up in many places not dreamed of as suitable sites 16 years ago. There are two near Ava Ava.

The Native Land Trust Board in Fiji in April issued warnings that the island would be repossessed unless Shelby immediately went to Fiji to reclaim it.

In Richmond California, where he is a chemical engineer, Shelby says, he is going to keep the island, even though he can't live on it.

"It's everybody's dream to own a South Sea island", he said.

Axe-man in the Solomons

The axe-man cometh. Or that's what they're beginning to fear in the BSIP anyway. Expatriate administrators and their families were rocked by the sudden announcement that at least two extremely long-serving heads of departments have been told not to bother to come back when their current tour of duty ends.

The axe-man in question is firmly believed to be the new acting Chief Secretary Trevor Clark, lanky and super-intelligent senior official on secondment from Hong Kong. Sources close to the saturnine Clark report that he has long been chafing at the bit under the benevolent rule of former Chief Secretary Tom Russell, recently departed to become Governor of the Cayman Islands in the West Indies.

Clark's earlier efforts to hack away at the administrative surplus did not meet with his superiors' favour or of most of the other old colonial expatriates, come to that. However, the politicians and most senior Solomon Islanders have been vociferous supporters of his herculean attempts to clear up the administrative backwater.

Clark appeared to be shunted into a series of time-consuming minor posts in an effort to use up his energy and to divert him from his

major role as a hatchet man. He was, for example, put in charge of the arrangements for the Royal visit to the Solomons, a task which he performed with typical efficiency and which gained him a minor decoration.

Now it looks as if Clark has been given his head by the new and, decidedly, unstuffy High Commissioner D. C. Luddington, also a former Hong Kong man.

News of the axings have quite replaced the usual cocktail party circuit gossip about the inadequacies of local servants and reminiscences about golden days in Africa.

It's not toothless old age!

They've been queuing at Fulisango village on the Solomons island of Malaita to see a tooth, but it's a very special tooth because it's growing in the lower jaw of Haman Namu.

And what's special about Haman and his tooth is that Haman is around 100 years old, which is a bit long in the tooth to grow new teeth. Having to open his mouth to satisfy the curious callers is a bit wearing and Haman can't understand what all the fuss is about.

"It's only a tooth," he told his son, Timeaus Augwata.

There must be something in the air on Malaita, or maybe in the food. Two years ago an old woman at Ta'aru village on Small Malaita grew four new teeth.

She wasn't a bountiful ship

"Ship days" are a welcome event in the Pacific Islands but more so on Pitcairn where a visit by a ship is a once-in-a-blue-moon opportunity to meet people from the rest of the world, make an honest dollar by selling stamps, artifacts and, some times, fresh fruit.

Which is why the islanders must be feeling a little disappointed with the captain of a ship called the Coastal Trader.

It was a Saturday morning when the look-out saw a ship on the horizon. Five bells, the signal for such a sighting, brought the people to the landing and off went the longboats to meet the ship. They were a few oar pulls from the ship, identified as the Coastal Trader, when the ship lowered the rope ladder. Then, minutes later, the ladder was pulled up

though the Coastal Trader had hove to.

When the longboats got alongside, Pervis, the man in charge, called out for permission to go aboard. There was, as the islanders said later, a "curt refusal". The ship built up steam and sailed away without so much as a "goodbye". Now, you might have expected the Pitcairners to speed the Coastal Trader on her way with some message like "You rotten lot", or words to that effect, but that's not the Pitcairners' way.

Their only comment was, "It was a pleasant ride out in the longboats anyway". Four days later a ship did stop, the *Badenstein*, the first for six weeks.

So, you captains sailing anywhere near one of the most isolated communities in the world, spare a thought for the Pitcairners.

Incidentally, they've issued the first souvenir stamp sheet in their 34-year-old philatelic history. It shows four new stamps depicting shells of the island and the sheet is bordered with shells.

Shades of Mata Hari!

A Japanese fishing enthusiast visiting Noumea landed himself in deep water when he took to cleaning his gear on top of a building overlooking the Governor's residence, where top-level French military talks were taking place early in April.

The top-brass of French diplomatic and defence posts in the South Pacific met in tight security, which naturally gave rise to the wildest speculation over possible future build-up of French military forces in the region.

Security police rapidly arrived on the scene when a Japanese, fluent in French, was reported to be brandishing a *talkie-walkie*, as the French say, in a strategic position overlooking the conference site. He was released from further questioning when identified by his uncle, the Honorary Japanese Consul in Noumea, Mr Georges Tsutsui. As for the suspect *talkie-walkie*—it was found to be nothing more powerful than a fishing rod, brought out with other gear to be cleaned on the rooftop. As one local journalist pointed out, in order to avoid any possible diplomatic incidents in the future, the French security police would do well to equip themselves with binoculars for readier identification of suspicious objects.

One official sequel to the defence talks, however, was the announcement

that New Caledonia will be equipped with four military helicopters about October this year. The aircraft are known as *Puma*, another member of the armoured wild cat family currently in vogue. A company of cheetah-cat emergency strike troops were flown to the territory for the annual *Alice* exercises earlier this year. The *Puma* has a cruising speed of 240 km an hour and can carry 21 men with their equipment. As pointed out by sources close to the French administration, the helicopter is a significant example of France's export weapons, "our best exchange currency at the moment".

Though no other immediate military plans for New Caledonia were released officially after the talks, widespread rumours speedily suggested the possible build-up of new army and naval bases on the island. Prompt reaction came from the Union of Caledonian Youth (UJC), whose autonomist activities have already attracted the intervention of riot squad police (*gardes mobiles*).

At an April meeting, the UJC vigorously denounced the nuclear arms policy of the Paris government. Speakers also warned against the dangers of having troops of the Foreign Legion based on the West Coast at Koumac, an air-sea operations base at Touho, on the East Coast, and possibly a missile base at Balabio, in the north. The Caledonian youth movement also protested at the number of retired French gendarmes and military men who, despite their comfortable pensions, are taking up posts which could otherwise go to Caledonians.

Pitcairners will be set free!

Freedom from the colonial yoke for Pitcairn is on the horizon. The United Nations sub-committee of the Special Committee of 24 on Decolonisation has drawn up its programme for 1974. It proposes to deal with 17 island territories in the Pacific and Caribbean regions.

First on the list is the GEIC, followed by Pitcairn and then the Solomons. Also in the list are the New Hebrides, American Samoa, Guam and the US Trust Territory of Micronesia.

Armed with the General Assembly's resolution of December, 1973, the Committee of 24 will "recommend to the General Assembly the most appropriate methods, and also the steps to be taken to enable the populations of these territories to exercise fully and without further delay their right to self-determination and independence."



Finding out what the Pitcairners want should be easy. The committee could ship all 79 of them to Lake Placid so that the United Nations can hear from the islanders' own lips of their burning desire to be rid of their colonial masters. It would also be a good opportunity for the Pitcairners to sell their handicrafts, souvenirs and stamps to the United Nations' delegates and staffs.

Wild men of the campus

The involvement of students of the University of the South Pacific in brawls is likely to be transferred from the campus to places like dance halls in Suva. That charge was made by the public relations officer of the USP Students Association, Mr Isikeli Mataitoga, after the Vice-Chancellor, Dr Colin Aikman, banned the sale of liquor in the campus social club.

The ban was imposed, Dr Aikman explained, because of increasing drunkenness, violence and intimidation on the campus. There were reports of fights between Western Samoan and Indian students, with the Indians producing cane-knives after the Western Samoans used physical violence and Fijian and Samoan students engaging in a free-for-all after a drinking spree.

In another case, a young Fijian student was admitted to the CWM Hospital in Suva with serious head injuries after a Western Samoan bashed him. Beer bottles and drinking glasses were frequently broken on the walls in the club, and furniture and fittings were ruined. Another report was that the on-campus students' pregnancy in 1973 was the highest ever.

Lecturers, disturbed at the behaviour of these students, a small number only, pressed Dr Aikman to take stern action. They also asked Fijian leaders to help. Two Ministers, Mr Jone Naisara (Education, Youth and

One of the Pacific's leading woodcarvers, Aleki Prescott, of Tonga, transforming a tree into a work of art destined for the University of the South Pacific library in Suva. The tree was blown down by hurricane Bebe. After this picture was taken vandals damaged one of the carvings.

Sport) and Mr Jonati Mavoa (Labour), an MP, Mr Mosese Qionibaravi, and the manager of the Native Land Trust Board, Mr Josefata Kamikamica, spoke to Fijian students.

"The behaviour of USP students, Fijians and other races, has been of concern to me and other responsible citizens", Mr Naisara said later. "We look to the USP for future leaders in the South Pacific. I trust the students will reconsider their actions and concentrate on providing the future leaders this region needs".

Mr Mataitoga said the actions of a few irresponsible students were affecting all students. Students feared they would become victims of bashing at Suva clubs and dance halls because of the closure of their own social clubs. Because students were regarded as a privileged lot attending university they attracted resentment.

Pruning the Tree of Life

A love-making scene in the film *Tree of Life* was cut by the Censorship Board in Honiara in May after receiving a complaint from a member of the public that it was offensive.

The proprietors of the Kukum Cinema in Honiara had ordered the film and planned to run it for the normal two nights. Censors moved in after the first showing, and despite the cuts, there was a full house when it was shown the second time a few nights later.

Taking advantage of the free publicity, the cinema showed it a third time, again to a large audience.

"So this is a Lamborghini,"
she breathed, as we sped down the
autostrada towards Turin.

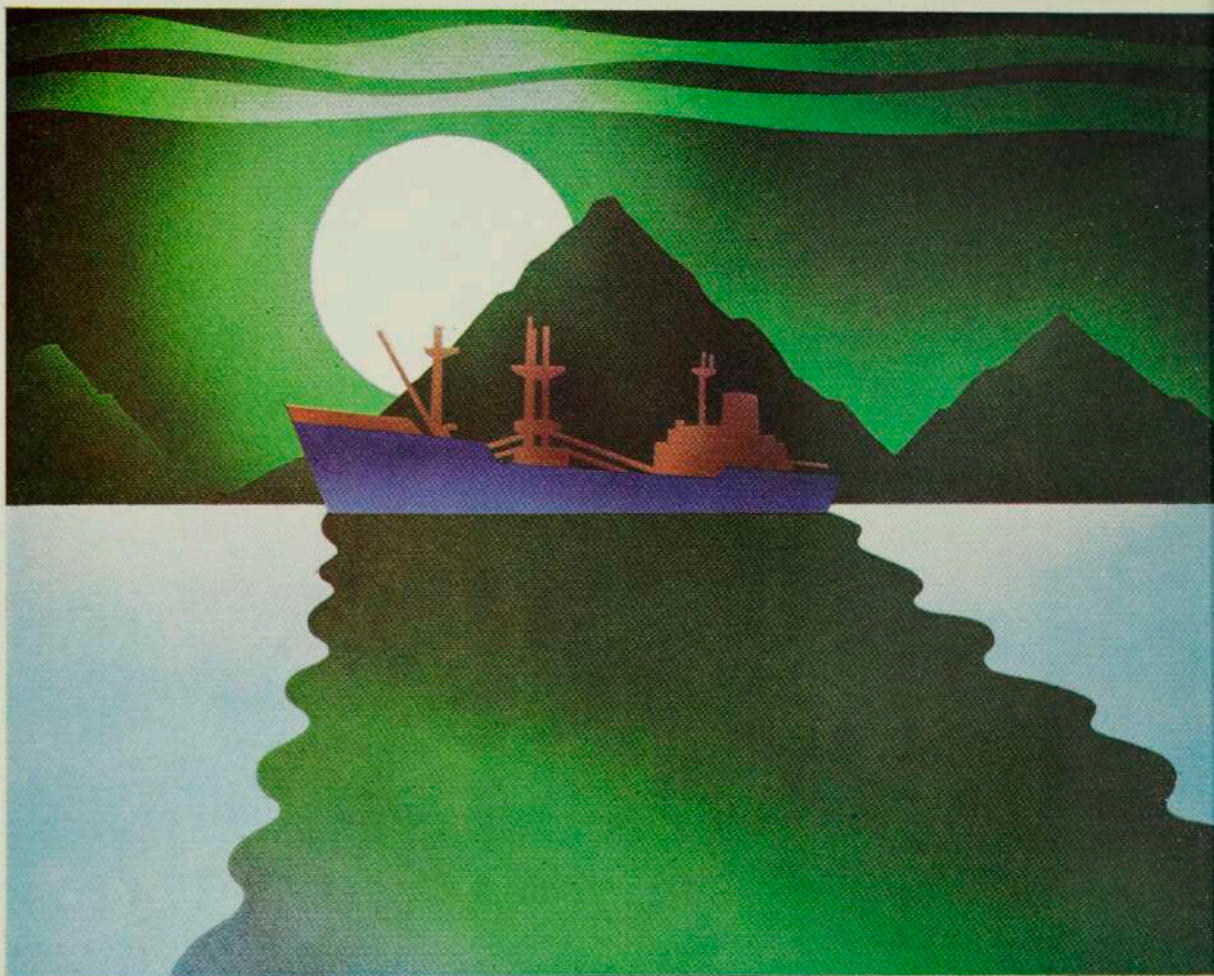
"Yes," I said, offering her a
Benson and Hedges. "Five forward
gears and 170 in top."

"Can you prove that?" she demanded.

**"Do I really have to? You did say you
only wanted a little car to do the
shopping."**

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While you were weighing anchor someplace you shouldn't have been; I've been weighing the facts. I know I didn't dig

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.

Let's not part bad friends—maybe we can take a nice sea holiday together again sometime. But business is business...Must be off now. Got to call my freight forwarder. He's a real matchmaker for me and Qantas.

MOVE IT!

QANTAS CARGO



QT5711/74

FROM A DULL HOLLANDIA TO A COLOURFUL, BUSTLING JAYAPURA

By R. S. ROOSMAN

Dr Roosman is Senior Lecturer in the Department of Political Studies at the University of Papua New Guinea.

Relatively unknown to the outside world—even to many Indonesians—is Jayapura, the capital of Indonesia's most eastern province West Irian, since last year renamed Irian Jaya. Under the former Dutch regime it was known as Hollandia. The town hugs the shoreline of beautiful Humboldt Bay, now called Cenderawasih or Bird of Paradise Bay, and spreads up to the slopes of the Cyclop Mountains to the west.

A Trans-Australian Airline plane, since November 1, 1973, repainted with Air Niugini colours, flew me from Madang, PNG to Sentani airport in Indonesian territory. Located near the shore of an idyllic lake of the same name, Sentani, 35 km away, is the closest airport to Jayapura.

The winding road to the provincial capital passes through Abepura, Irian Jaya's university town. Cenderawasih University was established in 1962 during the nine-month period after the UNTEA (United Nations Temporary Executive Authority) had taken over West Irian's administration from the Dutch on October 1, 1962 and before control was handed over to the Indonesians on May 1, of the following year.

Since then five faculties have been established: the Law Faculty, including studies in law, public and business administration; the Faculty of Education; the Teachers' Training College, including Indonesian and English languages and literatures, history, geography, mathematics and physics; the Faculty of Agriculture, which includes curricula in agriculture, animal husbandry and forestry; and the Institute of Anthropology.

The present enrolment is approximately 700 students, at least 60 per cent of whom are West Irianese. These local students are privileged to stay in specially-built dormitories at the university. Many more West Irianese students are sent to other universities, mainly in Java, to study other disciplines such as sociology, economics and medicine. Cenderawasih lecturers still have to be recruited from other parts of Indonesia.

Pictured, top, are the unpretentious offices of Irian Jaya's Governor, Acub Zainal, while, below, Javanese farmers and some of the locals find camera-gazing rather amusing.

—Photos: R. S. Roosman.

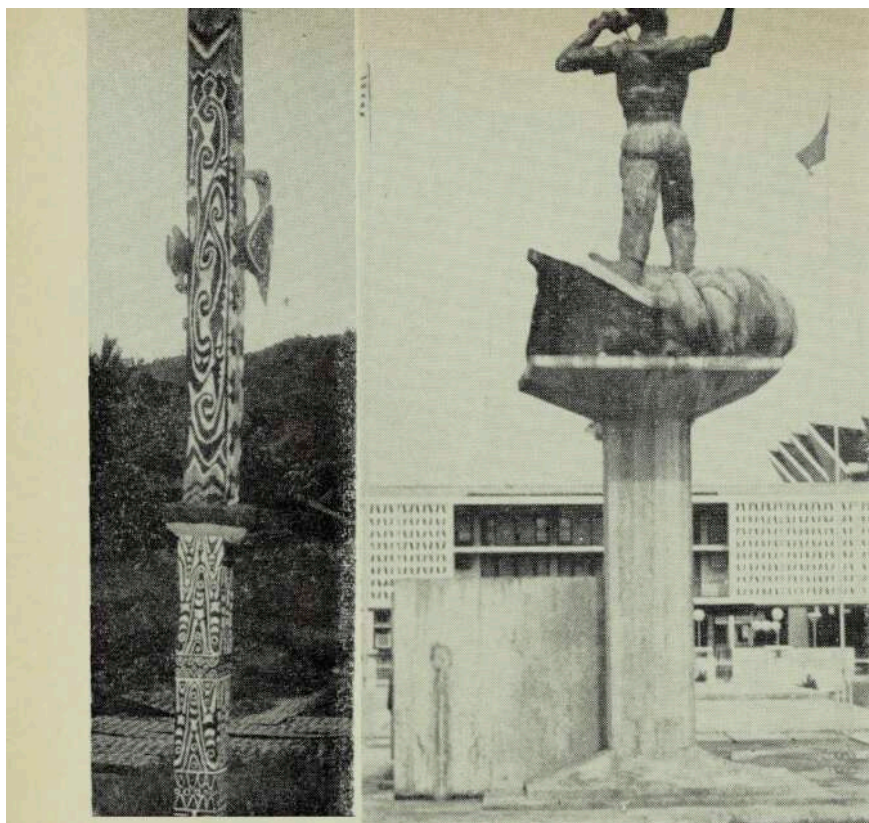
all-Indonesia sport competitions in Jakarta or an appeal for public support for a national money-saving drive.

During the last few years of administration under the energetic governor Acub Zainal, Jayapura has grown from a dull outpost to a bustling town with a population of over 100,000 in 1973, compared with barely 15,000 only 10 years before. During that period, Indonesians from other parts of the country voluntarily transmigrated to the Jayapura area. The majority were Macassarese from the southern tip of Celebes island, who are engaged mainly in petty trade and business; their presence dominates the busy Ampera evening bazaar in the centre of town. Chinese businessmen from Jakarta have also opened shops and restaurants in town, and Indonesian vessels anchoring at

With the little eating stalls and shops, mosques and churches, and sarong-clad people strolling along the road, the 15 km Abepura-Jayapura highway is definitely Indonesian, though flavoured with West Irianese characteristics. Local women can be seen carrying their string bags—in Papua New Guinea commonly referred to as *bilum*—and local men are extracting sago-flour from palm groves growing alongside the road.

Upon entering Jayapura, the visitor is welcomed with slogans on banners stretched high up in the air across the streets, varying from patriotic slogans to encouragement to win the coming





On the far left is a fine example of a West Irianese totem pole which stands at the entrance to a village near Jayapura. The statue in the other picture is of Indonesian freedom-fighter Yos Sudarso facing the House of Representatives building.

—Photos: R. S. Roosman.

Jayapura's harbour bring just about every commodity from Jakarta, Surabaya or Ujung Pandang (formerly Macassar).

A government-instigated project to resettle about 400 Javanese farmers at Dosai, about 60 km from Jayapura, has changed business life in the provincial capital, as rice, vegetables, fruit and other produce, some of which were formerly unknown in West Irian, appear steadily in Jayapura's open markets. Several hundred head of cattle imported from the Lesser Sunda Islands add to the pastoral character of the "Little Java" settlements, and meet to some extent the local demand for fresh meat. Experimental stations at Wamena in the fertile highlands have succeeded in producing abundant crops of European vegetables which are flown to Jayapura. Still, the marketing of these crops represents a constant problem for the administration.

In the early 60s Jayapura must have been an uninteresting place for Indonesians who came from the more sophisticated areas. With all the shortages of daily commodities and its relative isolation, Jayapura was a government station to which many Indonesians resented being posted. Officials and teachers from Java, Sumatra, and the Celebes were hired

only on short-term contracts with high salaries.

Things have changed lately. The handsome mansions left by the Dutch in 1963, the comfortable residences in the cool hills uptown—ironically referred to as *Nirwana*—housing the 400-500 foreigners working for the FUNDWI (Fund of the United Nations for the Development of West Irian) and the elite of Jayapura's officialdom, together with recent expansion of downtown Jayapura into a smart residential and shopping centre, have made the town a more bearable place to live in.

The lack of entertainment in Jayapura has been compensated for by the establishment of two theatres showing mainly Indonesian films and Chinese movies from Hong Kong, and a nightclub for weary Jakartans to stretch their legs on the dance floor. The beautiful white sand beaches in nearby Hamadi have become a favourite weekend picnic ground.

The main drive behind the development of Jayapura township has been, among other factors, the fulfilment of *Repelita*, the government five-year plan for reconstruction. Unlike other urban centres in Indonesia, work is plentiful in Jayapura and earnings are twice or three times Jakarta wages. Prosperity in Jayapura is obvious: there are no beggars in the

streets and the crime rate in Jayapura is remarkably low.

A tendency is developing among new migrants to make Jayapura their permanent home, as the pace of urbanisation has not yet caused pollution due to overcrowding, enabling one to breathe fresh air in privacy, and because the chances of earning a living are still favourable.

West Irian's population, estimated at 950,000, differs from most of the other Indonesian provinces in that it is predominantly Christian. Mission work dates back to the beginning of this century, and the increase of the Muslim community is due to the influx of new migrants in the last decade, who originated in Muslim areas such as the Southern Celebes and Sumatra.

In the spirit of *Pancasila*, the Indo-State philosophy which includes religious tolerance, mosques and churches stand side-by-side in peaceful co-existence. Both the Christian and Muslim communities are heavily involved in public education and social welfare. Many primary and secondary schools are built and run by the Christian and Muslim communities respectively, and receive equal government subsidies if needed. The Department of Religious Affairs in Jayapura is headed by a Roman Catholic Javanese, assisted by a Muslim official from the Batak area of Sumatra.

The inventive governor has changed the Friday working day—which is the Holy day of Congregation for the Muslims—into a sporting day. In Indonesia, where at least 80 per cent of the total population is Muslim, government offices close at 11.30 am on Fridays to give the officials the opportunity to go to mosques and join the noon prayers. In compliance with the governor's instruction, one can see Jayapura officials having their Friday morning off, and—dressed in their white sports costumes and tennis shoes—going to the sport centres in town instead.

Administration is being executed in accordance with the national pattern as it is stipulated in Jakarta. However, Irian Jaya is behind the other provinces in the process of instituting regional autonomy. There is a House of Representatives for Irian Jaya which has only an advisory function, and is lodged in a modern-style building on Jayapura's waterfront.

Tribal law seems to be too strong in West Irian to accept an immediate Indonesianisation of its grass roots tribal rule. A gradual approach toward district autonomy is embodied in a compromise which involves the *ndowafi* (tribal chief) in the local administration as an adviser, while the government-appointed *korano* serves as a liaison between the tribe and the government.

The government's efforts to emancipate Irian Jaya with the rest of Indonesia will require time and specially patience to lift this prehistoric colossus out of its isolation. Considering the methods being used by the government, it looks as if Irian Jaya is becoming involved in the process of Indonesianisation at an ever-increasing tempo. Due to its backwardness, West Irian is given special attention and priority in its development to such an extent that other provinces have become envious that so much money has been

allocated for Irian Jaya, and relatively so much has been achieved there within such a short time.

The national five-year development plan includes a socialisation programme for West Irian which aims to bring the numerous tribes out of their neolithic isolation and adjust them to the level the other Indonesians have achieved by now. It can be expected—so the governor told me last year—that in the course of developments in Irian Jaya the *desa* (village) can be established in 1974 in the framework of district autonomy.

Tourism in West Irian, which also receives government attention in the *Repelita* five-year plan, should have great prospects of attracting the international visitor: snow-capped mountains around the equator, the unique flora and fauna which are distinct from the rest of Asia, and its people, most of whom still live in a "fossilised" state—relics of the Stone Age. However, the handicaps

for developing a tourist industry in West Irian are substantial: the impassibility of the rugged terrain, the great distances, its relative isolation from the main world routes. The lack of good roads and accommodation are probably the main problems to cope with. Practically all of the travelling and supplying has to be done by air.

Meanwhile, tourist hotels have been built with government subsidies in Jayapura, Biak, and some other tourist spots, but accommodation remains scarce and qualitatively not up to international standards. Due to the high overhead costs, the tariffs are—even by Australian standards—rather expensive. Nevertheless, it might be worth the tourist's money to visit Irian Jaya's "Adventure Land" to see cultures of 5,000 years ago which will soon belong to the past, as the government plan to bring the primitive tribes to modern standards of civilisation is being actively pursued.

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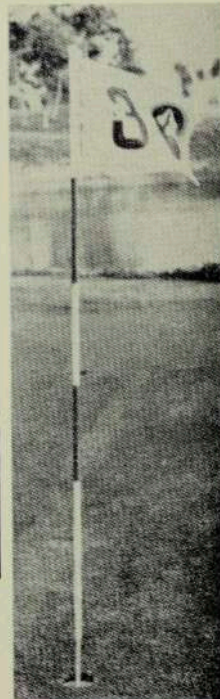
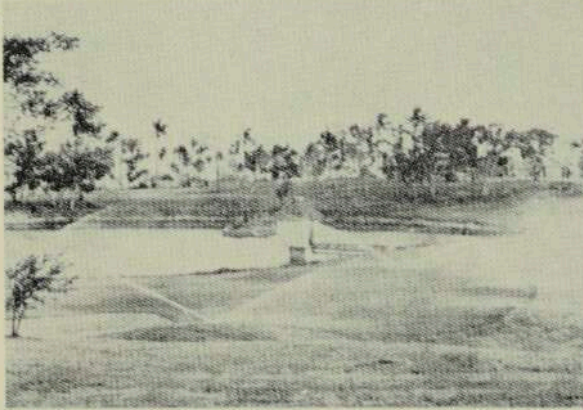
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HD 518

The Editor's Mailbag

AUTOPSY ON SAMOAN BANANAS

Some statements and assertions made in an article, (PIM, April, p 55) under the heading The Farmers are the Samoans' Last Hope, from Felise Va'a in Apia, require further examination.

It is stated that, one of the main reasons for the decline in production is lack of a steady market. The New Zealand market for bananas is unstable because it can only absorb so many cases of bananas from Western Samoa.

It goes on to mention that, planters have never forgotten an incident some years ago when hundreds of cases of Samoan bananas were stranded on the wharf and sold at give-away prices because the New Zealand banana quota from Western Samoa had been filled.

Fruit Distributors Limited, operating under an agreement with the New Zealand Government, commenced operations in 1951 and has absorbed over the years practically all the bananas that have been offered by the Samoan Government for export.

It is interesting to note the variation in quantity between one year and the next: 1951 62,715 large cases, 1952 65,883, 1953 240,518, 1954 287,869, 1955 425,856, 1956 13,390, 1957 308,491, 1958 58,940, 1959 802,116, 1960 93,012, 1961 563,225, 1962 748,020, 1963 711,196, 1964 616,803, 1965 12,504, 1966 72,800, 1967 93,146, 1968 97,353, 1969 217,030, 1970 100,575, 1971 236,684 small cases, 1972 108,005, 1973 40,738, a total of 8,176,869 cases.

It will be noted that the supply rose from 308,000 cases in 1957 to 58,000 cases in 1958 and these were all absorbed by the New Zealand market.

The statement further on in the article that, "the Western Samoan Government has been talking about an agreement with New Zealand guaranteeing that it will be able to absorb so many cases of Samoan bananas year in, year out", can only be effective provided Samoa can guarantee to supply that quantity year in, year out and judging by performance this does not appear possible.

It does seem strange for a statement to be made that growers have been "discouraged" because a few hundred cases were not absorbed.

We believe the reason for this did not originate from a quota, but through the fact that more bananas were tendered for shipment than were estimated when shipping space was booked and there was no space available to take the larger quantity. One should really look at the fact that since 1951 our company has bought 8,176,869 cases of bananas from Samoa and only a few hundred cases not shipped.

A statement is made that, "the New Zealand market is crying out for bananas". This statement is certainly not correct. The New Zealand market can absorb a quantity of bananas and it has given preference to the Islands to supply New Zealand's requirements first before purchases are made from other countries. However, there are many countries able to supply New Zealand with its full requirements and at prices considerably lower than those that are being paid today by the importers to the supplying authorities in the Islands.

The suggestion is made in the article that "planters are complaining that Fruit Distributors are exploiting them, making outrageous profits while the planters are getting only a minimal sum".

In 1973, Island bananas were sold in New Zealand at a loss of \$1.00 per case to the importers. The Produce Marketing Division in Samoa was paid \$NZ2.80 for every case of bananas shipped to our company; the freight was paid of \$NZ1.56 per case to Auckland and transport to the various distribution areas in New Zealand cost a further \$NZ1.00 per case. This made a total cost into store of \$NZ5.36.

The company received from its distributors for those bananas which made a top price (and only a percentage do that), \$4.32. The retail price of bananas in New Zealand is fixed by the Price Tribunal and our company has no say whatsoever in the retail price arrangement.

Again, we would like to reiterate that there is a good market for

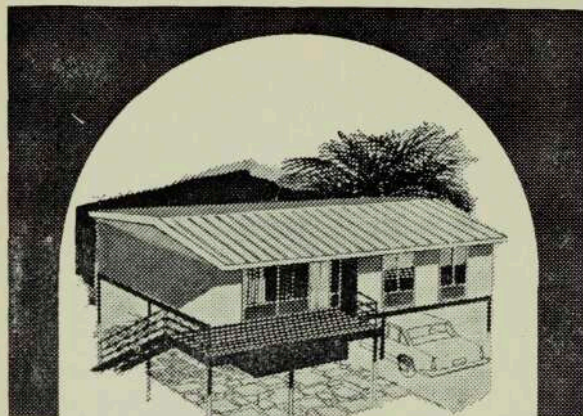
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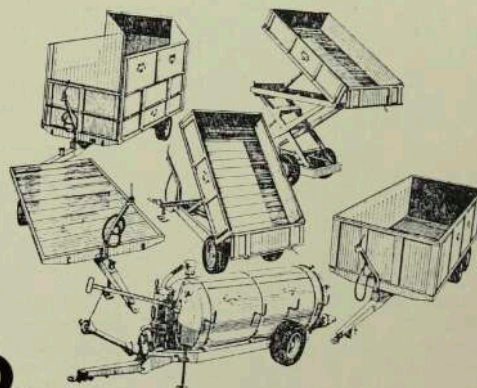
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Letters

bananas in New Zealand, but the fruit must not only be well-grown and of a high standard, but it must reach the market in New Zealand in good condition. Unfortunately, a large percentage of bananas shipped from the various Island groups do not conform to these basic requirements.

C. R. WALKER,
Managing Director.

Fruit Distributors Ltd,
PO Box 171,
Wellington (NZ).

RAGS OR FLAGS?

After that PIM cover for December, the one with the clothesline, I thought that perhaps you were running out of ideas. If so, how about a cover containing the flags of the Pacific Islands that are covered in your fine magazine? With several areas having recently become independent, no doubt they have new flags. It just happens I like flags.

ROBERT E. LEE.

April 2, 1974.

● Okay. We'll allow that you like flags, if you allow that we like clotheslines.

Here's a flag which might never flutter from a flag pole, the flag of Papuan Josephine Abaijah's secessionist movement, Papua Besena, displayed outside her home at Hohola, Port Moresby. Holding the flag are, left, Sheron Galli, and Josephine's sister, Linda.



SELF-GOVERNMENT FOR NIUE

Referring to your interview with Mr Rex in the April, PIM (p 41), I am one of the Niueans against this decision of internal self-government.

As far as I am concerned, Niue's time for self-government is still a long, long way off but nevertheless this decision was not from the "True Niueans" but it was from the Niue Legislative Committee only.

Turning to the time when Professor Quentin-Baxter called here some years ago, most of the people in Niue decided that Niue should remain as it was without any change.

After Professor Quentin-Baxter left, news was then heard that Niue will become self-governing in 1974. The people of Niue as a whole didn't know that Mr Rex and his colleagues arranged this decision secretly with Professor Quentin-Baxter.

Letters then poured in to the editor of the *Tohi Tala Niue* complaining about this self-government decision. The answers to those queries didn't satisfy the people. When questioned on self-government, the Niue Legislative Assembly Committee hasn't given good enough answers, ie, the people of Niue are not convinced yet.

I still recall Mr Young Vivian's answer to my question, "What is self-government?" His simple and easy answer was "Self-government is self-help."

Compare this answer with the speech made by Sir Honourable Norman Kirk on March 23, 1974 that self-government is self-determination. To me, the terms self-help and self-determination are both different things altogether. Even Mr Rex and his colleagues told the people through the radio ZK 2ZN that if the people didn't work for self-government, Niue would not be a trustworthy partner to New Zealand and the

United Nations. Niue's demands in future will be ignored by New Zealand.

Again referring to Honourable Norman Kirk's speech: "Whether Niue becomes self-governing or not, New Zealand will not leave Niue alone. New Zealand will help Niue in any way in the future."

Comparing these facts it is true then that there's something fishy going on with this thing, self-government. To me and some staff and labour force in the Government of Niue, we believe and trust in every word which Norman Kirk said, but that has put us in a position where it is very hard for us to believe Mr Rex and his colleagues.

There have been a lot of speeches made by Mr Rex about this self-government, which would mean forcing the people in the island to work for self-government. Mr Rex and his assembly members, to me, are looking for their own expenses but not for the people's in Niue who vote them to be members from each individual village around the island.

Therefore, most of the people in Niue are aiming to leave the island and travel to New Zealand. There are ways and means which have been tried to stop this drifting to New Zealand but no hope at all.

So my own personal and general feeling about self-government is to cancel it or ignore it until some other time, then try it but not now or tomorrow.

Even I, I don't know what self-government is but I have to look for it and find the answer, and the answer is a big NO.

T. F. TONGAVAITAMA,
Anakule, Niue Island.

A HOSTILE AUSTRALIA

As a Melanesian resident of the New Hebrides I do not hesitate to make a few comments on A. Leman's letter (PIM, April, p 21) particularly the last paragraph.

While Australia and New Zealand have been vigorously protesting about the French nuclear testing in the Pacific, it seems that there are some so-called friendly Australians who are making things difficult for us here by encouraging the French and the British to stay on in the New Hebrides. That is, they are encouraging colonialism.

What is the better way of life that A. Leman talked about? We are not even citizens of our own country because of the government system here. We are trying and want to be free from this oppressive system of administration but so-called friendly Australians here are not helping the





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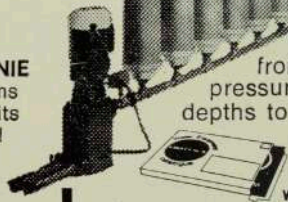


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Letters

situation by being here. The Melanesians do not invite these people to come here and assist with the development of the New Hebrides. They have invited themselves here because they *think* there is so much here that they can get away with—and and all!

We welcome the banks but I am afraid we cannot tolerate so-called individual, friendly Australians yet. We hope that such people are not scapegoats of the Whitlam government.

What does A. Leman mean by saying, "Individual Australians are assisting considerably in the development of the New Hebrides and in the joining together of residents here to work together to forget racial, tribal and religious differences in order to seek economic and political progress for all".

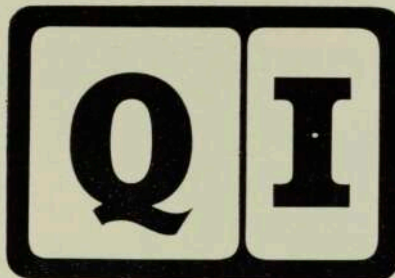
We do not need to do that to seek economic and political progress. People always like to live with their differences and this will exist even years after independence. How on earth could the Australians, who know nothing about our tribal system, make us forget the differences? It seems that A. Leman does not know that we are not citizens of our own country and this is what we want before we begin to think of economic development of our beautiful country.

It also seems that these Australians here are ignorant of our history. If it had not been for the religious organisations they would not have been able to come here. This place would have been a French territory and the nuclear testing would have been held here, which is so far from Australia. In the political days the kings were guided by the prophets. In the New Hebrides we want our governments to be guided by the religious organisations so that it will be a happy place for all and not just for the present white masters.

We believe Christ will bring, through the religious organisations, peace to the down-trodden Melanesians. Christianity is neither black or white, so may A. Leman be assured that Christ will set us free from the injustices that exist here through Christian organisations that believe in. They will work for that aim.

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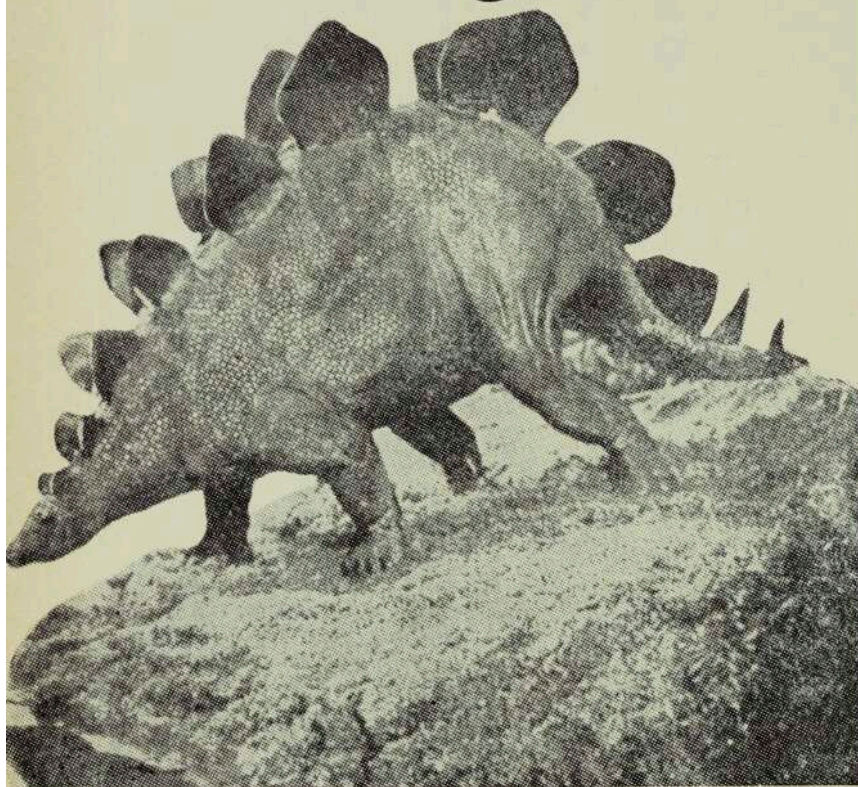
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Letters

think that they have every right in the world to live here in the New Hebrides. As regards education officials, their behaviour has been the pattern in all developing countries so it will be the same for the New Hebrides.

J. KALTOLU.

Vila, New Hebrides.

AUST-NZ UNION

Having travelled recently quite a bit through both American and Western Samoa and upon reading your article of the divided Samoas (PIM, April, p 33), one is reminded of a similar question of a confederation between Australia and New Zealand.

No one in Australia ever seriously considers—or for that matter even cares about—a confederation but as soon as one meets with New Zealanders, they start the subject saying they would be against it. My answer always is that Australia did not propose it in the first instance and can easily manage without NZ. But there is no doubt, New Zealanders have a (inferiority) complex about it.

The situation is similar with the Samoas. Western Samoa has a well organised, happy, healthy and clean country with the majority of land, people and wealth. It is the short-sightedness of the American Samoans—like the New Zealanders—who would have nothing but gain if only they buried their false pride.

I believe the American Government would be quite happy to part with their "colony": it has no longer any military value and it only costs them a lot of money without anything in return.

Meanwhile, just like the Australians have no sleepless nights about the New Zealanders joining them. Western Samoans do not worry too much about their brothers in American Samoa.

But it is a shame, here and there if one thinks of all the money and manpower that is wasted by these duplicate governments and how life of the individual is made miserable by unnecessary and unwarranted "red tape" and regulations between these two lots of brother countries!

Let's ask Mr Kissinger if he has some spare time when he is finished in the Middle East.

GEORGES M. TEITLER.

Killara, NSW.

A mini-Interpol in the Pacific

A miniature Interpol is needed in the South Pacific, police commissioners from Australian States, New Zealand and the Pacific Islands agreed at a five-day conference in Wellington in March. There was a need for an increasing degree of criminal intelligence to be exchanged on a regional basis to offset the ease and speed with which criminals could travel between countries throughout the region.

Exchanges of technical information will be stepped up, and details of sophisticated equipment for use in law enforcement will be shared. Computers and telecommunication equipment are in this category. The interchange of police involved in manning the equipment and in charge of technical matters will be stepped up.

The conference chairman, Sir Angus Sharp, NZ Police Commissioner, said the dominant theme of the conference was the need to establish a greater degree of police-public contact. All delegates acknowledged that the dispersal of commercial and entertainment venues through all major cities provided policing difficulties, which could be met more effectively through a greater flow of information from the public.

It was crucial that a new emphasis be placed on the public becoming involved in helping the police to enforce the law, so that the public would become aware of its responsibility, and acknowledge that the police, as agents of the public, had a right to assistance from the public.

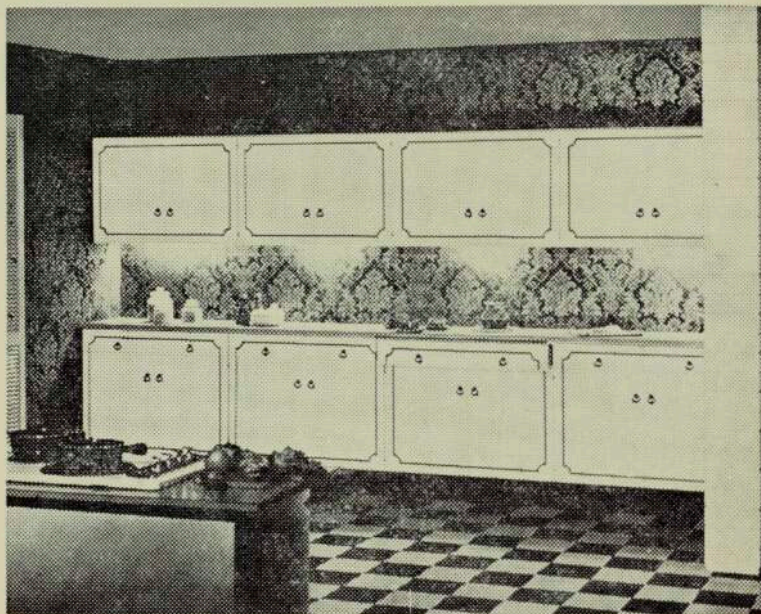
The conference supported the early establishment of a forensic science institute in Canberra.

During a discussion on violence and gang offences, delegates said they were concerned at the seeming lenience extended to offenders by society, especially in crimes of violence.

Sir Angus said the rights of the community as a whole were in somewhat precarious balance with the protection the law now gave to criminals. In recent years there had been an alarming increase in serious crime. The commissioners felt that the interests of the community demanded increased powers for the police, rather than a whittling away of powers, which would inevitably lead to an upsurge of crime.

PACIFIC ISLANDS MONTHLY—JUNE, 1974

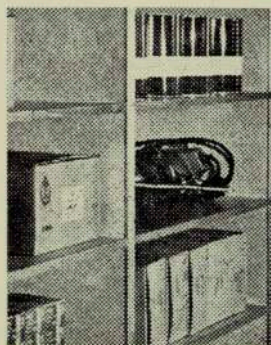
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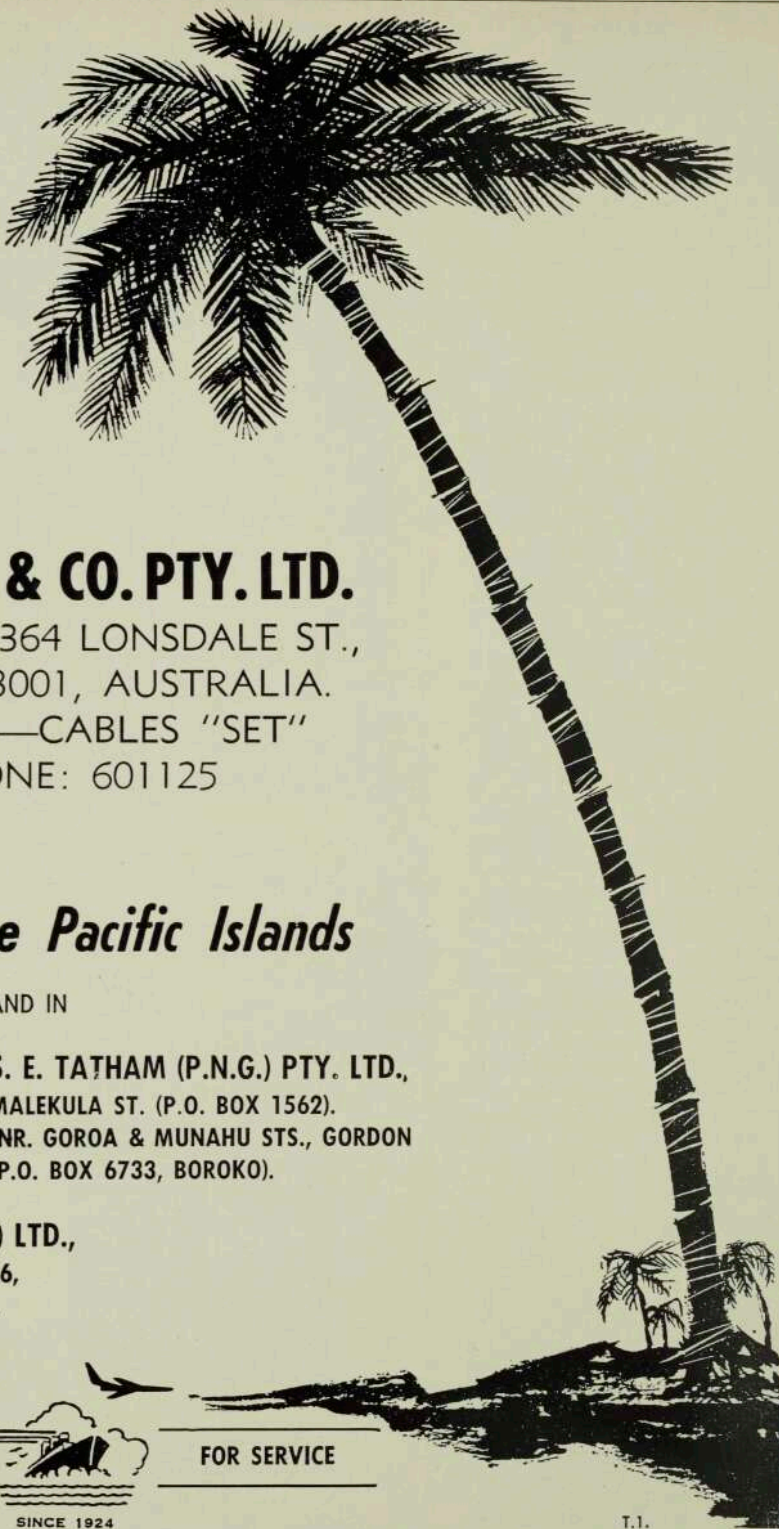
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NEW HEBRIDEANS, VICTIMS OF A NICKEL FLOP ...

From a Noumea correspondent

As migrant workers are forced out of New Caledonia amid the nickel recession which has now been felt since 1971, the New Hebridean "expatriate" workers emerge as a group whose debut in the industrial world has been rudely disrupted.

Attracted by the wage opportunities in the Caledonian nickel boom, 2,000 New Hebrideans were employed there in mid-1971, crowded into squalid shanty dwellings. As noted recently by the Caledonian Catholic newspaper *Le Semeur*, the Hebrideans were exploited as the "most unfortunate people in the Territory": without civil rights, very often they did not even have a surname and were known simply as "Hebridais".

Though the main exodus has now passed, the paper claims that currently the Hebrideans are leaving New Caledonia at the average rate of 22 a month, due to a tightening of their employment terms. Unlike the Wallis islanders, for example, who have French nationality and migrate by whole families, the Hebrideans, who have few women with them, have no legal identity to protect their employment.

A number of them were in regular employment and had begun paying for land bought on credit terms. With their jobs terminated and men forced to depart overnight, they forfeited three to four years hard work and saving.

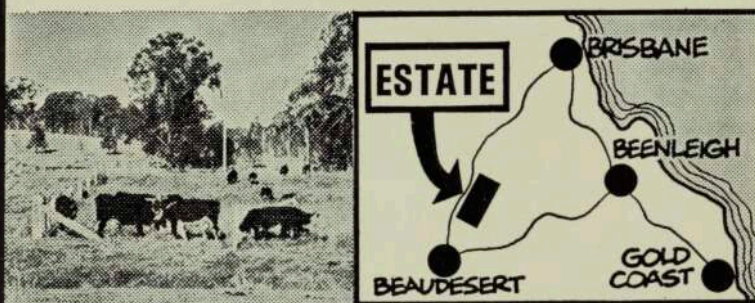
As far as economic prospects in the condominium itself are concerned, French High Commissioner Jean-Gabriel Eriau noted during his March visit that Santo appeared to be the "economic capital" of the islands. (While Vila is the centre for Anglo-Saxon banks and legal offices, Santo is the centre of the French cattle properties.) French observers accompanying Mr Eriau also pointed out that he received a much more favourable reception in Santo, compared with the demonstrations in the administrative capital of Vila.

In Santo, Mr Eriau commented on the improved world market price for copra and in the beef industry said he looked forward to the day when local abattoirs of international standard would permit the export of beef not only to New Caledonia but further afield.

The French official also discussed

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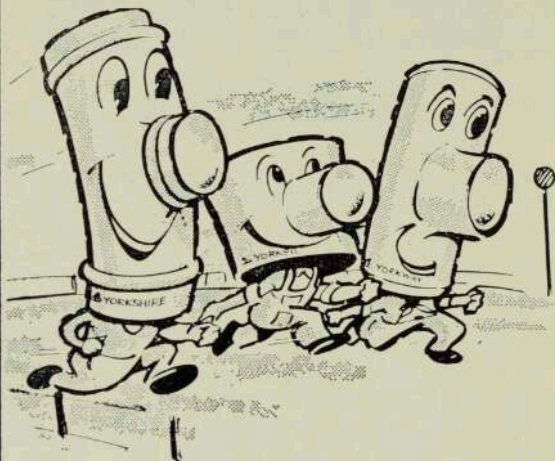
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tourist development and said that the New Hebrides should benefit from Japanese tourists when the airline Paris-Tokyo-Noumea comes into operation next year.

On the prices problem, it was pointed out the current world inflation alone cannot explain the excessively steep spiral noted in the New Hebrides. Mr Eriau therefore suggested that it was hardly necessary to obtain all imports from a country "whose currency is presently strong". The remark was passed on by the Noumea press as sound advice for Caledonian importers who also buy extensively in Australia.

... BUT COOKS PLUG A LABOUR GAP

From a Rarotonga correspondent

An amendment to the Cook Islands Industrial and Labour Ordinance 1964 which will ban the recruitment of Cook islanders for work overseas, mainly in New Zealand, without the approval of the Minister of Emigration, was described by Premier Sir Albert Henry as an "anti-blackbirding measure" when he discussed it with PIM.

The amendment, passed by the Cook Islands Legislative Assembly in mid-April, makes it an offence for anyone, whether resident or not within the Cook Islands "to recruit, or cause to recruit or attempt to recruit any person or persons for employment outside the Cook Islands", unless a prior application to do so is made in writing to the minister.

Any approval given by the minister may contain such conditions as he feels necessary and may be revoked or the conditions altered at any time, and the minister's decision will be final. Penalties of a \$500 fine or six months imprisonment are provided for those found guilty of breaking this law or using fraudulent details in their applications.

Talking to PIM, the Premier denied that his government was interfering with individual liberty. People, as was their right, were free to go to New Zealand. They were not seeking to change that.

"What we are doing", said Sir Albert, "is preventing something which is very much like blackbirding in the old days—the exploitation of workers by organisations recruiting labour for work in New Zealand. We want to make sure that anyone going to work in New Zealand has a proper job, with good living conditions and wages, and, above all, does not

abandon his family in the Cooks.
"Under the amendment, anyone going to work in New Zealand will be forced to make proper provision for dependants in the Cook Islands. Unless there is a guarantee that his wife and children will be provided for, no Cook islander recruited for work in New Zealand will get a permit.

"In the past there was a weakness in the law. Men went to work in New Zealand and left their dependants without any means of support. This has to stop. There must be a proper agreement to protect families".

During the debate two Opposition members, Mr P. Tangata and Dr P. Robati, said that the new legislation interfered with the rights of the individual. Mr Tangata said that about 900 people had left the Cooks to work in New Zealand in recent months, and pointed out that the basic wage rate in Rarotonga is 35 cents an hour but that in New Zealand Cook Islanders could earn between \$1.50 and \$2 per hour.

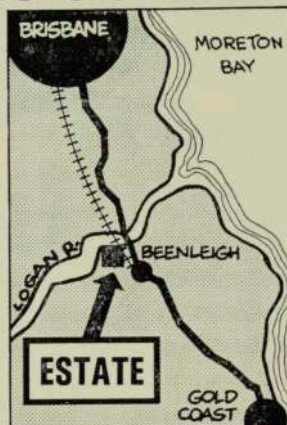
Dr Robati said there were unemployed people in the Cook Islands and it was only through the recruitment schemes that they were able to travel to New Zealand, their fares having been paid for them. Then they were employed at good pay rates and sent some money back to their families in the Cook Islands.

He added that he had talked to a company agent recruiting labour for NZ and the company would not accept recruits unless they were certain that there was good accommodation for them. He had seen the agent's papers and found that two recruits had been rejected because the company was uncertain about their accommodation. He couldn't see what was wrong with people helping Cook islanders in this way.

Leader of the Opposition, Dr T. Davis, said that as the bill stood it was aimed at individuals and not the recruiting organisations. He proposed amendments to aim the bill clearly against recruiting bureaus. He felt that the penalties could be left in if they were directed against recruiting organisations and not against Cook Islands citizens trying to help relations or friends.

The Premier agreed with the amendments and mentioned that in March a representative of a NZ firm came to Rarotonga to recruit 20 girls to work in an Auckland factory. The government refused permission, but said that if the company established a Cook Islands branch they could have as many girls as they wanted. The company is considering the suggestion.

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Fakir with a junkyard in his guts

From VIJENDRA KUMAR
in Lautoka

SURUJ Pal (70) is an Indian *Fakir* with a difference. He does not sit in a Yogic pose on a bed of nails. He does stranger things—like eating steel nails and crushed bottle pieces. Despite his advanced age, and his unconventional viands, Suruj Pal enjoys good health. He is a manic walker and can be seen trudging along Fiji's highways and the country roads with a jute sack flung over his shoulder.

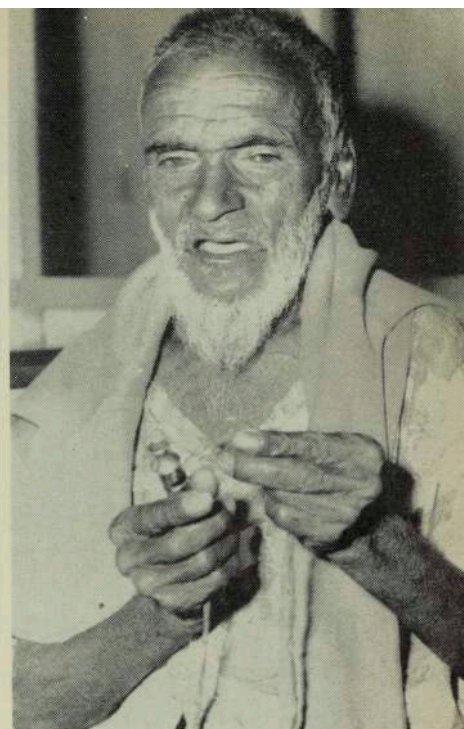
His lean body is crudely covered with a tattered bula shirt and dirty shorts held around his waist with a length of rope. Around his neck, he carries a dirty woollen pullover—a gift from one of his numerous friends.

In his sack are the tools of his trade—a rusting tobacco tin containing bottle pieces, razor blades and nails, a scout whistle tied by a string which has a George VI penny at its other end. He uses the whistle and the string to tell fortunes.

On his leathery and gnarled left forearm *Tui Beqa* (Chief of Beqa Island) is inscribed. Toothless, a patch of spindly hair on his head, and a flush of silvery-grey beard, Suruj Pal presents the picture of a mystic.

I have known him for the past 10 years. On occasions, he would come and ask for a few cents to buy a cup of tea and a few slices of bread. I would always joke about his getting tired of eating nails and glass pieces. Just to prove me wrong, he would casually swallow a nail or start munching on a handful of pieces of glass as if they were peanuts.

A surgeon at Lautoka Hospital, amazed at the man's feat, lured him in for a thorough examination. He ran an X-ray test and his finding surprised him a great deal. All the indigestible matter Suruj



Suruj Pal . . . the fakir with a difference.

Pal had been eating, he told me, was still in his guts.

"It's a small junkyard", he whistled.

Suruj Pal originally came from India at the age of 12. He grew up like any other ordinary boy. He worked at Nausori and had no schooling. In his middle age, he made a journey to Beqa Island, south of Suva, which is the home of Fiji's mysterious firewalkers. That is where this Fiji version of the fakir was born.

He had become friendly with a Fijian witchdoctor, he said, at whose urging he stayed at the island for a year and learnt from him the secret arts. He worships *Dakuwaga* (a powerful Fijian God) and attributes his powers to him.

Whenever he tells someone's fortune, Suruj Pal turns and twists the string and blows on the whistle occasionally. He constantly looks over his left shoulder, apparently at an invisible presence who makes oracular pronouncements through Suruj Pal's lips.

Reading my palm recently, he accurately noted: "You can't manage money". As for the rest of his predictions, I think they were mainly shots in the dark—some were hits, some near misses and some wide of the mark.

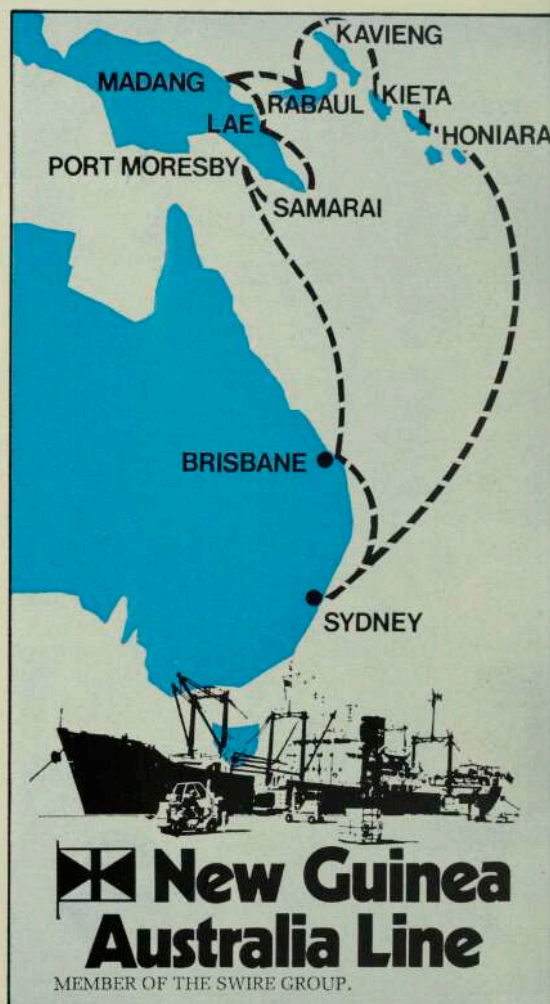
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Moresby confounds the gloomy prophets

From a Port Moresby correspondent

After several months as capital of a self-governing Papua New Guinea, Port Moresby shows no signs of suffering the decay, disaster and doom predicted by expatriate pessimists.

For a few weeks over Christmas and in January, the town was noticeably quieter than usual, the stores were less busy and for the first time in many years it was possible to find easily a place to park in the city centre. However, trade soon picked up again at the end of the school holidays and traffic density was quickly back to pre-December 1 level.

The appearance for the first time of diplomatic plates on the vehicles of the newly-established consulates provided signs of the new times.

A surprise has been the marked improvement in the appearance of the city in recent months. An unusually long wet season has helped, as did also the clean-up for the Royal visit, but the energetic first city council can claim most of the credit.

Development

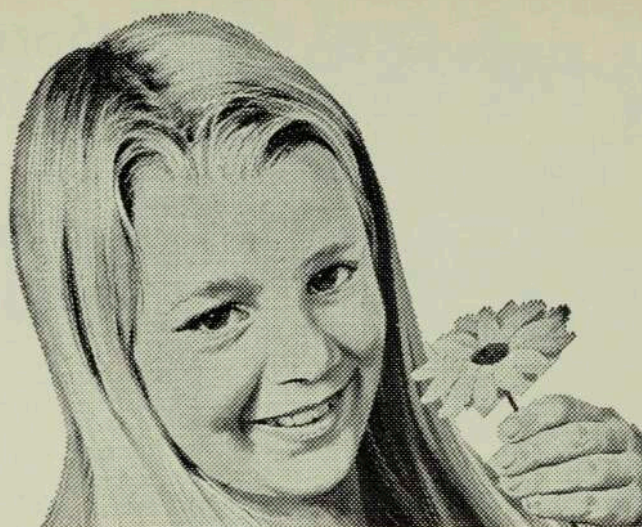
During its term of office, which ended in March, it achieved a remarkable amount of road-sealing, foot-path-making, street-cleaning, grass-cutting and park-developing. And these improvements were not restricted to the more prosperous suburbs but spread throughout the town. A new council has since been elected (see panel on p 41).

City development continues apace. Houses of the high, medium, low and non-covenant variety appear, seemingly overnight, most of them built by the energetic Housing Commission in the far reaches of the Waigani Valley.

Meanwhile, in the valley's midst, the new city centre is taking shape. A large, multi-storey government office block is nearly finished and the Australian Chancellery has raised its 12 storeys nearby. The Supreme Court, as solid-looking as Fort Knox, was opened by the Queen in February and the Arts Centre was recently launched with a six-weeks' season of



Port Moresby's new city centre, at Waigani, towards the university, is rising from the rain forest. The area, once a wartime aerodrome known as Ward's Strip, will be the site of new government offices of all kinds and offices and homes of the diplomatic corps following independence. Already built are, top, the Waigani Arts Centre containing a theatre, which will be extended eventually to provide a series of separate studios for painters, potters and others. Centre, nearby, is the PNG Supreme Court, which was officially opened by Queen Elizabeth in February and below, the new PNG Government office complex, officially handed over to the government in February. Other office blocks are being erected nearby.



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comic opera, drama and dance provided by both local and overseas groups.

The Islander Hotel, between Hohola and Waigani, is well on the way to completion and its public bar already open. In the old town centre, the site is being cleared for the new Travelodge, and the Harbours Board has just reclaimed three acres of land for port development. Above, on Touaguba Hill, the first large houses of the private "dress-circle" development are going up.

Nightlife

The city's once bright and busy night life does not seem to have recovered from the effects of the riots towards the end of last year. Owners of public transport, weary of replacing rock-shattered windshields at the time, and drivers apprehensive for their safety, withdrew their services after dark. The long lines of buses waiting outside the cheap cinemas to take the patrons home are no more to be seen.

The new liquor laws, which close the bars at 8 pm, have had their effect on the night life, as has also the fuel crisis which shut down the all-night service stations. These were bright oases of light and activity on the night scene. With their soft-drink and cigarette-vending machines, they provided social centres for restless night people who never bought a gallon of petrol in their lives.

Confrontation

There seems to be a general reluctance on the part of both motorists and pedestrians to be about much after dark even though there has been little trouble of late. All has been quiet since the spectacular Defence Force/Police confrontation early in the year. The authorities were eventually unanimous in declaring that the affair was of little importance or significance. However, a Y-shaped barbed-wire entanglement did later appear on the top of the high fence surrounding the single soldiers' quarters at Murray Barracks. There is speculation as to whether these fortifications are designed to keep the soldiers in or the policemen out.

One opinion is that the young soldiers have an inflated view of their own importance. They are accused of tending to throw their weight around, especially on payday, and are fond of declaring that they are "the backbone of the country". They called the police much less complimentary names on the night of the fracas, mocking them as "blue blowflies", along with other imaginative insults less printable.

The poor police have enough to worry about without being called from their beds to deal with fractious soldiers. Car-stealing has suddenly become a popular activity while house, school and store-breaking flourishes as never before. Some smart operators are combining both varieties of lawlessness and use the stolen cars, sometimes changing number-plates to evade detection, to transport easily the proceeds of their robberies.

Hardly a household in the city seems to have escaped the attentions of the intruders, who often display remarkable daring and ingenuity in their thieving. The stories of their

brazen activities are legion.

New Police Commissioner Brian Holloway has stepped up foot patrols and pleaded for the public's co-operation but, as he has pointed out, the police cannot be everywhere at once.

One exasperated victim has suggested setting up a network of paid police informers. Others point out the difficulty the police experience in finding the scene of reported crimes in a city with no house numbers. Often by the time they arrive, the criminals have long-since made their get-away.

One encouraging development from both the police and the public's points

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Restricted drinking

of view is the dramatic reduction in drunkenness and violent crime brought about by the restricted drinking hours. The appalling brawls, often with fatal results, which were a feature of Friday and Saturday nights seem to be a thing of the past.

The drinkers have accepted the restrictions on their alcoholic consumption with remarkable docility. Some are to be seen patiently sitting on the steps of the bars after they close at 2 pm waiting for them to reopen at 6 o'clock.

There were areas of uncertainty in the new legislation but these have been resolved and it is now agreed that the publicans are still able to buy themselves a drink on their own premises! By juggling their trading hours the clubs are permitted to remain open and serve drinks after 8 pm on a couple of nights each week.

The new liquor laws, along with the departure of many expatriates, threatened the city's many clubs with an uncertain future. However, most seem to be surviving and some even flourishing still.

The Yacht Club, perhaps encouraged by a visit of Princess Anne and Captain Phillips, is pressing on with elaborate extensions even though its premises are in the path of future wharf developments. Most clubs

have managed to secure at least token New Guinea membership and even in the Papua Club, the most exclusive of them all, a black face is occasionally to be seen.

The car parks of the RSL establishments are often full, especially on house nights, but the Ela Beach branch recently painted over the yard-high letters on its facade which proclaimed its identity. Perhaps the members, by keeping a low profile, hope to retain for a while longer their site on a choice section of the public beach reserve?

The service clubs have been more enthusiastic and successful in recruiting local membership and, of course, the sporting bodies continue to flourish.

For most citizens, black or white, entertaining friends at home is probably the main social activity. There is a choice of several movies every night of the week but they tend rather to be doing their second or third turn around the circuit. The censors do not allow us to see films with the Australian R (for restricted) rating and this cuts out many of the new productions. It is interesting how quickly the word is passed when a good new film makes an appearance and how much the audiences grow for the occasion.

Drama groups, local and expatriate, continue to entertain us and the

Granville Speedway has reopened after being affected by the fuel shortage. Boxing is enormously popular, the crowds are out again for the current Rugby League season and a visit from Slim Dusty and Company is eagerly looked forward to.

The National Broadcasting Commission has efficiently taken over the old ABC's task of entertaining, instructing and informing us. However, the sound of the new is, as yet, little different from that of the old. Many of the programmes still come from overseas and some of the school broadcasts, made years ago with European females reading the parts of New Guinean boys, are being heard again for about the fourth year running. However, interesting new programmes both for school and for general consumption are being made.

The NBC's mail bag is full as usual with listener's requests and the record library's task is made easier by the fact that the same 20-odd discs enjoy eternal popularity.

Douglas Lockwood, back at the Post-Courier as managing editor, also has a large mail from readers who feel compelled to write to the newspaper. Long may they continue to do so. Their letters form one of the most interesting features of this Moresby-based national daily.

CITY COUNCILLORS WILL STILL SAY 'MY LORD'

Pictured is Port Moresby's new Lord Mayor, Cr Mahuru Mahuru Rarua. A motion to change his title to Chief Councillor or President on the grounds that it meant very little to the people was rejected. Supporter of the motion, Cr Charles Lepani, argued that the continuous use of the term "my lord" by councillors

when addressing the chair was out of taste and did not sound good.

Port Moresby's first Lord Mayor, Oala Oala Rarua, who is now PNG Commissioner in Canberra, told PIM he was never happy with the title of Lord Mayor. "I didn't like the title myself," he said. "Unfortunately, we inherited it from the colonial days and I never enjoyed it, but what is the alternative? President or Chief Councillor are no more New Guinean than the existing title, although they would be more acceptable."

Nearly 100 candidates stood for the 24 seats on the new council but the electors did not show the same degree of enthusiasm. Of the 35,000 eligible to vote, only 5,600 actually did. A number more did try to vote but found that they were not on the roll.

Two political parties, Pangu and Papua Besena, fielded candidates and the former claimed nine seats when the results were announced and the latter 11.

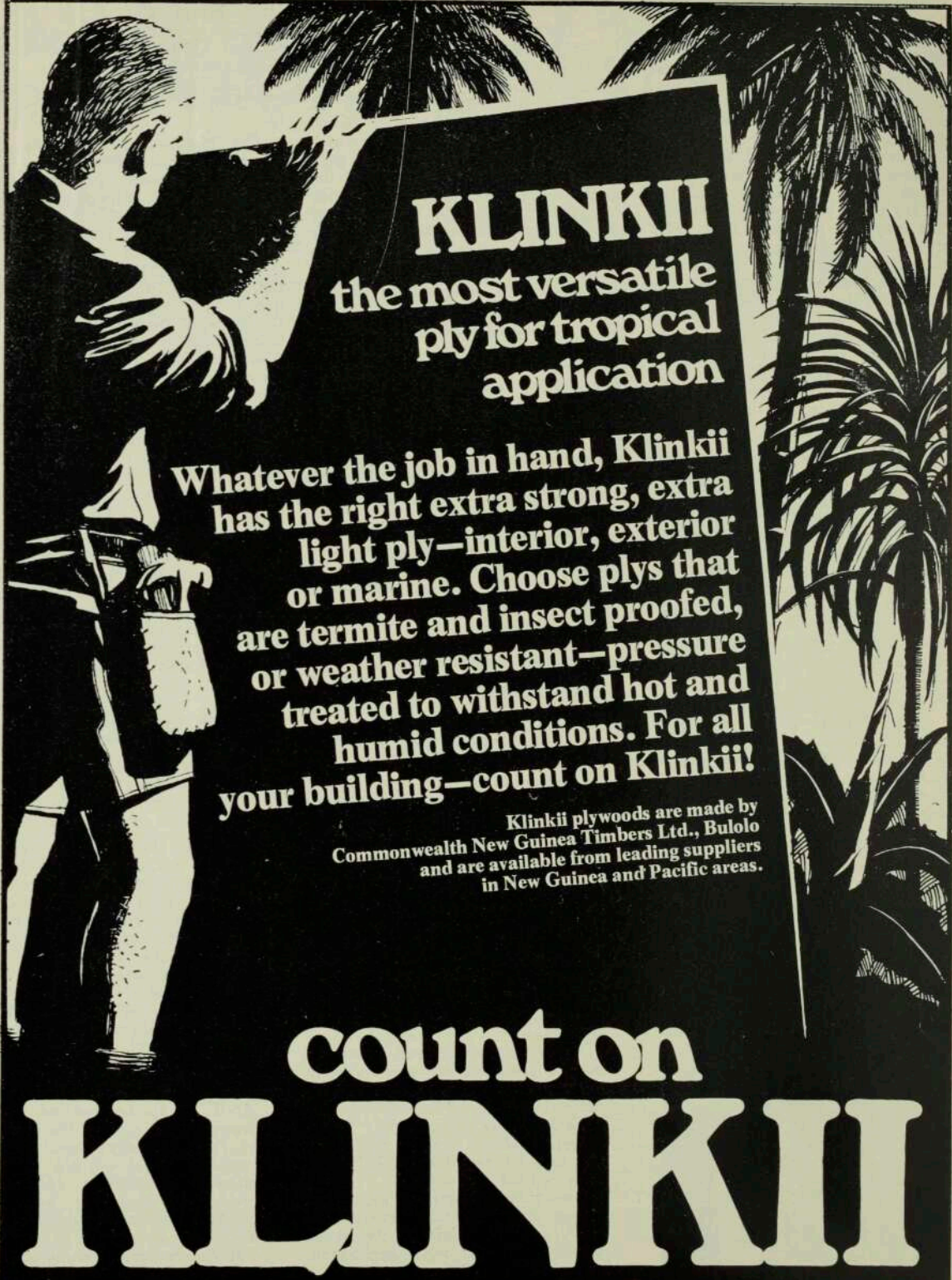
Later, Miss Josephine Abaijah,

the Besena leader, declared that all the Papuan councillors would form a majority alliance to protect the interests of Papuan citizens.

Among those elected were two women, Mrs Elizabeth Kiki, wife of Defence Minister Albert Maori Kiki, and Mrs Nahau Rooney. Eleven members of the old council were returned, including the former Lord Mayor, Mr Jacob Lemeki. A new member is Dr Eric Wright, Miss Abaijah's adviser, who will act as the Papuan separatist movement's spokesman on the council.

The Pangu Pati made two attempts at the first meeting on April 23 to redeem an election promise—to secure the abolition of Port Moresby's head tax, but could not get enough votes to allow a suspension of standing orders so that the motion to abolish the tax could be introduced as a "matter of urgency". The Papua Besena group said they would agree to discuss the motion if an alternative tax was adopted.





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OK for Samoa's family planning

From a Pago correspondent

American Samoa's family planning programme has received strong support from Dr Louis M. Hellman, of the Department of Health, Education and Welfare in Washington, DC. Dr Hellman is one of the world's foremost authorities on population control and family planning.

The Hellman Report, which was released in late March, was the result of an in-depth study made of the family planning programme in American Samoa, which was attacked last year by American Samoa's Delegate-at-Large A. U. Fuimaono. Fuimaono charged that the family planning programme in American Samoa was a "mass campaign to eradicate future generations of Samoan children". He also charged that a "mass sterilisation programme" was being carried out "in the Territory of American Samoa by Dr Carlo Crim". His charges of genocide were made to the President of the United States and to a number of high-ranking government officials and congressmen.

In his report, Dr Hellman said that "there is no evidence whatsoever of coercion nor is there any evidence of 'mass sterilisation'." Not only did Dr Hellman dispute Fuimaono's charges, but he recommended "that increased access to family planning services in the dispensaries be considered".

The family planning programme in American Samoa is headed by Dr Carlo Crim, who has been the staff gynaecologist and obstetrician at

Lyndon B. Johnson Tropical Medical Center for the last four years. Her programme, with its topical slogan of You Space Your Coconuts—Why Not Your Children? has been highly successful and has gained widespread community support and the support of many members of the Legislature of American Samoa.

The Hellman Report cited Dr Crim as being the driving force behind the programme and said that she has "a deep understanding and empathy for the Samoan women" and recommended that "the Samoan Family Planning Programme continue under the direction of Dr Carlo Crim".

The report pointed out that the programme has failed to receive the support that is needed within the Department of Medical Services itself and called for improvement in the training of personnel in the village dispensaries in family planning, for an organised hospital system of ordering supplies, and for greater support from the Health Education section. The report even recommended that family planning programmes be used on American Samoan educational television.

The report also pointed out that while the birth rate in American Samoa (which is over twice that of the United States) is declining, the

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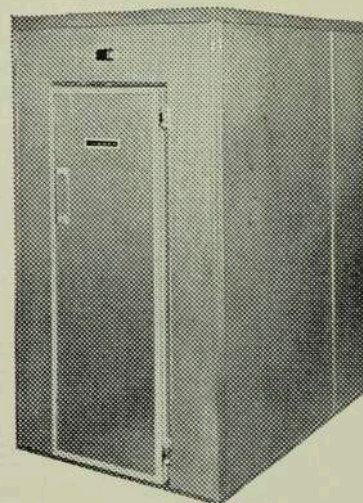
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decline is due to a number of factors, including emigration and that "the introduction of a family planning programme has been exceedingly timely".

"The infant mortality rate", said the report, "is double that of the United States", and "higher than the neighbouring Pacific islands of Fiji, Western Samoa and Niue".

One of Fuimaono's charges had to do with the use of the drug Depo-Provera, which had been used in the family planning clinic since 1968. While the drug was not approved by the Food and Drug Administration, it was listed in the widely-used Physicians Desk Reference and was, as the Hellman Report points out, "widely used as a contraceptive in Australia, New Zealand and the United States". Even though the drug lacked FDA approval, the Hellman Report stated that the question was "the right of a physician to use an approved drug for a purpose which the physician believes to be in the best interest of the patient, though it be other than that specifically listed" by the FDA. "Clearly", the report said, "the practitioner of medicine has a right to use drugs in this manner". The drug Depo-Provera is used, with FDA approval, for the treatment of certain types of cancer.

The Hellman Report recommended that Depo-Provera, which has been discontinued for use as a contraceptive in the family planning clinic in American Samoa, be used again, as soon as full FDA approval has been made.



NO UPGRADING FOR THE NURSES

From a Pago correspondent

A highly-controversial Senate Bill, passed by the Legislature of American Samoa, has met with stiff opposition from the Department of the Interior and has been vetoed by the governor's office in Pago Pago.

Senate Bill 79 called for the creation of a special class of Samoan nurses who would be known as American Samoa Registered Nurses. The bestowing of this title was one of the issues in last October's three-week nurses strike. At that time more than 150 Samoan practical nurses walked off their jobs at Lyndon B. Johnson Tropical Medical Centre causing serious nursing service shortages in American Samoa.

Due to the nature of the dispute, Governor John M. Haydon promised to send the matter to the Department of Interior for resolution. In late March, Secretary of the Interior Rogers C. B. Morton recommended that the bill be vetoed and Acting Governor Frank C. Mockler slapped on the veto.

Opposition also came from the American Nurses' Association, which is a national organisation of registered and practical nurses which sets nursing standards in the United States and several territories.

In his veto recommendation, Secretary Morton said the title of

All diplomatic roads lead to the Islands these days as the Island territories become masters in their own houses. The Island governments have been entertaining a procession of foreign ambassadors recently, as witness the two pictures above. In the top picture PNG's Minister for Defence and Foreign Relations, Mr Albert Maori Kiki, farewells the Russian Ambassador, Mr D. Musin, after the latter's visit to Port Moresby. Mr Musin is the Russian Ambassador to Australia. Another Ambassador to Australia, the Egyptian Ambassador Mr Ahmed Marzouk, is seen in the lower picture presenting his credentials as Egypt's man in Fiji to Fiji's Governor-General, Ratu Sir George Cakobau.

(Continued p 47)

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NURSES' REPUTATION

"American Samoa Registered Nurse" would "... indicate licensure by examination as the result of qualified education and skills". He suggested that American Samoa's nursing school be upgraded so that Samoan nurses might meet the standards of the American Nurses' Association.

In the strike the Samoan practical nurses requested that examinations for the title of American Samoa Registered Nurse be waived for nurses with a number of years of experience.

The Assistant Solicitor of the Department of Interior's Office of Territories, C. Brewster Chapman, Jr, pointed out that the term Registered Nurse is a well-established and widely-known title and that the practical nurses in American Samoa "do not meet the standards and qualifications universally associated with that title".

Brewster pointed out that the use of the term Registered Nurse by the American Samoa practical nurses would "impair the high reputation that has been attached to the profession of registered nursing" and that "it would also permit the inference that nurses, lacking the prerequisite qualifications for such a title, actually have them".

Speaking for the American Nurses' Association, Executive Director Eileen M. Jacobi, said that all the states and most of the territories of the United States use the American Nurses' Association standard examinations as a basis for acquiring the title of Registered Nurse and Practical Nurse. American Samoa, according to Jacobi, used the ANA's examination for practical nurse licensure from 1960 until 1962.

"It was discontinued", she said, "because it became painfully obvious that the educational programme offered at that time was not equivalent to the practical nursing programme offered in the other jurisdictions".

In the association's letter to Secretary Morton asking for his veto of the bill, Jacobi said, "The residents of American Samoa are as much entitled to high-quality nursing care as are residents of other jurisdictions of the United States. Bestowing the title 'American Samoa Registered Nurse' is not the way to achieve this quality".

American Samoa's nursing programme, which is run by the Department of Medical Service, was recently shortened to a two-year programme, from the previous three-

year programme. Graduates are practical nurses.

It was not known at the time of writing what the reaction to Morton's veto recommendation would be, but the American Samoa Nurses' Association was holding meetings in late March.

First GNP figures for American Samoa

The American Samoa Government has released the first figures on the territory's Gross National Product. Art Westervelt, head of the Tax Division, said the report was

"the first such attempt to determine a Gross National Product for the territory".

The total GNP in 1973 was slightly over \$US141 million of which \$64 million was generated by cannery operations, by far the largest employers outside the government. More than \$34 million was generated by the government. The GNP per head was more than \$5,000.

The report also pointed out that the average wage earner in American Samoa makes over \$3,000 per year. Over half those employed in American Samoa in 1973 worked for the government.

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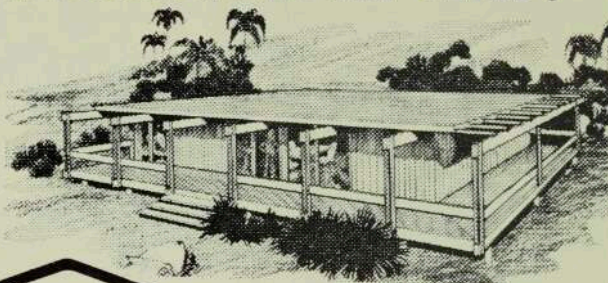
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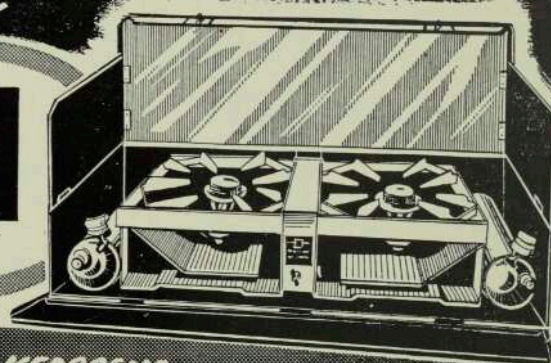
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From the Islands Press

Comments on family planning by Benedict Kinika (Member for East Makira) in the BSI Govco debate reported by the BSI News Sheet:
The Western world was telling Solomon Islanders they were a liability to creation, and asking them to get rid of themselves with birth control devices and methods. In a polite way they were saying, "drop dead", Mr Kinika said.

From an editorial in the Tonga Chronicle on civil servants' expected salary increase:

... It is only fair that civil servants exercise patience (over getting an increase) never, of course, giving up hope of a favourable outcome. They have so far survived the rising consumer price index, and some have gone so far as to find alternatives to spending so much on food stuffs, like going out and planting their own crops. I think if civil servants, and I refer to those particularly in the middle salary bracket, were as conscientious in their work as they are concerned about the salary increase, there wouldn't be so much grumbling going on.

From a letter in the Samoa Times:

On Monday night the 18th of March my husband and I were walking from the Tivoli Theatre to Fabricius. I fell in a hole and scratched and bruised my left leg. On Friday afternoon I went to Apia. Almost a whole week and the hole wasn't filled yet. ... I'll be leaving Samoa in June. The scar on my leg will be my souvenir of Samoa and I'll never forget the holes on the walkways and roads of Apia.

From the American Samoa News Bulletin:

Acting Governor Frank Mockler has vetoed two Senate bills introduced during the recent session of the 13th Legislature, one which would have extended the hours of beer sales from 10 pm to 2 am. ... Mockler said Senate Bill No 83 which would have extended the beer hours "would only add to the problems the Police Department now has. I am informed that it is the late hours drinkers who cause the majority of our cases and our general police problems." He said if the bill were to become law, many of our small stores located at some distance from supervision might become centres for late drinking to the detriment of the peace and quiet of the villages.

From the Pitcairn Miscellany on Pitcairn Island:

... At a public share-out we all saw with our own eyes that all the talk about the size of Anderson's pumpkins was true. This huge vegetable was cut up at the square and there was plenty for everybody. And so there should have been. It had a circumference of 72 inches and it weighed 102 lb. And Anderson still swears that it was one of the small ones.

From a letter by Harnam Singh in The Fiji Times:

Fiji's currency notes are not made from very good paper. But if we take care and handle them properly, they will last longer. I have seen people who come to shop fold the notes as if they were rubbish paper. I tell lots of my customers not to treat money like this and some agree with me. But most of them tell me off, saying it's not my business.

From Radio Group News, New Hebrides:

To Islanders, cyclones are not welcome. However, this time cyclone Pam, when she struck the Island of Tanna she also brought some good news. A report from Mr Ronnie Daniel, a teacher at Loukatai Primary School on Tanna says: "Mr Gideon Kota from the village of Isiai went down to investigate the Co-operative Store to see if it was still standing. To his amazement he saw a bottle thrown ashore from the waves. He picked it up and found in it a booklet on the Life of Jesus Christ. The booklet had this address on it—Long Beach SDA Church, Box 868, Long Beach, California.

A BSI News Sheet report of a speech by Waita Ben (Member for East Guadalcanal) during a Govco debate on racial differences in Chinese shops:

... Mr Ben said ... he had seen Chinese storekeepers give angry snarls and order Solomon Islanders out of their shops, while Europeans had walked around helping themselves to goods in a self service store. Mr Ben had overheard two Solomon Islanders inquiring about a figurine worth 48 dollars in one shop. The Chinese owner had told them the statue was only for white men.

From a letter by Mr T. Lumw, of Aoba, in the New Hebrides Nakamal:

... If the NHCC is worried about unruly behaviour, the New Hebrides is not as bad as some other Pacific Islands, worse still are the white man's countries. Perhaps it is good that you pray for those bad places and for the New Hebrides to progress with peace and prosperity but not to jump the gun like the government bringing 50 gendarmes from Noumea to uphold law and order. It is childish, over-reactionary and it shows the weakness of both administrations to uphold law in the territory. ...

From a speech at the Pacific Area Travel Association conference in Jakarta by Ratu Sir Penaia Ganilau, Fiji's Minister for Tourism on the effects of tourism and reported in The Fiji Times:

Dozens, even hundreds, of Fiji's farmers had left their farms to take easier jobs as porters, barmen, guides and taxi drivers ... the deterioration of social values in Fijian society was equally grave. Thirty years ago every Fijian over the age of 10 had known how to milk a cow, kill and cook a pig and grow yams. "Today, I wonder whether as many as half of our city-dwelling Fijians know how to do these things." ...

From a letter in The Fiji Times, written by John Bharat:

I have noticed many times that members of the public do not help police in their work. Police do hard work by night and day, but the public does not understand the police. Without the Fiji police we cannot do anything, so everybody should help them in every way.

Twenty years ago young American Samoans were keen to get into the US Navy. A selection team from the US interviewed 1,000 aspirants who underwent mental and physical tests. Eighty-four were chosen for enlistment in the US Navy. They're still keen 20 years after, making successful protests to the US Defence Department when a ban was slapped on the recruitment of Samoans for the US Forces. Twenty-four American Samoans died in Vietnam.

Yesterday



Dawn on July 24, 1964, with the famous Yankee fast on the reef at Avarua, Rarotonga, and passengers being helped ashore. Yankee is still there, a rusting hulk, but recognisable as a yacht.

A plea for more and better publicity in Australia for Papua New Guinea was made at the May, 1954, session of the Legislative Council by Mr Don Barrett, elected member for the New Guinea Islands. In Australia during the Royal visit, Mr Barrett evidently had a unhappy time permit-seeking down in the wilds of West Circular Quay where the Sydney branch of the Department of Territories had its being, PIM reported. He said that although the room he entered had about 14 people in it, none seemed at all anxious to come to the counter to find out what he wanted; and that when they did they obviously had little or no knowledge of Papua New Guinea and conditions there. Mr Barrett died suddenly in January, 1973.

Commander Irving M. Johnson's brigantine-yacht, Yankee, was completing its sixth crossing of the Pacific Ocean as part of its sixth voyage round the world. PIM reported in June, 1954, that Yankee was between the New Hebrides and Rotuma on May 4. She carried a crew of 21. The Yankee is now a rusting hulk on the reef at Avarua, Rarotonga, landing there on July 24, 1964, after dragging her anchors in rough seas.

There was a lot of wailing in Noumea when Qantas withdrew its Sydney-Noumea-Suva flying-boat service, leaving air services to New Caledonia pretty threadbare—a weekly Sydney-Noumea-New Hebrides service and a monthly service from Paris, via Saigon and Brisbane. The greatest loss was the Noumea-Suva "leg", which allowed many people wishing to go to France

via Trans-Pacific to join their aircraft in Fiji.

A series of "unfortunate incidents" since Italian labourers were introduced to work in New Caledonia's mining industry, culminated in a serious brawl at Tienbaghi, said to be the world's richest chrome mine, PIM reported in June, 1954. Involved with the Italians were Wallis Island labourers. An Italian and a Wallisian were badly injured; a Wallisian was murdered by an Italian, who escaped into the bush, but was later captured by the gendarmes. There was bitter feeling between the Italians and Wallisians and the authorities feared further trouble.

For the first time in Melanesia, a Bishop of the Anglican Church was consecrated. The Rev Alfred Thomas Hill, an Englishman who had spent many years as headmaster of the famous Pawa Boys' School (early training ground of Melanesian churchmen) was made Bishop of Melanesia. About the same time, in Western Samoa, the Most Rev John Dieter, SM, was consecrated Vicar-Apostolic of Samoa and the Tokelau Islands. He had been in Samoa since 1937. Another matter of religious interest was the canonisation in Rome of Father Peter Chanel, a young French priest who was martyred at Futuna Island on April 28, 1941.

They were not looking for copper in Bougainville 20 years ago. PIM reported that two overseas mining engineers arrived at Rabaul before going on to the Jaba River area, south of Torikina, in Bougainville. They were to

spend three months there drilling for gold on behalf of the Anglo-Oriental Malaya Co Ltd.

One of the chief problems of the GEIC was over-population, the British High Commissioner of the Western Pacific, Sir Robert Stanley, said after a tour of those islands. Several years earlier the administration started to transfer population from the Gilberts to the Phoenix archipelago. Sir Robert said the Phoenix settlements had not, in all cases, because of unfavourable climatic conditions, fulfilled their promise. Fresh outlets had to be found for those who had failed to secure the sustenance they needed, and also to provide for increased population where natural resources might become insufficient. Between 1955 and 1958 about 500 were resettled on Gizo in the BSIP.

US Admiral Halsey, under whom two Fiji battalions served during the Solomons campaign in 1942-44, met some of the Fiji veterans at Nadi Airport on his way home from the Coral Sea celebrations in Australia. He said: "I thought the Japanese were good jungle fighters. But after one of the Fijian battalions had spent nearly two months behind their lines, we found out that the enemy was an amateur compared with the Fijians. . . . I will always have a deep admiration, the highest regard, and a great love for the Fijians. I first visited here in 1942 and my last visit was in 1944. Fiji was my last stop before I left the South Pacific."



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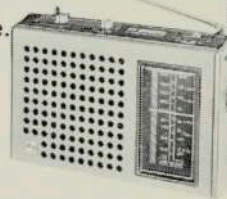
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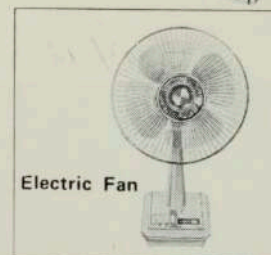
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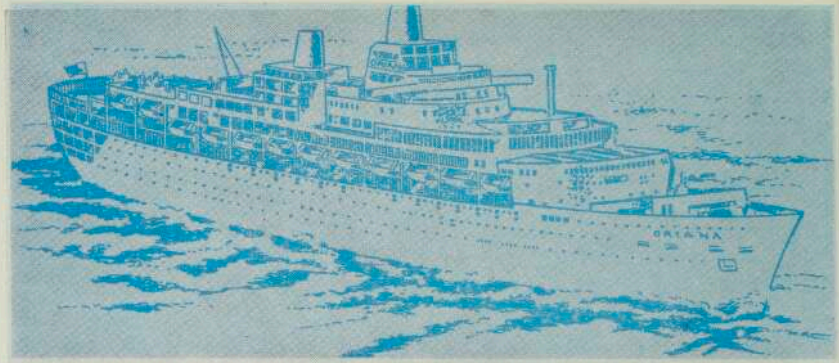
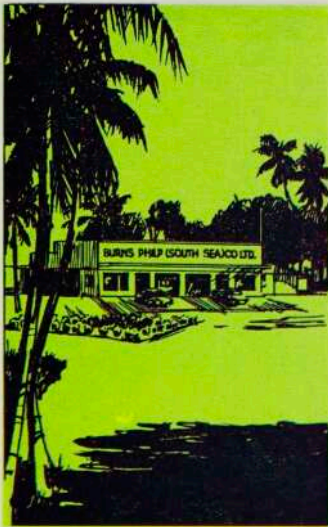
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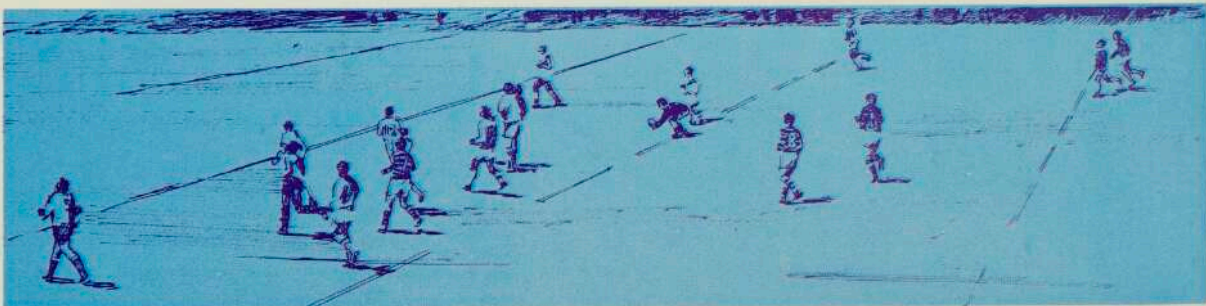
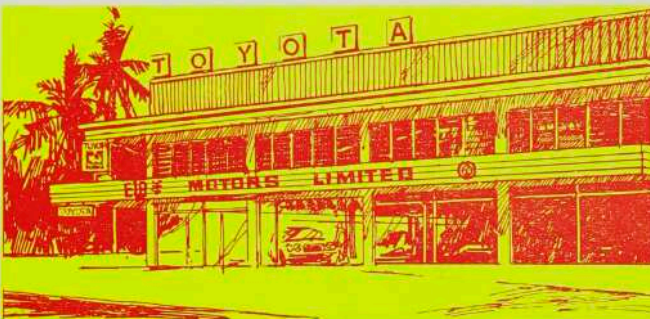
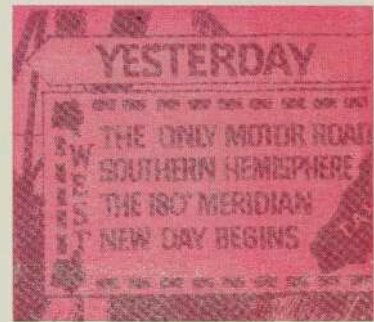
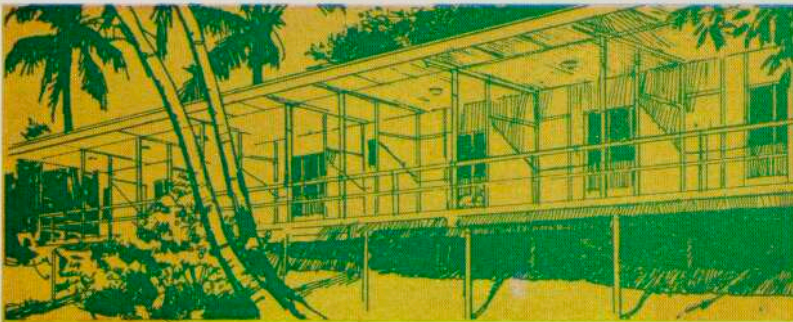
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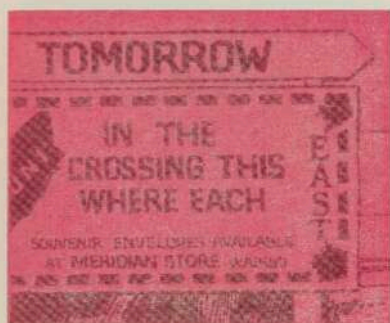


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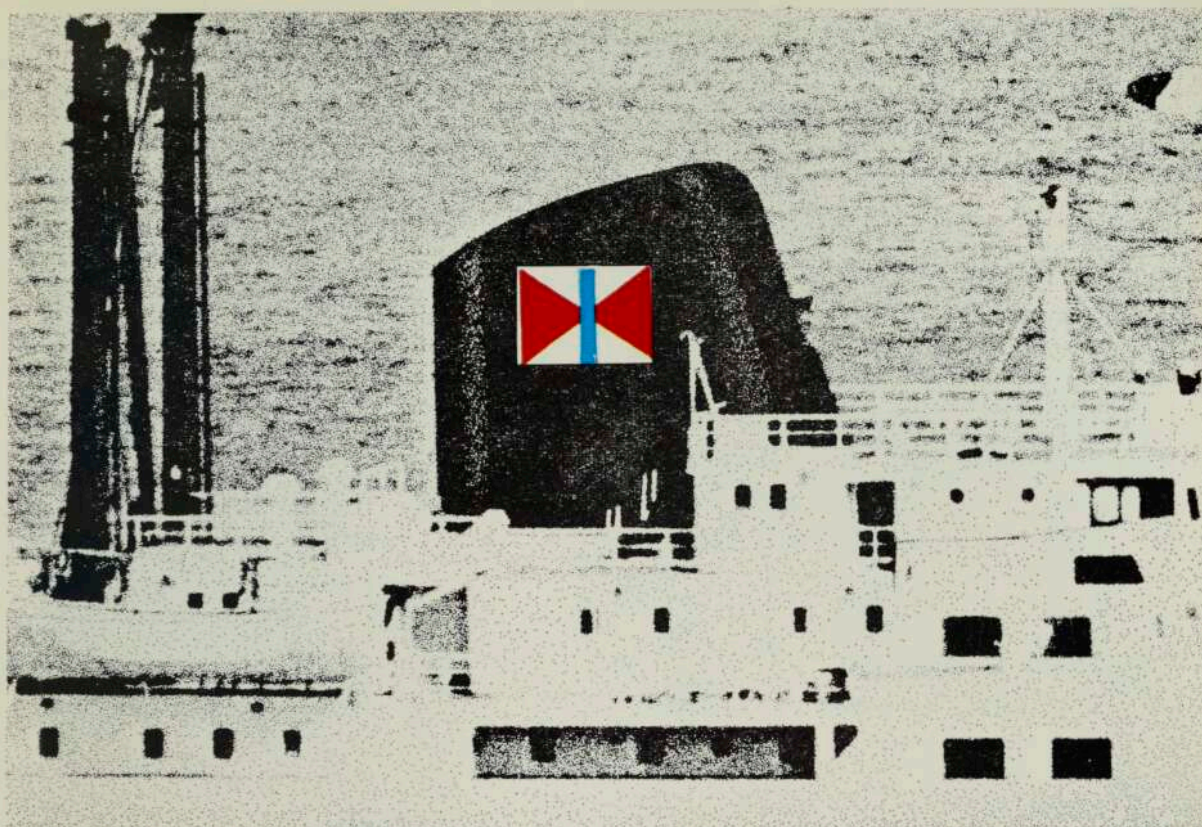
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BAC/2382/72



Magazine Section

NEW CALEDONIA'S 'PETIT TRAIN': THE RAILWAY WHICH WENT NOWHERE

By H. B. RENNIE

South Pacific islands are not a likely place for railways. Many know Fiji's famous sugar trains, but few visitors realise that the traces of a metre-gauge public railway can still be seen in New Caledonia.

The casual traveller, disembarking at Tontouta airport, passes several clues on the trip to his hotel at Noumea. The telegraph lines plunge into the bush at Paita township and do not rejoin the road; at Dumbea River a second substantial bridge can be seen upriver from the road bridge; and a really sharp-eyed traveller may see the stone facade of Tonghoue tunnel.

But no local museum or book records the story of a railway which was perhaps the most improbable "railway to nowhere" ever built. Even the menus of Noumea's *Le Petit Train* restaurant lack any illustration of the tiny railway after which it is named.

To understand its history one must go back to 1895 when New Caledonia, a long narrow mountainous island surrounded by reefs, had no satisfactory transport. Noumea's beautiful harbour had given it some prosperity, but many promising areas could not be reached by sea, while prospective mines were uneconomic because their output could not reach a port.

French Governor Paul Feillet could see that settlement would only follow transport. Long the dumping ground for French convicts, New Caledonia was about to end its role as a prison—without any other economic base to keep it viable.

In 1895 he presented a proposal, modest for its time, to borrow 10 million francs. With this he would dredge the harbour, build wharves and a graving dock, and a 152 km railway from Noumea to Bourail, the country's second town and a farming and mining centre.

Three years later a reluctant French Government approved a loan of five million francs for a railway to reach Tontouta, 54 km from Noumea.

Only in 1901 did the money come to hand. In June of that year the works were proclaimed; in August they started, and Feillet happily told the November budget session "at the end of this session we will be able to travel, in a train notable for its lack of luxury, four kilometres across the marshes and the Riviere Salee to the slopes of Koutio-Koueta".

Such rapid progress did not continue. Indentured labourers had to be brought in to provide enough workers, and in 1902 Tonkinese workers arrived on labour contracts. By 1903 the first section of line was complete—13 kilometres from Nou-

mea to Tonghoue. The line began at Noumea's tiny station, half a mile from the docks, and ran straight inland across marshes to cross the Riviere Salee on a 47 metre steel bridge. Passing Koutio station—actually just a simple sign bearing its name—it stopped short of Tonghoue summit, a 122 metre hill with a commanding view of Noumea. Here the Tonkinese laboured to build a 203 metre tunnel, with a formal stone facade and lined throughout with concrete.

Already the line had its critics. "It goes nowhere" snapped one; and indeed it had taken a formidable part of the first loan—nearly four million of the five million francs—to build these first 13 km and start the tunnel. During 1903 the tunnel was pierced but no train services operated and the railway, out of



Waiting for the train to leave Noumea, a picture taken around 1910 to 1912. This and the other photographs illustrating this article, with the exception of the Dumbea Bridge, are from Patrick O'Reilly's book *La Nouvelle Calédonie au Temps des Cartes Postales*, published by Nouvelles Editions Latines, Paris.

PUTTING AWAY THEIR LITTLE TOY

funds, suspended construction in January, 1904 at the 16 km point.

New Caledonia's politicians debated the debacle. "We will have to put away our little toy" said Marc le Goupils, a clever writer who had no time for Feillet's larger flights of fancy.

Elaborate analyses were made. The money in hand was sufficient for one of three choices, but not more. The railway station could be joined to the quay; or the Dumbea River could be bridged; or the river could be left unbridged and the line continued beyond the river to the mines.

Had the debaters spent their time working on the railway more might have been achieved, for by the time the money came to be spent interest costs had mounted even further and nothing was left for even one of the choices!

On January 1, 1905 the territory commenced railway operations on the Noumea/Dumbea section. Three locomotives, four carriages, and 24 assorted wagons provided the services; the carriages proudly bearing on their sides the inscriptions "N-B", for Noumea-Bourail. But of the 152 km between these centres, the trains ran for only 17 km.

Laid out as a narrow-gauge mountain railway, the line had light track (about 40 lb rails), curves with a minimum radius of 100 metres, and a maximum grade of 25 mm per metre (1 in 40). Travelling downhill a train might reach a speed of 40 km an hour. But the simple fact was, that until the line crossed the Dumbea river and the range beyond, there would be little in the way of profitable rail traffic. Noumea is cut off from the mines and the farming plains to the north by some 20 miles

of steep hill country, difficult to traverse and with little cultivable land.

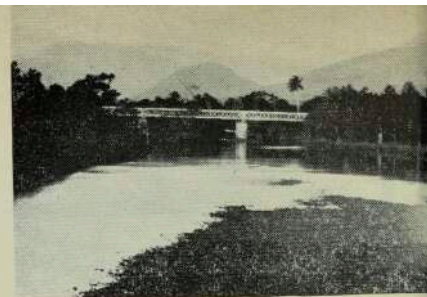
New Caledonia's tiny population—17,000 Frenchmen and 38,000 Melanésians in 1904—needed transport, but they could not afford to take the line further. The government did what it could. Land concessions were offered along the line, with special freight rates for industry. Meanwhile hopes remained high. Across the Dumbea, in the valley of Nondoue, coal had been discovered. Here surely was the key to the railway's extension—and its future profitability.

So confident of its future was the Société des Charbonnages that it proudly proclaimed it would extend the railway at its own expense—and turn Noumea into a great coaling port with coal said to be 25 per cent better than best Australian grades.

Reality was more brutal. By 1906 the mine so confidently begun in 1905 was closed, company operations had ceased, and people ceased to talk of a large freight traffic waiting only for a bridge across the Dumbea.

Change was beginning to overtake the little railway. On June 30, 1906 the first bus service from Noumea to Bourail began. The road had already achieved, for passengers at least, what the railway had failed to do.

The island's economy improved a little in 1908, though the railway's total of general goods carried—185 tonnes for the year—was pitiful. Charges on the loan bore heavily on the territory's finances. The only answer seemed to be to press on. Feillet, in particular, never abandoned faith, and in 1909 a second loan of 2,360,000 francs was made. This was expected to cover the cost



The Dumbea bridge.

of the line to Paita (13 km), together with route surveys for Paita/Tamoa (15 km 830 m) and Tamoa/Tontouta (14 km 300 m). On May 1, 1910 the new works started.

The Dumbea was bridged by the substantial structure which stands to this day—47 metres in three spans, with two small bridges to enable the riverside roads to pass under at each side. Into the Nondoue valley the railway headed. Here, said Feillet, good coal would yet be found, while at Tontouta there was nickel.

Railway losses were heavy; 32,162 francs in 1909 and 25,752 francs in 1910. But the extension brought a temporary improvement. In 1911 there was a 23,190 franc surplus—seemingly the only profit ever made.

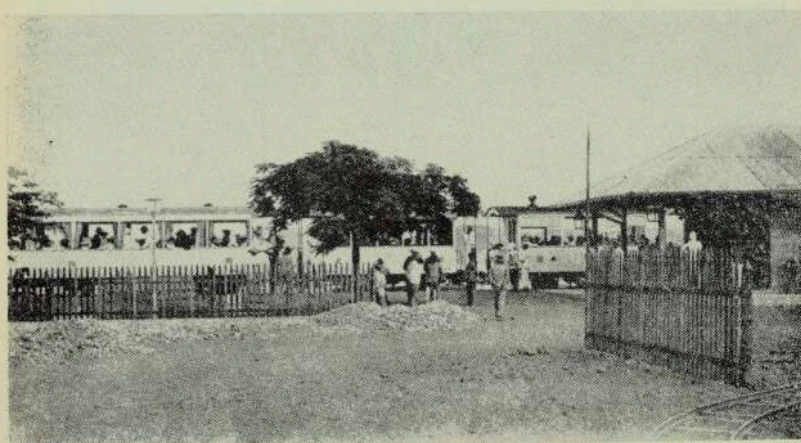
The government feuded with the contractor, who overran schedules and seems to have been overpaid. But by December, 1912, the track was open to the Vallée du Suzon station at the top of Nondoue valley; the Erambee tunnel to the next valley was half complete, and the earthworks had reached Paita station, some two kilometres from Paita itself. All that remained was to line the tunnel, build a 10 metre bridge over the Caricou river, and lay the track to Paita.

In 1913 the line was open to Paita. Here, at the tiny station were an engine shed, turntable, water tank, station building, and several quaint railway cottages—all improbably set among the semi-tropical jungle of the Paita valley.

Line construction stopped, never to start again. The railway had crossed the major natural obstacles. The plains of Tamoa and Tontouta lay before it—where farms and nickel mines would bring profitable trade. But it was never to reach these districts, nor did it prove worthwhile to tranship to rail for the last few kilometres from Tontouta or Bourail to Noumea.

The war stalled the little railway, and after the war motor transport

A full load ready to leave Noumea's modest station.



overtook it. In 1920 the new governor, Sarraut, gave priority to roading development, and the only debate about the railway was whether it should be closed.

There were four train services a day in the 1920s, and a contemporary account of one dispute in 1930 about a reduction in services gives an idea of its operations.

"A group of train users", said the report, "has come to tell us of the very regrettable decision of the Railway Consultative Committee to cancel the 9 am and 3 pm trains. There is strong feeling among those who live near our railway; of whom many have no road access.

"All the traffic to Paita-Noumea will be carried out by the morning train. Look at the curious assortment of wagons which composes the present train . . . already the slightest dew or a little rain makes our locomotive skate as it moves, desperately slowly, up the inclines.

"How will this locomotive manage almost double the load? At what time will it arrive at Noumea with its crowd of school-pupils, workmen, and office-workers?"

Even at these times it needed an operations chief, stationmasters at Noumea and Paita, a book-keeper, a depot chief, a goods clerk, a guard, several mechanics and drivers to keep the railway running.

The railway had settled down to be an unprofitable social service, running passengers and domestic freight. The principal bulk freight was wood, gathered by foresters on the hills around the railway, and hauled to Noumea on flat-trucks for use as an alternative to imported coal. Even the little train itself ran on wood gathered in this way.

The depression of the 1930s forced what argument had been unable to achieve. Trains were cut back to two a day, and some of the passenger carriages, left semi-derelict on a siding, became the accommodation of Japanese families rendered homeless by the 1933 cyclone.

On January 1, 1940, the French administration laconically wrote *fini* to the railway's history. "Given the decrepit state of the rolling stock" said the official announcement, "and the state of the track and the steel bridges which no longer meet safety requirements, railway services be-



Le Petit Train is on the way.

tween Noumea and Paita will cease on January 1".

War had more tricks to play however. World War I had prevented the railway's growth, but World War II brought its revival. At the end of 1941, the first Americans landed in Noumea, and on April 1, 1942 the 790th Railway Operating Company of the United States Army Corps of Engineering re-opened the line.

The reason was simple. The rough road between Noumea and Paita was inadequate for the heavy military transport which swarmed across the island. At Dumbea the New Zealanders had staging camps and later a hospital. At Tontouta the Americans built a modern airfield, and construction trucks jammed the narrow hill road between Paita and Noumea.

The Americans could do what the French had never managed. New rails of weights never seen before were laid, two 0-4-0 General Electric diesel-electric locomotives, an 0-4-0 Baculey diesel-electric, and two small Brookville diesel-electric shunters were imported and put to work. They joined the relics of the French regime—by now showing the decrepitude already mentioned.

Many New Zealanders followed the little engines, up the slopes of Koutio-Koueta and through Tonghoue tunnel to the camps of the Dumbea valley. The Official War History described this service as "an antiquated train only slightly better than the CSR's modest system in Fiji".

As the Japanese were pushed back, the troops moved on. By 1944 the transport situation had eased, and 790th Railway Operation Company found, to the sadness of some and the embarrassment of others, that they could move five times as much by truck as they could by train, given the same resources. On February 1, 1944, *le Petit Train* was retired. It did not run again.

There is still much to be seen, for

those who search. The rolling stock is gone, as is much of the track. The population explosion of Noumea has long over-run the little Noumea station, together with its engine shed, machine shop, wagon repair shed, and storage sidings. The Hotel du Gare which faced it has become the Hotel du Pacifique, and nickel dust from the nearby smelter replaces the soot which once settled on the flamboyant trees.

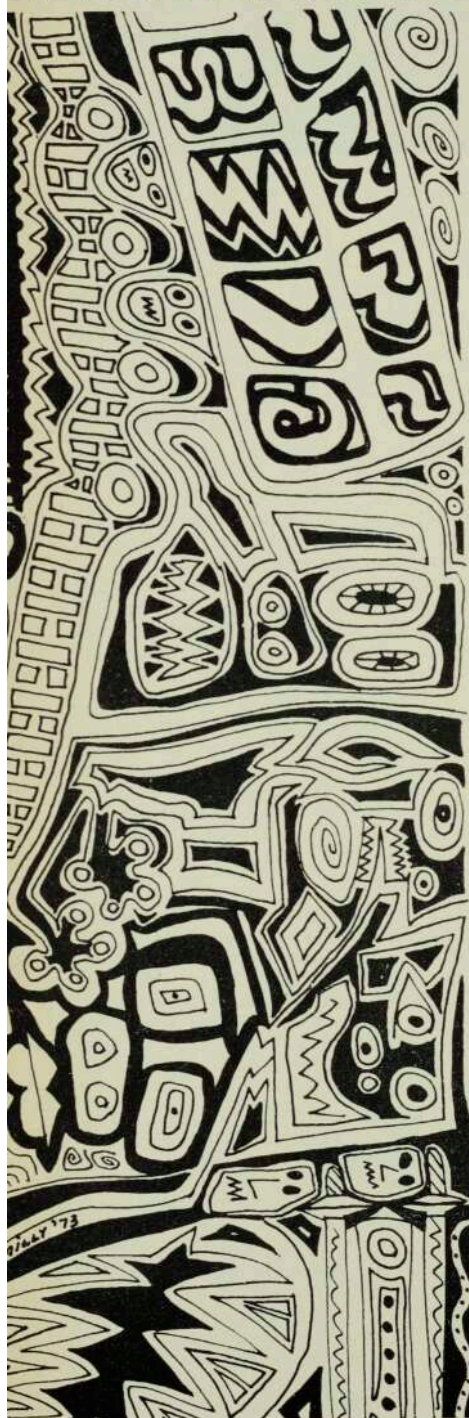
But as the main road heads out of town one picks up the right of way, straight and flat as the day the Tonkinese dug it, with the telegraph line striding alongside. Up through Auteuil and Koutio-Koueta it runs, clearly defined, among the groves of trees.

At Tonghoue the tunnel still stands, though the bridge by which the road was crossed has gone. Down the far side the line runs, and at the tiny Dumbea station with its timber nearly black with age, the minibus still sets down those who live in houses built to be close to the railway.

Dumbea's bridge is rusty, but its steel girders will last a while yet and the strong stone pillars will outlast us all. Up Nondoue valley the track climbs, among the ruins of the coal-mines, and at the station of Vallee du Suzon there is, perhaps symbolically, a ruined truck in the ruined building.

But the final relics are the oddest. At Paita the station stands, as do the cottages, the water tank, the turntable, and the engine shed. But cabbages grow in the turntable, runner beans grow up the station bulletin board, and from the station buildings young children run forth to stare and smile at the passerby who stares at them. Among the old station buildings several families have formed just the type of rural community which Paul Feillet hoped his railway would bring to all of New Caledonia.

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. There are four new writers in MANA this month. Viggo Rasmussen, a student at USP, and Momoe Von Reiche are both Samoans. Momoe is an artist who also writes poetry. Joe Veramo hails from Fiji and Abel Tapisuwe from the New Hebrides, where he is a Form 5 student at the British Secondary School, Vila. Raymond Pillai and Konai Helu Thaman are regular contributors. Marjorie Crocombe continues her series on Pacific art in Europe—this month focusing on Germany.

Short story

THE CELEBRATION

By RAYMOND C. PILLAI

THE sky all around had a lurid glow as cane fires lit up the December evening. It was the close of the crushing season and those who had not finished harvesting their cane redoubled their efforts while the more fortunate ones rested from their labours. The Gounden household was one of the lucky ones. With good weather, enough cane trucks and a hard-working cane gang, they had managed to move out all their cane. Now they took their ease in the cool of the evening and chatted idly over their bowls of yaqona.

"We've had a good crop this year, amma", Rama said to his mother. "Twelve hundred tons at the very least. And the final payment on last year's crop was a good one too. I think we can kill a goat for Christmas and celebrate. Nothing very big, mind you. Just a small affair for the family members only".

Rama's mother was taken aback. "It isn't a year yet since your father died", she said indignantly. "What will people think?"

"People will always think the worst of others. But we have nothing to fear. We said all the necessary prayers after appa's death. And the *kriyakaram* was a big one. We killed three goats, didn't we? Nobody can say we didn't observe the period of mourning correctly".

"It's the first Christmas since he died", his mother persisted.

"Look, amma, it happened 10 months ago. You can't go on mourning him for ever. You have to stop some time".

"Ramu, is there ever a time when

we stop remembering completely? There are some things which are not easily forgotten, because they have become part of us. Since your father and I were married, 40 years have passed. That's a long time".

Too long, thought Rama. He had never got on well with his father. "It's different for you, amma. I don't have to remember him".

"I know you never liked your father, but that's no reason to forget him now. True, he used to treat you harshly at times. But there was a reason for it. Your father wanted you to grow up into a strong, honest man. That's why he brought you up so firmly. And not just you only. We all felt the weight of his hand at one time or another. But we've all benefited. We are wealthy. We are respected in the whole district. And we are still a united family. So many families quarrel and break up after the father dies. But has that happened to us? And why hasn't it happened to us? Because your father showed us the right way. Even though he is no longer alive, his spirit is still with us, keeping us united and happy".

Rama had listened patiently to his mother's homily. After all, she had earned the right to her illusions. But he could not check himself any longer.

"If his spirit is still with us, then I say we should celebrate Christmas the way he would have celebrated it—with feasting and drinking. He always enjoyed life. You know that well enough. He wouldn't miss his meat and whisky for anything. I'm

sure he wouldn't want us to sit around like fools just because he wasn't alive to share the occasion with us".

"I'm sure your father would be filled with sorrow to see you making merry so soon after his death. Wait a little longer, and then you can have as much feasting and drinking as you want".

"But how much longer, amma? We didn't do anything for Easter or Diwali. How long are we going to continue as if we were corpses ourselves? I say we should kill one goat at least for Christmas. And people can say what they like. I don't give a damn!"

Rama had his way in the end. He was the eldest son after all. But his decision was strongly resented. When he brought home the Christmas goat, the family showed not the slightest interest and this made Rama very sore. At the very least they could have asked him what the goat had cost.

THE Christmas celebration proved to be a dispiriting venture. With the exception of Logesan, who was the youngest and who dared not cross his brother, the others found reasons for not being present. The two sisters said they were unable to travel. Their damn fool husbands must have got them pregnant again, thought Rama. Govinda had to go and see his ailing mother-in-law. A likely story! That mother-in-law of Govinda's was strong as an ox and twice as stupid. Gopal gave the same reason as the year before—he was afraid somebody would set fire to his cane if he left his farm. All feeble excuses! Well, let them stay away if they liked, fumed Rama. If they wanted to be stubborn, that was their own affair, but he wasn't going to let them spoil his pleasure.

The goat was slaughtered early on Christmas morning. In the past, Rama's father would have conducted the job personally, wearying everybody with his imperious commands. Today that privilege was Rama's. He took charge of the operation as if born to the task and gave orders with the aplomb of a veteran.

Logesan held the goat down by the legs while Rama forced a drink of water into the goat's mouth—the final kindness. Then a deft stroke of the knife sliced through the animal's throat, releasing a jet of hot blood.

"Look how you're holding that basin, you ass!" Rama shouted at his son, Anand. "You'll let the whole stuff spill on the ground".

Anand did his best to hold the basin steady as the blood gushed into it erratically. The animal's eyes

The fortune teller

By KONAI HELU THAMAN

*Twenty 'seniti'
Your fortune will be told;
Last night we hardly slept
Too many young girls
Wanted jobs and husbands;
"You will marry a white man
But you have a rival
Who is a very close friend;
You will travel
To a faraway country
Your parents are worried
About your future".*

*The fortune teller is
Short and fat
Her wrap-around mat
Protects her secrets
From which she makes
A living
Fulfilling dreams
Of people who long
To travel, get married
Or become rich.*

dilated in terror, its body heaving in spasms of agony. Uncomprehending, crazed with pain, it struggled to raise its head and look at its tormentors, but Rama's firm grip on its muzzle held it prisoner. Hot, tortured blasts of air snorted through its labouring nostrils. Its body arched in agonised convulsions. Desperately it fought to regain its feet, but the combined weight of the two men brutally quelled all resistance. The spasms slowly ceased as its life ebbed out. It sagged and went limp, defeated.

The basin was almost full—frothing, dark, sinister. The flow of blood dwindled to a trickle. Judging the right moment expertly, Rama motioned to Anand to remove the basin. It was not a second too soon as a stream of undigested food spurted from the severed gullet. Rama twisted the head round and sawed through the spinal cord. The goat convulsed once more, then subsided. The deed was done.

Rama stood up and flicked the sweat away from his forehead with the back of his hand. "He's a big bugger, isn't he?" he said. "Over 100 pounds in my estimation".

Logesan murmured assent but Anand said nothing. Anand's face was blanched. He was sickened by the slaughter, more so because it was quite unnecessary. Young as he was, he was still perceptive enough to see that the goat was only a sacrifice to his father's ego.

Rama was not pleased with Anand's squeamishness. "Look at

this boy of mine. He is nearly old enough to have hair on his chin, but he's frightened of a little blood".

Anand was stung. "It's not the blood. It's the pain that we give the animal when we kill it".

"Nonsense!" said Rama. "It doesn't feel a thing. It gets such a shock that it doesn't know what's happening to it. Look at that goat there. See how peacefully it lies. Do you think it feels anything? Not one bit. It's gone. Finished".

There was indeed something peaceful about the way it lay there, looking calm and composed even though its head was missing. Flies started buzzing round the neck of the carcass, and as the blood on the grass began to thicken and grow dark, the violent scene of a few minutes before seemed more remote and less reprehensible.

THE goat yielded 55 pounds of meat, which should have pleased Rama, but he was still furious because the whole family was not present.

"They should have come", he complained to his mother. "We always used to celebrate Christmas in a big way. It was fun for everybody. But this year they think they can have more fun by themselves in their own homes. Our neighbours must be laughing at us. They know we killed such a big goat, and now there's no one to eat it. Well then, if nobody wants it, I'll eat it all by myself".

"All this is your own doing, Ramu", said his mother. "You had no patience. You could not wait for even one year to show that you are the big man of the house now. I kept telling you, but you are too big now to listen to an old woman like me".

"Amma, that's not true. I just wanted to enjoy Christmas".

"Since when have you become a Christian, Ramu, that you must celebrate Christmas?"

"Haven't we always celebrated Christmas? Christmas is not a religious thing. It's only a public holiday. It's a time for feasting and merry-making".

"All right, then. You go ahead with your feasting and see how much you enjoy it".

"I will enjoy it!" he said defiantly. "Shanti!" he roared at his wife. "Why isn't the fried meat ready yet?"

"I'm just doing it now. I have only two hands, you know".

"Your tongue seems to be working more than your hands nowadays. Hurry up with that meat".

A few minutes later his wife

brought in a bowl of chopped meat and liver mixed with fat and blood. It was done just the way he liked it, with plenty of chillies. In a separate saucer lay the goat's testicles, lightly fried in oil and neatly quartered. When Rama's father had been alive, the first meat was always reserved for him. No one might eat until he had tasted first and pronounced himself satisfied. It was almost a seigniorial right, confirming him in his place of honour as head of the house. Now the old man was no more. His mantle had fallen upon Rama's shoulders, and with it all the prerogatives.

"Ah, it's a long time since I've had such tasty meat", said Rama with exaggerated relish. In truth he was disappointed to find the meat a little tough, but he was not going to let his chagrin show.

"Here, Anand", he called to his son. "Take some of this meat".

Anand shuffled to the table reluctantly and put a few spoonfuls of fried blood into his cupped hand.

"Have some of this too", said Rama, pointing to the saucer.

"I never eat that", said Anand hastily. The prospect of eating goat's testicles repelled him.

"Go on, it's good stuff".

"I never eat it", repeated Anand dully.

"Well, you are going to eat some today, my boy".

"Why are you forcing him?" Anand's mother intervened. "He says he doesn't want it".

"Stop molly-coddling the boy. He's going to do what I tell him. Here, eat this". Rama picked up a piece from the saucer and thrust it at Anand.

Anand took the proffered morsel. With a tremendous effort of will he bit into it and tried to swallow but the spongy texture and somewhat amoniacal tang of the flesh made him retch. He rushed out to the drain which ran past the kitchen window and vomited until he was exhausted.

"See what you've done to the boy!" cried Anand's mother. "Why are you being so stubborn?"

"He's just enjoying his Christmas Day", said Rama's mother bitterly. "He just wants to show that he's the big man of the house. And he has proved it by bullying his son".

"Stop it!" shouted Rama. "I've had enough of you people!" With a violent motion of the hand he swept the meat bowl off the table and stamped out of the house.

His wife looked sadly at the meat strewn over the floor. She had prepared it so painstakingly, the way her husband liked it, and he had

flung it aside to be trampled underfoot. Tears of exasperation welled up in her eyes.

"It's no use crying, Shanti", her mother-in-law said to her. "Men never change. In 40 years of married life I never managed to change the ways of Ramu's father. And I don't think you'll ever be able to alter Ramu either. He's too much like his father. Make the most of your happy moments, and pray that the hard times are few. That's the only way to endure a lifetime together".

Shanti made no reply. There was practical wisdom in the old woman's words, but hardly a grain of comfort. Still, there was no point in lingering over her troubles. She brushed back her tears as if nothing had happened. Then she bent down and began picking up the pieces of meat one by one.

Elegy to a toad

By VIGGO RASMUSSEN

*Oh Toad! poor Toad!
That lies on this cold
And unfriendly road,
Who has ripped the life from you?*

*If God above has so willed
That you live and play,
Why are you still,
At this time of the day?*

*Tell me dear friend,
The cause of this stain,
That your heart and guts,
On the road have made.*

*Who could have done,
Such a thing to you?
Who in his pride,
Dares destroy your life?*

*Why, you always croaked,
Whenever it rains,
Waking me up,
To watch you play.*

*Oh! How I wish I could understand,
Those sounds you make,
So that I'll say, "Hello"
Whenever you croak.*

*But alas! we're separated,
Evolved to different states,
Never to understand,
Never to communicate.*

*Poor Toad! innocent Toad,
Without relatives or friends,
How, you have missed the world,
And gained a friend.*

*Goodbye! dear friend,
I'll always remember your croaks,
For you have touched my heart,
Even to my very soul.*

PACIFIC ART IN GERMANY

By MARJORIE CROCOMBE

There is a wonderful collection of materials from the Pacific at the Museum für Völkerkunde in Hamburg. Most of the materials from Polynesia and Micronesia are very rare and old but a lot of the material from Melanesia and particularly New Guinea is more recent.

About 60 years ago the Hamburg Museum sent a large expedition to the Pacific Islands. They made many hundreds of photographs which are now a very interesting record of life as it was in the early 1900s and they also collected large quantities of tools, clothing, housing, canoes and tapa cloth etc from various islands.

The Pacific collection at the Hamburg Museum is beautifully displayed. There are life-size representations of people and life-size photographs in the walls at the back of the display cabinets showing the scenery, house types and other aspects of the environment so that the artifacts are put into a very realistic context. There is a beautiful New Zealand Maori carved meeting house—complete—the whole meeting house, not a miniature of it—and some beautiful samples from Samoa, Tonga and elsewhere in Polynesia.

Of course between 1900 and 1914 Western Samoa was a colony of Germany and before that German traders, missionaries and sea captains had been travelling in the Pacific for many years. Many of these people had collected items from various parts of the Pacific—especially the Gilbert Islands, Samoa, Marshall Islands and Caroline Islands as well as from northern New Guinea. A lot of these things have found their way into the museum at Hamburg because Hamburg was at that time perhaps the most important port in Germany from which the trade to the Pacific Islands originated.

The Hamburg Museum has devoted one very large room to a very realistic display of New Guinea masks. They have an enormous number of masks—some of them eight or 10 feet high, some of them only a few inches high; some of them from the Trobriand Islands, some from the Sepik and so on, but many of them are very beautiful. All of them are hung from the ceiling in a rather realistic setting in a room which is very dark but with selected lights playing intermittently

on the masks and with Island music playing as a background.

It is perhaps humorous that some of the music is Tahitian drumming rather than New Guinean drumming, to illustrate a collection of New Guinea masks, and yet in some ways it is quite appropriate. The Hamburg Museum has a superb collection and has put tremendous skill into displaying it to show it at its best.

One often hears in the Pacific comments to the effect that the museums overseas have taken away the things that belonged in the Pacific. While this is an understandable point of view we must also be grateful for the fact that many of these museums have protected and carefully looked after many things which were being destroyed or neglected in the Pacific Islands at that time.

It was, of course, as a result of mission or other influence that people rejected these aspects of culture. But whatever the reasons, they were willingly throwing them out or giving them away in most cases and it is fortunate that they have been kept so well and so carefully.

Most of the museums seem to be very helpful in making the material available for study by people from the Pacific. It is hoped that a fairly full collection of photographs of all the material in the museums in Europe will be obtained for return to the Islands from which the things were originally obtained. This may

take a few years but there is a good chance of it being achieved.

Moreover, some of the museums are sympathetic to returning some of the items which they hold to their original Pacific homelands provided proper museums are established and ready to take them over. For instance, in many cases a museum might have six or 10 clubs of a certain kind. They want to display one or two of them but the others are kept in store. Some of the museums would be quite happy to make one or two of these available for return to the home country.

This is a rather complicated procedure but no doubt it will take place over the next few years and we will slowly see many of these very valuable items which no longer exist in the Pacific Islands returning to their original homes.

The museums cannot simply send items or give items away. Every item in a museum is part of the property of the museum and is usually the property of the government (because most of the museums belong to governments). These have to be properly accounted for and having them given away, sent on long loan, or exchanged requires proper handling through official channels either through museums or education departments or other appropriate government or cultural agencies. Perhaps it could best be done for the Islands as a whole by one of the agencies which represents them all—for example the South Pacific Commission.



A magnificent display of a traditional Gilbertese warrior with protective clothes of coconut fibre and a head-dress of porcupine fish skin. This display is at the Museum für Völkerkunde in Hamburg, Germany. See how realistic the trees, the lagoon and the beach appear. Yet this is all inside a museum show-case.

Short story: THE NIGHT INCIDENT

By JOE VERAMO

IT was about seven o'clock when I came out of the cinema. The film had been a good one, the acting brilliant, the suspense breath-taking and the story beautifully narrated.

For no special reason I had decided to walk rather than to catch the bus. My home was about a half hour's walk away.

It was a cold and windy night. The cold air bit into my face making my mouth and neck very cold. As I strode along I was somewhat surprised and disgusted to find the main road dimly lit, and for a good distance there were no street lights. With mild curiosity I eyed the places, wondering if there were any crooks lurking in the darkness.

There was no one on the road, except for a lone Indian a few hundred yards ahead of me, rather thin and in his middle fifties, so I thought. On his back he carried a heavy sack which kept dancing from side to side as he plodded on. I could see that the weight of his sack made him stagger slightly.

In the distance I could see the shadow of a Fijian man silhouetted against a street light. He had a long unshaven and villainous looking face. The Fijian was wearing a torn shirt and very tight pants. As the Indian man drew nearer he approached him rather curiously and the latter sensing what was coming, asked, "Can I help you?"

"What's in the sack old man," the Fijian inquired.

"It's food for my family," the Indian replied.

"Any money?"

"I have only 50 cents, my friend," the Indian man answered slowly.

For a while the Fijian eyed the old man calmly and then he smiled, a soft naked smile.

"Give me the food and money," he ordered.

"Please take the money, not the food," the old man said. "I have four children and a wife to feed tomorrow."

"What do I care. Give it to me."

The Indian man was almost in tears now. He was only a labourer

earning a miserable wage. His children were starving and suffering from malnutrition. To have their food stolen was the last straw.

"Please. I beg you. Have mercy on me, an old man."

The Fijian began to laugh mirthlessly. There was no compassion in his eyes. He was like a carnivorous creature staring down on his prey. Slowly the villain pulled out an ugly-looking knife which was carved at the end.

For a moment the Indian man stared at his sack of food and then at the man. He knew he had to think of a plan.

By that time I was about 10 yards away. As the Fijian raised his knife I tried to distract his attention by yelling abusive words. The plan worked. Knife in hand he left his prey and approached me instead. With gritted teeth and vulture-like eyes he stalked me.

As he came nearer I suddenly lunged at his knife. My surprise attack caught him off balance and we both fell down struggling against

each other. His breath which smelt of stale yaqona and home-brew just about suffocated me.

Soon he was on top of me and for one fleeting moment I thought it was going to be the end of me. Just as he was about to plunge the knife into me I heard a loud thump and a crackling sound. The next moment my assailant dropped his knife, and rolled weakly away.

As I looked up, I saw the old Indian man, stick in hand standing above me. Slowly I got up and thanked him.

"My name is Ram Singh," he said.

"Mine's David," I said, relieving him of his heavy sack. "Are you going this way?"

When we reached an old track off the main road, Ram Singh stopped.

"I leave you here," he said. "Thank you for helping me."

"It was nothing," I said.

"May God bless you," he said. "I will never forget you."

Slowly he walked away into the night. Before he entered his dimly-lit shack he turned and waved to me.

A flat thought

By MOMOE VON REICHE

*Blast the sun
And loosen silver spit,
From spumes of
passionate waves
Rolling incessantly
With withering smiles—
Flat colours immerse
With
A twisted lover's knot
Holding hard to
Gnarled driftwoods
That litter the Black Sand.
Naked
I reach out to a
Thought that bubbles
And dies with
The dawn air.
An entangled soul
In coconut roots
Despairing a lost
Heart . . . so close
to a tropical heaven,
Wet with moss of
a lovers
spurn.
Samoa my
Life.*

PIG-HUNTING ON SANTO

By ABEL TAPISUWE

IT was on the cool, early morning of August 29, 1961, when Robin, Francis and I set off with four dogs, a 12-calibre gun and four cartridges for a pig-hunting.

We had our breakfast very early, which comprised six cabin biscuits for Robin and Francis and two for me with a cup of tea each. Robin was 21, Francis was 28, and I was only five.

After breakfast Robin, holding the gun, led the way with me in the centre and Francis following me closely with the dogs. We walked in this manner for a few hours, slashing our way through the deep, dark jungle or following mud-ridden, pungent tracks, made by wild pigs and bullocks.

Now and then the silence of the jungle was interrupted by the singing of birds and the cracking of dead sticks made by our dogs' prancing steps. We walked and walked but in vain. There were no pigs, just their endless, winding tracks.

At about two o'clock in the afternoon we heard the distant, clear barking of our dogs. As I could not go as fast as the other two, we made our way slowly (fast for me). When at last we reached the pig and the dogs, Francis carried me and left

me high up on a tree where I was safe from the pig.

From the top of the tree I got a good view of the pig, a black monster about three feet high with fierce, curved tusks. It was cornered by the determined dogs in the roots of a giant tree. Now and then the pig would attack the dogs, and they would rush out like flies buzzing off the sores of an angry man.

Robin loaded the gun with a cartridge and carefully aimed at the brute. "Bang!" reported the gun. It wounded the pig on the side. The pig gave a loud yelp of pain and rushed at the dogs like a man stung by hornets, tearing a pregnant dog on the side. The dog died instantly.

"Blasted pig!" swore Robin. "It will pay for this."

The dogs chased the pig to another huge tree a few yards away. Francis carried me down and again put me on a tree nearby.

Robin took aim. "Bang!" roared the gun. The shot caught the swine on his stern. The pig gave another painful whine but did not run out. Robin shot again but missed. This time the hunted animal attacked the dogs, goring another one to death with its tusks. The pig ran into another tree. Robin fired the last cart-

ridge, hitting the pig on the head. The victim never showed a sign of weakness, although the blood was dripping from all his wounds.

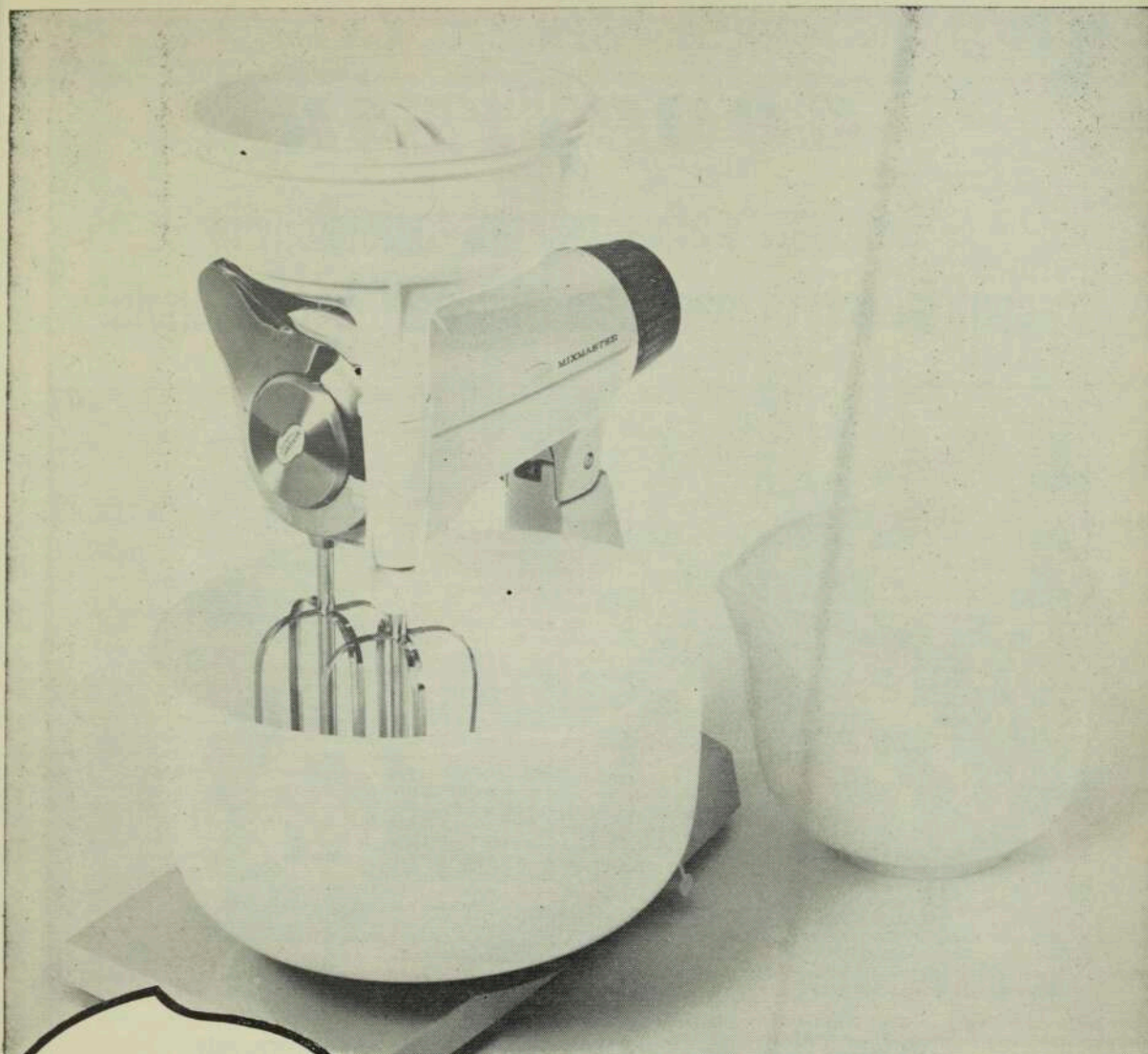
By this time it was late in the afternoon, and darkness was coming. Robin and Francis cut two bamboos and tied their knives on them as spears. They planted them into the pig in vain.

When it was dark, we left the monster to go home, empty-handed. We followed our tracks, but half an hour later we came back to the place where we had been chasing the pig. We did this many times, each time arriving back at the same spot.

We decided to sleep and searched for a tree which would shelter us with its roots. We were hungry, especially myself, but there were no fruits or water that we could eat or drink. The night was so cold that I moved closer and closer to the tree, which was even colder. The dogs' barking frightened me so I could not sleep.

In the morning we looked for our way home and some hundred yards away found our master's cocoa plantation. We hurried to our house with only two dogs and no pigs. Our worried master told us that all through the night he had been ringing a bell usually used to call men back from work.

We told him our story, concluding that it might have been a devil-pig we chased.

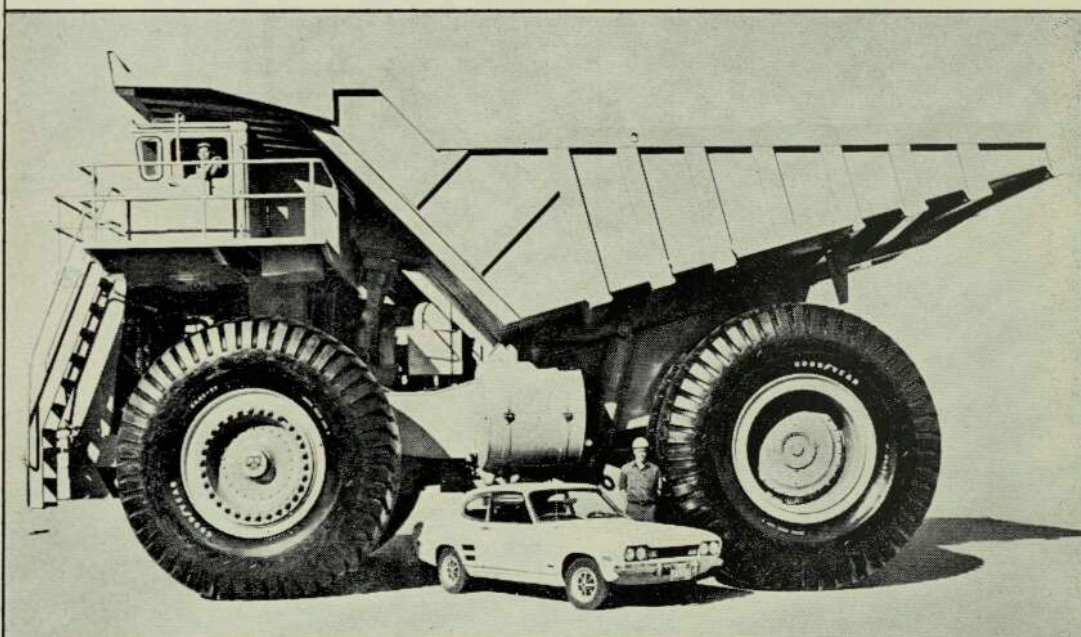


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Books, Reviews, Writers

A beachcomber's story—150 years late

For almost 150 years the manuscript journal of the beachcomber Edward Robarts lay unpublished, and was probably considered unpublishable by anyone who chanced to see it. But Robarts spent more than seven years in the Marquesan islands of Tahuata and Nukuhiva between December 1798 and February 1806 and nothing, not even his highly original spelling and grammar, could totally conceal the value of his description of that experience.

Before 1798, European contact with the 10 islands of the Marquesan group had been brief and largely unproductive in terms of information about the Marquesans. Despite the brevity of this early contact, however, violence had not been avoided.

The first European visitor, the Spanish explorer Mendana, killed approximately 200 Marquesans during an eight-day sojourn, in 1595. This inauspicious beginning to Marquesan/European relations was to be followed by one of the most tragic and destructive histories of contact in the Pacific. The special significance of Robarts' journal lies in the fact that he was in the Marquesas at a time when the traditional culture was still strong and virtually untouched by European intrusion.

From 1810, sandalwood traders, whalers, missionaries and French colonial officials with their accompanying theories, demands and diseases, were to have a battering effect on the Marquesan people and their culture. Only 4,820 Marquesans remained in 1890, from a population estimated to be 20,000 at the beginning of the 19th century.

Because of this rapid decline 20th century Pacific anthropologists and historians have found it particularly difficult to build up a picture of the long-gone, pre-contact Marquesan society. Robarts' journal helps to fill

some of the lamentable gaps and for this reason is to be welcomed.

He was, however, an ordinary 19th century sailor, lightly educated, partial in observation and limited in his interests and understanding. Clearly he could not discuss the subtleties of religious belief or kinship terminology and behaviour, but in Professor Denning the journal has at last found an editor able to draw out this sort of information from Robarts' sometimes woolly and confused descriptions of daily events.

Through notes supplementing the text and a concise but most informative introduction, Denning, a Pacific anthropologist and historian, has elucidated many points that Robarts misunderstood at the time or that had simply baffled him. Inevitably there still remain certain ceremonies and actions that cannot be explained.

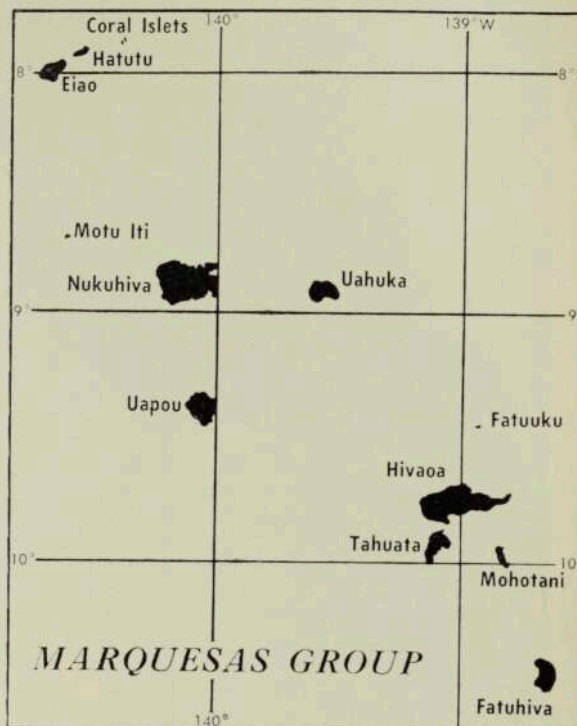
There is just no information available, but Denning did have one other written source to refer to. By a happy coincidence the London Missionary Society missionary, William Crook, was in the Marquesas from June 1797

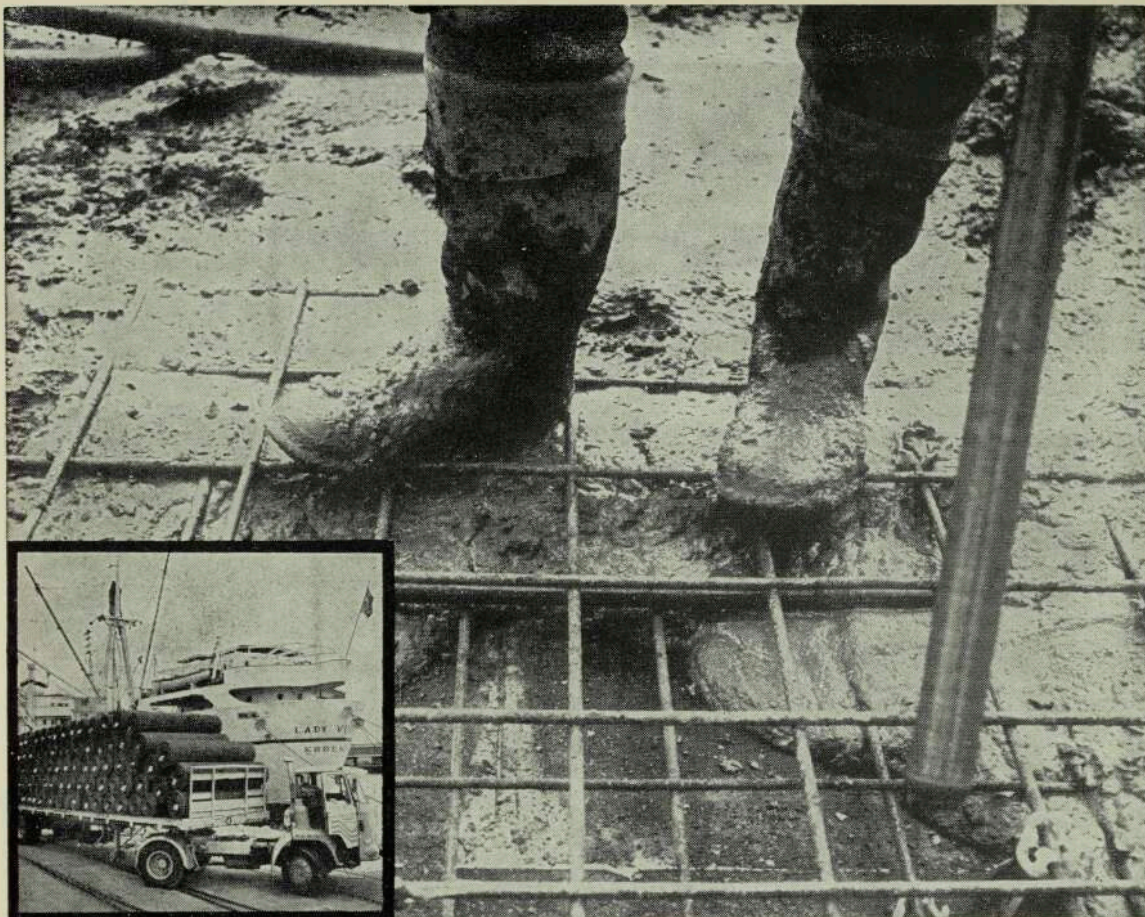
to January 1799 and moved, as Robarts was to, from Tahuata to Nukuhiva. His unpublished journal is in the Mitchell Library in Sydney and Denning has quoted from it frequently to augment Robarts' descriptions and to highlight the comparisons and differences in the two men's experiences.

Untouched, Robarts' journal would have been a useful addition to early Marquesan source material; under Denning's editorship it has become a work of great anthropological and historical value.

But academic considerations aside, Robarts was a fascinating man. After the Marquesas, he moved on to make rum in Tahiti, to act as butler in Penang, and as gardener and policeman in Calcutta, and he even tried to settle in New South Wales. Nothing proved very successful and his journal is deservedly entitled *The Marquesan Journal*, since only there did he enjoy any permanent happiness or status.

Further, he himself saw this period of his life as the most significant, and he harked back to it repeatedly. As a





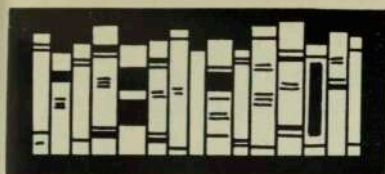
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Through the Islands by government handouts

beachcomber, Robarts seems to have been a cut above the normal run. It appears that he spoke a little Russian and French and had made acquaintance with well-connected people when he visited St Petersburg.

When he finally left Nukuhiva, he did so for honourable reasons, even taking his Marquesan wife with him, an act very few beachcombers, if any, risked. Coloured wives were not well received in early 19th century white society. But these motives should be looked at rather carefully. We only have Robarts' explanation of his deeds, and his self-justification is at times fulsome. But it is clear that however Robarts saw himself, he played an important and useful role in the Marquesas, as so many early beachcombers were to do in other parts of Polynesia.

It is interesting that when, after his experience in the Marquesas, Robarts met the beachcomber, George Bruce, in the Bay of Islands, New Zealand, he spoke rather patronisingly of him. Robarts conceded that the trade between the Maoris and the ship, for which Bruce was responsible, had been well conducted but not once did he admit, or perhaps even realise, that this was exactly the position he had filled in the Marquesas.

Obviously Robarts' conception of his own role—"guiding and nourishing the weary navigator"—had been very much more elevated. But despite these shortcomings—his egotism, partial understanding, and his misuse of the English tongue—Robarts' journal is a distinguished addition to the file of published beachcomber accounts, which includes James Morrison, Archibald Campbell and William Mariner.

Much about Robarts is still unknown—the dates of his birth and death, his life before he reached the Marquesas and after the journal ends in Calcutta in 1824. But this is presumably a small loss. His years in the Marquesas were the one outstanding period in his life; he was lucky to find himself there, and 150 years later he was lucky to attract a sympathetic and informed editor to make the most of his unique journal.—*Caroline Ralston.*

(THE MARQUESAN JOURNAL OF EDWARD ROBERTS 1797-1824, edited by Greg Denning, Australian National University Press, Canberra, \$9.95.)

I shall never forget, some time after having read and enjoyed Arthur Koestler's *The Lotus and the Robot*, the disappointment in discovering that most of his Japanese section in that book was taken from travel brochures. Then Colin Simpson tried the same thing in his book on Japan from the same brochures but not as skilfully used as by Koestler.

Island Realm by Ian Todd and published by Angus and Robertson is in the same category—not travel brochures (some of these make interesting reading) but from government hand-outs, and contains throughout the unreality of the government hand-out, the press release, the official report. The book contains an *Acknowledgement* which does not deny this, but contains no list of any of the actual source material used. Surely any book purporting to be a book of facts gives details of the source from which the material quoted was obtained. Books not meeting this requirement must leave the serious reader wondering about their accuracy.

The unreality of this book is illustrated by the bald statement (for instance), "The southern half of Eastern New Guinea became a British

colony in 1888". True? Well, it is a recorded fact. But how far from the truth is it to anyone knowing the exciting events leading up to 1888. The statement as quoted here is one which cannot stand on its own and claim reality. Even a qualifying clause inserted to indicate that there were events leading up to this situation would not have greatly increased the length of the book nor its price (\$12.50 at that!) and have indicated something of the truth of this event.

The whole book is written in the same hurry with the same unreality. Nowhere is mentioned the interrelations between the various Pacific areas which brought about the South Pacific Commission whose entire work was based on this interrelation.

New Guinea is dismissed—although containing more land than all the rest of small islands put together and having contributed more in the way of inter-Pacific co-operation than any of the others—under the chapter heading *Neighbours of the Ocean*, and in the index is shown as receiving mention on pages 202 and 203. Even if Angus and Robertson and Ian Todd do not regard New Guinea as part of the Pacific, we who know something of the Pacific are very well

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January-December 1972

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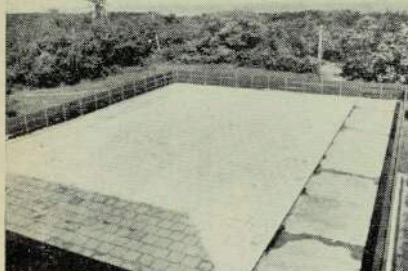


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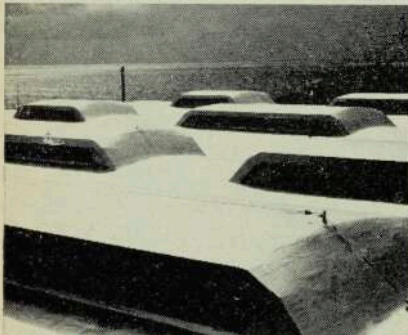
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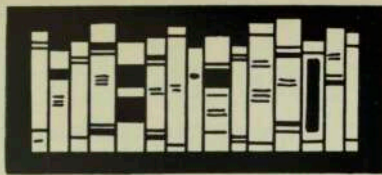
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aware that New Guineans are very conscious of their position in the Pacific Ocean. That large area of land called Papua rates 3½ lines.

Why did he write the book? Who and what sort of people do Angus and Robertson expect will pay \$12.50 for the unsubstantiated material it contains? Consider the section on Fiji, and one would come to the conclusion that all the colourful history, political, economic and cultural, of that fascinating group of islands occurred without the presence of any human beings whatsoever.

Oh yes, names are mentioned, but remain as dead as the print in which they are spelled. And in Fiji where the people who made its history both Melanesian and others, scintillated in such brilliant colours! Ian Todd leaves the reader with the feeling that very hastily he skimmed through a small

portion of the vast documentation of Fiji past and present, snatched a few points and flung them together.

What goes for Fiji goes for the rest of the book. Mr Todd may have had an interesting career but *Island Realm* makes it obvious that he is not really the man to complete such a wide-ranging book as he has attempted.

Heavily illustrated, most of the black-and-whites are murky, and heaven knows why, with so many excellent and cheap colour processes available nowadays we have to be presented with the wishy-washy plates contained in this book. Not for me at that price, thank you!

So all in all, I am not impressed with Angus and Robertson's *Island Realm* by Ian Todd. The book does show, however, that the Pacific is a too colourful, interesting and important one-third of the earth's surface to have the whole of its history, geography and culture stuffed between two covers.—*Peter Livingston*.

ISLAND REALM, by Ian Todd, Angus and Robertson Pty Ltd, 102 Glover Street, Cremorne Junction, New South Wales 2090; 214 pages with index and maps on end-papers; illustrated; 280 x 220 mms.; \$12.50.)

PLANTATION LIFE PLUS A LITTLE SEX

There have been innumerable books written about New Guinea in recent years and at least one written by a New Guinean. Nari Watkins' *Laua Avnapu* breaks some new ground, however, by being published in New Guinea and by being written by someone white, over 21 and born in the country—the last still unusual in that country of galloping European transients.

The author was born in Rabaul between the wars, daughter of the late Mr C. I. H. Campbell and Mrs Campbell, well-known planters of Bougainville. Nari was named for a small island off Samarai, where her mother lived when she first went to the then Territory of Papua. Now married and Nari Watkins, the author lives on the original family estate of Raua, on Bougainville's NE coast.

She also broke new ground by being on the spot in Kieta when Queen Elizabeth, the Duke of Edinburgh and Lord Louis Mountbatten were there earlier this year. She and her book were presented to the Royal party.

Although she calls her book a novel, this really is the story of herself growing up on a plantation in New Guinea before World War II, of serving in one of the women's services during it and returning to

her plantation life as a young married woman after it. It is therefore virtually biographical and as such was originally written. However, somewhere along the way, some literary friend said that she should "introduce some sex" into it to make it a going concern and to this extent she has scrambled the story of her two marriages.

Nari Watkins first husband was killed in a tragic accident when the plantation workboat which he was using exploded. She and her small son were saved. Some years later she remarried and she and her husband and family now divide their time between the plantation on Bougainville and a cattle property in the Moss Vale district of NSW.

However, in the novel, the heroine Narianne has a slightly more adventurous love life, in accordance with the literary friend's advice, but this really seems to be beside the point. People who enjoy the book will do so for its account of early plantation life, the stories of the native people of the area, the plantation workers, their loyalties and human cussedness, their way of life in war and peace.—*JT*.

(LAUA AVANAPU, by Nari Watkins, Camwat Pty Ltd, Rabaul.)

New Guinea's rich young literature

By MARJORIE CROCOMBE

During the last five years, Papua New Guinea writers have published an impressive collection both overseas and within the country. The wealth of prose, plays and poetry published assures the building of an impressive national written literature.

Ulli Beier, who was some years on the staff of the University of Papua New Guinea, was undoubtedly the catalyst. He set up the journal of literature, KOVAE, published by Jacaranda Press, as an outlet for New Guinea writing.

It was followed by the first long book by a New Guinean, Albert Maori Kiki's autobiography, *Ten Thousand Years in a Lifetime*. Next came Vincent Eri's novel *The Crocodile*. Poets too, obtained an extra outlet for individual collections of poetry from all over the world in a series, *Papua Pocket Poets*, also edited by Beier and latterly by Prithvindra Chakravarti.

All these publications came from the hard work of some of the University of Papua New Guinea's literature department staff and students. Although the above works have become well known within New Guinea itself, they are hardly known in the rest of the South Pacific and much more could have been done by the

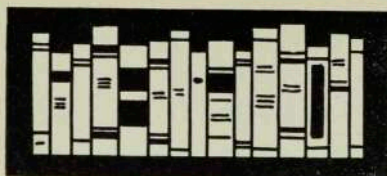
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publishers to sell them to high schools and teachers' colleges.

Efforts are now under way, not only to make these publications better known overseas, particularly in the South Pacific, but also in cheaper editions so that most high schools can afford them. This is a joint effort between the University of Papua New Guinea Literature Department (which does editing), the Centre for Creative Arts (which prepares covers and illustrations and publishes), the editorial board of Papua New Guinea Writing, and the Department of Education.

Niugini Stories, a collection of 11 stories edited by Mike Greicus and Elton Brash, is the first book produced as a result of this joint effort. The University Co-operative Bookstore is attempting to sell this and later books across the Pacific.

Niugini Stories begins by pointing out that New Guinea literature is both very old (in oral form) and very new (in the written form). The written material carries tremendous vitality, stirred by the fires of emerging nationhood. There is the understandable, but backward-looking criticism of the white colonial past (and sadly some of it remains in the present) as well as the forward-looking, idealistic, material on the present and future. And there is good insight into the realities of today.

The stories themselves range from Allan Natachee's poetic legend, Oifu, about the marriage of two light-skinned girls to a dark-skinned

husband; John Waiko's The Spirit Skull, and Mumure Ttopogogo's legend Abus Bilong Tupela, to oral literature recorded as written history in How my grandfather killed Mr J. Green, by Stephen Barereba.

A world in transition, from the old to new, that Papua New Guinea is so deeply involved in now, is highlighted in Joye Harevila's Final Initiation. Maurice Thompson (of the New Hebrides), Joseph Saruva, Paul Arnold, John Kadiba and Siuras Kavani and Tau Peruka (of New Guinea) all write of the lives they know and live in the foaming, frustrating but fascinating world of young people in a young nation.

Tau Peruka, a Motu writer from Tubusereia village on the Papuan coast near Port Moresby, has broken new ground in that he uses pidgin to tell his Motu titled story, Hemarai Lasi and succeeds effectively to get across his sense of humour.

The second publication, *Ol i kam na Pulim Yumi* (They came to confuse us) by Johnbili Tokome, is a play about the multitude of religious, governmental, political, economic and social facts and forces that impinge on the innocent and frustrated villager. It is funny yet insightful, drawing on the inconsistency and irrelevance of much that is modern and the confusion as well as the logic of cargo cults.

The abovementioned books, Papua Pocket Poets, volumes 1-40, and other Papua New Guinea writings are all available from The University Bookshop, University Post Office, Papua New Guinea.

This is a most impressive beginning. All the Pacific, as well as further afield, has much to learn from the splendid growth of literature in Papua New Guinea.

● A new pictorial tourist map of the Yap Islands, land of the famous stone money in the western Carolines, has been published by the Printing and Publication Division, Trust Territory of the Pacific Islands, Saipan, Mariana Islands, 96950.

● And another small publication that's a little different is A Honiara Bird Guide, by Geoff W. Stevens and James L. O. Tedder, published by the British Solomon Islands Scout Association and available from them at \$A1.50 or \$US2.50 including postage in each case. The 98-page book gives a check list of Honiara birds, where to find them, how to identify them and offers information on birds as pets. One of the most enthusiastic contributors to this little volume was Sir Michael Gass, former Western Pacific High Commissioner, a keen bird watcher. Proceeds go to the Scouts.

Available June!

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On Norfolk Island the colonial era cemetery at Kingston, offers the clearest precis of life and death in one of the harshest penal colonies ever administered by Britain, and the second British settlement in the South Pacific. Inscriptions vary from crudely carved initials to elegantly scripted narratives of events leading to death—death from disease, violence and the hangman's rope.

In this scholarly work by R. Nixon Dalkin, a former Administrator of Norfolk Island, the colonial era cemetery is closely examined. Graves are listed numerically, alphabetically or by military regiment.

The most meagre inscriptions have been expanded by illuminating often very moving historical detail. Researchers and genealogists, and everybody fascinated by Australia's early history, will find this book invaluable, as will visitors to Norfolk Island.

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FIJI'S TOURISM MINISTER CASTIGATES PARTNERS IN REGIONAL AIRLINE

Fiji's Minister for Communications and Tourism, Ratu Sir Penaia Ganilau, lashed out at Island partners in Air Pacific—Tonga and Western Samoa—when speaking at the annual Fiji tourism convention. He said they seemed to be more interested in promoting their own national lines rather than supporting Air Pacific, the regional airline.

Within a few days of Ratu Sir Penaia's speech, Tonga gave Air Pacific permission to fly unscheduled flights from New Zealand through Tonga. This was to allow Tongans who had overstayed their permits in NZ to get home by June 1. This move, although temporary, could lead to Tonga taking a greater interest in a regional airline, rather than persisting in trying to operate its own airline.

Ratu Sir Penaia said both Tonga and Western Samoa should commit themselves to the concept of a single regional airline. But Tonga was clearly determined to go its own way, while Western Samoa had concluded an air services agreement with Nauru without informing Fiji. Tonga and Western Samoa both benefited from the Air Pacific consortium and had an influence over Air Pacific's plans, but Fiji received no corresponding benefits from those countries.

It seemed that the time was quickly approaching for a fundamental reappraisal of the whole consortium concept. Fiji was not happy with the way the Air Pacific consortium of Island governments and three airlines (Qantas, Air New Zealand and British Airways) had turned out.

Ratu Sir Penaia's criticism was hard on the heels of comments made by Fiji's Prime Minister, Ratu Sir Kamisese Mara, at the South Pacific Forum, when he said that civil aviation would be the real test of Pacific regional co-operation.

In Apia, the Prime Minister of Western Samoa, Mr Mata'afa, said no one, and particularly Tonga and Western Samoa, was absolutely cer-



Ratu Sir Penaia.

tain of the direction of its aviation policy at present.

"There is something tidy about the tying up of all the South Pacific islands into one neat civil aviation package, and I must say that has its

attractions", he said. "However, I am not yet convinced that the logic behind the package will give to Western Samoa the service to the travelling public, to the government and to the economy which Polynesian Airlines now renders and can give in the future.

"I am not convinced of the willingness of the management of Air Pacific to even try to give this service, or to ensure that the benefits we now derive from Polynesian are maintained. And I am not convinced of the sincerity of some of our partners in Air Pacific".

Until the question of a regional airline was sorted out at the meeting of aviation ministers it was premature for anyone to be making public statements on the subjects, he said.

In Suva, Mr Chris Ritchie, general manager of Air Pacific, welcomed the opportunity to set up a Tonga-New Zealand service. He hoped it would prove to the Government of Tonga and the Tongan people the

PNG GOVT TO CHECK RATE RISES

Shipping companies operating from Papua New Guinea to Australia may encounter government intervention over the raising of freight rates in future. The PNG Price Controller, Mr Morauta, immediately after an interim rise of 8.5 per cent in rates from April 22, said future increases would have to be approved by the government. The increase, and bunker surcharges, will not apply to tea exports.

The new rates followed negotiations between the shipping companies and the PNG Shippers' Council. The companies asked the council for further meetings at the end of May to review the tariff because of a substantial rise in pay for Australian watersiders.

Mr Morauta said the shipping companies would be required to give the government sufficient information to assess the justice of their claims. The

government will have to be convinced increases were justified.

Shipping companies operating from Australia to PNG increased freight rates by 8.5 per cent on April 16, and warned a further increase was likely when the waterside workers' claim was settled.

Islands importers can resign themselves to another rise in freight rates for cargo from Australia.

Shipping companies serving Islands ports have started negotiations with shippers' councils for new rates. The rise is expected to be at least 6 per cent on top of the 8.5 per cent applied from April 15. The new rates, when agreed, should come into operation some time in June.

A bunker surcharge of 4½ per cent has been added to coastal freight rates in Papua New Guinea. There was an earlier rise of 2 per cent in January. The increase is about 75c on a ton of rice or about 2c a sack.

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real benefits such a service would offer. Fares alone, would mean big savings. (Tongans bound for New Zealand, via Nadi, and vice versa have to do the trip by three "legs"—Nukualofa-Nausori, Nausori-Nadi and Nadi-New Zealand).

Many hundreds of Tongans in New Zealand who have overstayed their permits were required to go home before June 1. Sea travel was uncertain, and it was doubtful if all could be carried by air over the three "leg" journey in the required time. The direct flights will also obviate a build-up of Tongans at Nadi, waiting for a flight home.

Ratu Sir Penaia, in his tourism address, also spoke of the disagreement between the United States and Fiji over US rights at Nadi. Fiji is seeking exclusive rights for a Nadi-Pago Pago return service in return for allowing Pan American Airways rights at Nadi. Fiji also wants rights in Micronesia.

He said the US wanted rights to operate in regional sectors in the South Pacific in competition with Air Pacific. That would render quite valueless the modest rights Fiji was seeking. He felt that if Fiji stood firm at the next round of talks with the US, an acceptable agreement could be reached.

Only a couple of weeks after the tourism conference, Fiji and Canada signed an air services agreement to cover Canadian Pacific Air services through Nadi. This agreement provides for services by Canadian airlines from Canada to Nadi, via specified intermediate points, and beyond to specified countries. In return, airlines designated by Fiji may operate from Fiji to Vancouver, via specified intermediate points, and beyond to points yet to be agreed.

This will allow CP Air scope to develop without interfering with Air Pacific's regional services. Fiji's reciprocal rights in Canada are unlikely to be exercised for some time, if ever.

HAWAII TALKS ON FIJI LANDING RIGHTS

The deadlock between Fiji and the United States over air rights between Nadi and American Samoa may be resolved at a special conference in Hawaii. The new US Ambassador to Fiji, Mr Armistead Seddon, soon after arriving in Fiji in April, discussed the issue with the Minister for Communications and Tourism, Ratu Sir Penaia Ganilau.

Fiji has threatened to cancel US landing rights at Nadi unless the US gives Air Pacific exclusive rights to carry passengers between Fiji and American Samoa. The US is insisting



Mr Chris Ritchie

that a US airline should be allowed passenger rights on the same route. Fiji, in March, extended for two months US landing rights in Fiji to allow for settlement of the dispute. American landing rights were to have expired in March.

END IN SIGHT FOR THE HIMALAYA

The P and O liner, Himalaya, which has been a familiar sight at many ports in the Pacific for about 20 years, will go out of service in October. Initially she was mainly used on the UK-Australia run. Later she made periodic trips from Australia, the US west coast, via Auckland, Suva, Honolulu and return.

In recent years she was used mainly for holiday cruises from Australia to the South Pacific, and for cruises from the UK. In future, P and O will offer cruises from Australia in the Oriana, the Oronsay and Arcadia.

RIVAL TO QANTAS FOR NORFOLK SERVICE

East-West Airlines, a small airline servicing mainly a number of country centres in New South Wales, is seeking to go "international". It has applied for Norfolk Island rights, using F-27 Stretched Friendship turbo prop aircraft.

These aircraft are capable of carrying 40 passengers. The manager of the airline, Mr John Riley, says they could easily handle the 1,000 miles between Sydney and Norfolk and still have ample fuel reserves to get back to Sydney should the weather close in over the island and make a landing impossible.

East-West, which has its headquarters at Tamworth, about 270 miles north of Sydney, operates a number of services outside NSW to tourist centres such as Alice Springs

and the Gold Coast of Queensland. It also runs special flights to Tasmania for tourists.

The current Sydney-Norfolk service is operated by Qantas using reliable but aging Skymasters. The aircraft East-West would use are faster, and also pressurised. Little modification would be required to the Norfolk strip to allow it to take the Friendships.

SAMOANS WANT MORE SHIPS

The Western Samoan Government will ask the Union Steam Ship Co of NZ Ltd to see if it can improve services to Samoa. The country is at present experiencing a shortage of imported foods, which is blamed on lack of shipping, as much as a scarcity of supplies overseas.

The main service to Western Samoa from New Zealand is provided by the container ship, Union South Pacific. The Western Samoa Minister of Finance, Mr Sam Saili, thinks the container space may be oversold, forcing the ship to leave behind goods bound for Western Samoa.

The food shortages may prove to be another reason for setting up a regional shipping line for the South Pacific.

WHAT'S IN A NAME?—\$150,000

The PNG Government is not likely to change the name of its national airline, Air Niugini, in spite of a November resolution by the House of Assembly, seeking a change to Airlines of Papua New Guinea. The Minister for Transport and Civil Aviation, Mr Okuk, told the House late in April that a change could cost between \$100,000 and \$150,000.

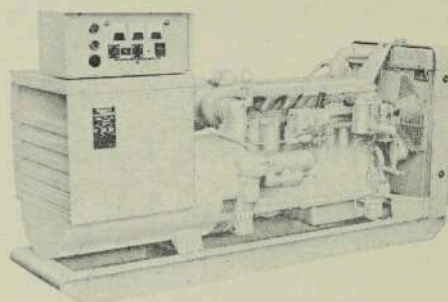
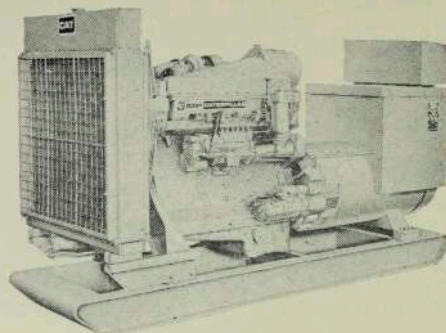
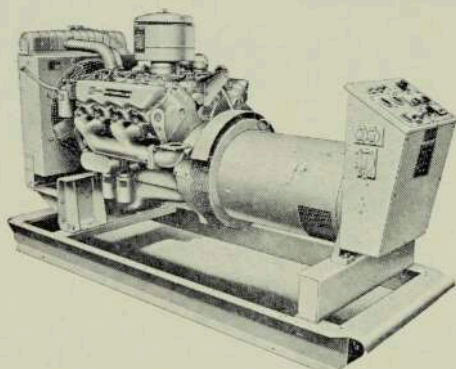
He said it was still a matter for the government, but there would have to be very good reasons if the government did not act on the House's decision. Apart from the cost there were other reasons. There would be a period of confusion while the change was made effective, the name suggested was not well-chosen for use in communications, and there was a possibility of a later change, with extra costs and difficulties.

FIJI'S WATERSIDERS' UNION IN DIFFICULTIES

A new wages agreement for members of the Fiji Waterside Workers' and Seamen's Union will be decided by arbitration. Conciliation proceedings between employers and the union broke down. The union, during these talks, lowered an earlier claim to 75c an hour without back pay, and to 72c an hour, if the companies

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3150	V-8	60 @ 1800	50 @ 1500	125/216, 230-460	115/200, 230/400
3160	V-8	75 @ 1800	60 @ 1500	125/216, 230-460	115/200, 230/400
D330C	4	55 @ 1800	45 @ 1500	125/216, 230-460	200-400, 230-460
D330C T	4	90 @ 1800	75 @ 1500	125/216, 230-460	200-400, 230-460
D333C T	6	135 @ 1800	110 @ 1500	125/216, 230-460	200-400, 230-460
D334 TA	6	175 @ 1800	150 @ 1500	125/216, 230-460	200-400, 230-460
D336 TA	V-8	190 @ 1800	130 @ 1500	125/216, 230-460	200-400, 230-460
D342C	6	115 @ 1200	100 @ 1000	125/216, 230-460, 2400	200-400, 230-460
D342C T	6	160 @ 1200	130 @ 1000	125/216, 230-460, 2400	200-400, 230-460
D343A T	6	185 @ 1800	155 @ 1500	125/216, 230-460	200-400, 230-460
D343A TA	6	275 @ 1800	225 @ 1500	125/216, 230-460	200-400, 230-460
D346 TA	V-8	360 @ 1800	280 @ 1500	125/216, 230-460, 2400	200-400, 230-460
D348 TA	V-12	550 @ 1800	445 @ 1500	125/216, 230-460, 2400	200-400, 230-460
D349 TA	V-16	720 @ 1800	605 @ 1500	125/216, 230-460, 2400	200-400, 230-460
D353E TA	6	330 @ 1200	265 @ 1000	125/216, 230-460, 2400	200-400, 230-460
D379B TA	V-8	440 @ 1200	330 @ 1000	125/216, 230-460, 2400	200-400, 230-460
D398B TA	V-12	665 @ 1200	535 @ 1000	125/216, 230-460, 2400	200-400, 230-460
D399 TA	V-16	875 @ 1200	705 @ 1000	125/216, 230-460, 2400	200-400, 230-460

¹Ratings are with 80°F water to aftercooler on TA models except D334, D336 and 50 Hz D346.

A624

agree to back-date the claim to August, 1973.

Mr Manuelli Vasea said the union, before the arbitration proceedings, would ask for \$1 a hour for permanent workers and \$1.50 an hour for casuals.

The union is having financial problems. Previously employers deducted 5c in the \$ from the men's pay, and paid it to the union. They stopped doing that when the Water-side Workers' and Seamen's Union was deregistered in 1973.

Mr Vasea said weekly deductions were about \$500 a week. Since the companies stopped deducting dues only a few members paid. Dues now raised only \$40 to \$50 a week. Mr Vasea said the union wanted to build up its assets to provide club-houses for members in Suva and Lautoka.

KEEPING SAFETY MEN ON THEIR TOES

With the memory of the tragic aircraft crash at Pago Pago in January still firmly in mind, Niue Island has begun a programme to knock the rough spots out of its own emergency procedures.

Two simulated air disaster exercises have been held, and the second showed that real progress is being made. The first inevitably showed some room for improvement, but now the Health Department, the Ministry of Transport, the Police, the Public Works Department and the Radio Department are all combining to ensure minimum fuss and delay, and maximum efficiency and co-ordination.

The exercises, staged at Hanan International Airport, cover three phases—standby, alert and crash—and everyone knows just what to do at any time. It is intended to hold future periodic exercises without warning . . . just to keep the ground safety organisation on its toes.

NEW SHIP COST DOUBLE THE ESTIMATE

The Fiji taxpayer will have to pay more than double the estimated cost of an 80 ft fishery research ship, the Tui Ni Wasaliwa, launched in 1973. The ship was to have cost \$84,000. The final cost was \$168,755.

The higher cost was blamed on wage increases, higher costs of materials, delays in delivering equipment ordered from overseas and deficiencies in the estimate procedure.

The Tui Ni Wasaliwa recently figured in an incident with a Korean fishing ship, alleged to have been fishing illegally in Fiji waters. The

Korean ship escaped to the open sea. The master was later ordered by the owners to sail to Suva to face possible court proceedings.

MICRONESIA LOSES 76 CONTAINERS

Problems with shipping continue to plague Micronesia—the latest the loss of 76 containers. The withdrawal of the Transpac charter left a pile of containers at Guam for various parts of the Trust Territory. The receiver of Transpac, Mr John Meadows, in an effort to get the containers to Ponape, hired a tug-boat, the Challenger, and a barge from the Luzon Stevedoring Co, of the Philippines.

The barge, towed by the Challenger and carrying 76 containers, broke up and sank in heavy seas about six miles northwest of Truk lagoon. Chances of recovering any of the containers were reckoned to be nil as the break-up was in water 7,000 fathoms deep.

Lost were 68 20 ft containers and eight 8 ft containers. Fifty-two containers were from the US west coast. Thirty-four containers carried "mixed" cargo, which included food and general items, 13 were full of beverages and liquor, one carried unspecified poisons, 14 were full of rice, one held groceries, one soap, one flour, one US mail and nine chickenfeed. The chickenfeed containers were loaded at the special request of agriculture officials because of the low supply of such feed on Ponape.

Transport officials in the Trust Territory made alternative arrangements to get food supplies into Ponape as soon as possible. They chartered the Gunners Knot, a government ship, to load cargo in Japan for Ponape.

Mr Meadows filed a claim in the Trust Territory High Court to recover damages for the loss, estimated at between \$2.5 million and \$3 million. The amount included the value of the containerised cargo, prepaid freight charges, lost profits, interest and cost. The claim is against the Luzon Stevedoring Co, its agent, the Marianas Maritime Corp, and other unidentified agents.

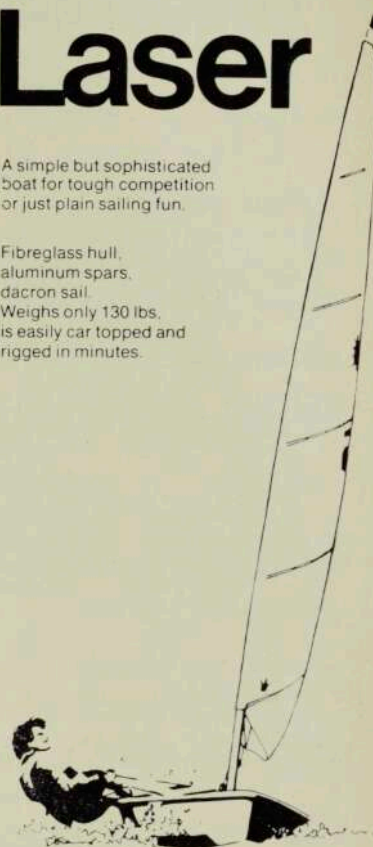
The complaint alleged several reasons for the break-up and sinking of the barge:

- The cargo fittings and deck were not strong enough to allow a crawler crane and containers to be secured to the decks;
- The barge did not have adequate flooding alarms and pumps;
- The tug crew was incompetent;

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DIESEL TUG

Built Hong Kong 1970; 100 A1 ABS; Length 65 ft. O.A.; Beam 17 ft 8 in.; 6 Ton Bollard Pull; Gross 46 tons; Nett 21 tons; Single Screw 6 cylinder Caterpillar 365 HP; Vessel in excellent condition.

BARGE

Built 1957; Papua New Guinea Survey; Length O.A. 68 ft.; Gross 64.18; Nett 48; DWT 40 tons; Bulk fuel capacity 5,000 gallons; Dry Hold; Capacity 40 tons DWT; Twin Gardner 6 L X 110 HP each; 1 ton Cargo Derrick; Extensive work carried out recent survey; \$A35,000.

BARGE

Currently undergoing extensive work at survey including renewal of decks, plating and accommodation; Built 1948; Length 63 ft.; Gross 58 tons; Nett 13 tons; DWT 40 tons; Bulk fuel capacity 6,000 gallons; Twin GM Diesels 6 cylinder 185 BHP each.

BARGE

Papua New Guinea survey; Built 1968; Length 70 ft O.A.; Gross 76 tons; Nett 34 tons; Bulk fuel capacity 10,000 gallons; twin Gardner 6 LX X 110 BHP each; \$A55,000; Terms available.

EX FAIRCHILD LAUNCH

Reconstructed 1971; Length 39 ft. O.A.; New Twin Cummins V8 Diesels 1971—185 HP each; Speed 12 knots; Cruising—Presently under survey; Licensed—30 passengers; Radio, Depth Sounder, etc.; \$A16,000; Terms available.

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Partly constructed; Lloyds specifications; Length 51 ft O.A.; Beam 16 ft.; Single Screw Caterpillar D.333 Diesel 8 Cylinder; Approximately 27 tons freezer capacity.

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- The barge was abandoned by the tug;

- The barge was towed at an "excessive speed";

- It was allowed to broach-to "in the normal seas for this particular time of the year".

It was stated in the complaint: "The loss of the cargo was in no way due to the plaintiff's fault".

GUNBOATS ARREST CHINESE CATCHER

Palau authorities are expected to seek the forfeiture of a Taiwanese fishing ship, the Nob Tei Sheng, over alleged illegal entry into Trust Territory waters and unlawful removal of marine resources from Helen Reef. The ship is owned by Wu Kao Hen, of Kaohsiung, Taiwan.

Two US Navy gunboats, the Gallup and the Canon, while on a routine patrol arrested the ship after watching two small boats on the reef and photographing the occupants taking turtles and shellfish from the reef area. The Nob Tei Sheng was serving as a mother ship for the smaller boats.

SHIPS COLLIDE, THEN RUN AGROUND

Two ships ran aground on a reef near Matupit Island in Simpson Harbour, Rabaul on April 28 after a collision. They were the Pacific Wealth, 3,200 tons, a Panamanian log ship, and a Japanese fishing boat, the Takatsu Maru, 66 ft. The Pacific Wealth freed itself and sailed, apparently undamaged, about five hours after the mishap.

Some of the crew of the fishing ship jumped, or were thrown, overboard. The master ran the ship hard on to the reef to stop it from sinking. The engine room was flooded. A troll net boom was put out to take up leaking oil. It was not known whether the ship would be salvaged.

The Rabaul Harbourmaster, Captain G. Veale, sent a message to the master of the Pacific Wealth, ordering it to return to Rabaul for an inquiry. The master replied that his ship had "touched" a Japanese fishing ship. There was no damage to his ship, and no one was injured.

FIJI WILL HAVE PORT AUTHORITY

Control of ports in Fiji will come under a new body, the Port Authority of Fiji, in 1975. This move follows a commission of inquiry into Fiji marine matters. One of the commission's recommendations was that a port authority be established.

The authority will probably take

control of all port operations at present handled by the Marine Department. Its responsibilities will include dredging, hydrographic surveys, pilotage and cargo handling. The Marine Department will retain responsibility for matters concerning the registration of ships and seamen, the survey of ships and the examination of masters, mates and engineers.

NEW SHIPS FOR MICRONESIA

The first of eight new ships the United States is providing for the Trust Territory has been built at Pusan, Korea, and will be ready for use soon. The 225 ft ship has been named Micronesia Princess.

Mr Raymond Setik, a Truk member of the TT House of Representatives, testifying in Washington in support of a \$61 million budget appropriation for the TT, said TT residents were travelling between islands on outmoded ships, some of them 30 years old. Mr Setik is chairman of the Joint Committee on Programme and Budget Planning.

The Micronesian delegation in Washington asked for speedy handling of a request for \$1.6 million to help build new inter-island ships.

Nauru wants a \$2 million stake in Saipan airport

Nauru may be a major shareholder in Saipan's international airport which is scheduled for opening about the middle of next year.

The total cost of the project is \$6 million, of which half will be spent on the terminal buildings. It will not all come from official sources. Private enterprise has offered to help and President DeRoburt of Nauru has written that the republic would like to invest \$2 million in the airport.

Mr Francisco C. Ada, Marianas District Administrator, expects most of the money to run the airport will come from a duty-free concession. A prime concession will include restaurant, bar and duty-free shop. Other revenue will be derived from rental of space to airlines, foreign currency exchange, rent-a-car concession, landing fees and fuel tax.

Public wrangling over which airline should get the Saipan-Japan route should now be over. Judge Greer Murphy recently heard further evidence at reopened hearings at Saipan. He will now prepare a report

and recommendation for the US Civil Aeronautics Board which will, in turn, make a recommendation to President Nixon. President Nixon is not bound to follow the board's advice.

The CAB, after the "final" hearings in November, 1973, in February ordered that the hearings be reopened, explaining it could not make a recommendation without further information on two matters: (1) Charges that representatives of the contending airlines were involved in improper conduct while seeking support in Micronesia, and (2) Where the people of Micronesia stood.

At earlier hearings there was a lot of mud-slinging by the major contenders—Pan American World Airways and Continental Air Micronesia. The third contender for the route is Northwest Orient Airlines. The final witnesses who gave evidence about the Micronesians' attitude were the Trust Territory Senate President, Tosiwo Nakayama, the House Speaker, Bethwel Henry, and

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MASSEY-FERGUSON... WINNER OF TWO EXPORT AWARDS

a congressman, Sasauo Haruo, of Truk.

Japan Airlines has already been authorised to fly the Japan-Saipan route, but has not yet started. The CAB proceedings are to select a reciprocal US flag carrier.

REPLACEMENT FOR ULUILAKEBA

The Fiji Government had bought a solid-looking ship in Norway to replace the Uluilakeba on the Lau service. The Uluilakeba capsized and sank during Hurricane Lottie in December. The new ship, only three years old, has a service speed of 9½ knots.

It is well equipped to handle cargo quickly; other equipment includes radar, an echo sounder and a gyro pilot. There is room in the hold for about 2,000 bags of copra. There is accommodation for a crew of 14, two cabin passengers, 20 saloon passengers in aircraft-type seating and 20 deck passengers. In Fiji, the ship will be modified to take 40 saloon passengers.

Only essential work will be done on the ship before it leaves Norway for Fiji. Anything else will probably be done in Fiji. A local commercial shipowner will operate the ship for the government. A name has yet to be chosen for the ship; but it is almost certain to be a name connected with the Lau Islands.

TRANSPORT BRIEFS

● The Cook Islands has withdrawn the Lorena from the Auckland-Rarotonga service, and put it up for sale. One offer of \$700,000 has already been received. The ship was losing \$2,000-\$4,000 a voyage. Now the NZ Department of Island Affairs is looking for alternative means of shipping 1,600 tons of cargo to the Cooks.

● Four men from Ponape, missing since March 16, were picked up by a Danish freighter 27 days later 1,000 miles from their island. They set out on a fishing trip in a 7m dory fishing boat and were found about 60 miles east of Gaferut, an uninhabited atoll in Yap district. The men were reported to be in good condition, in spite of their ordeal. They were Kalostin Jack, Endy Edmon, Slauder Joel and Pedro Poll.

● Madang will not get its Japanese ship-building complex. The Minister for Lands and Environment, Mr Kavali, said the government had rejected an application by the company for land for the complex. Unsatisfactory aspects of the Japanese proposal involved proper training for Papua New Guineans, equity provisions, price structure and pollution controls. The company had been asked

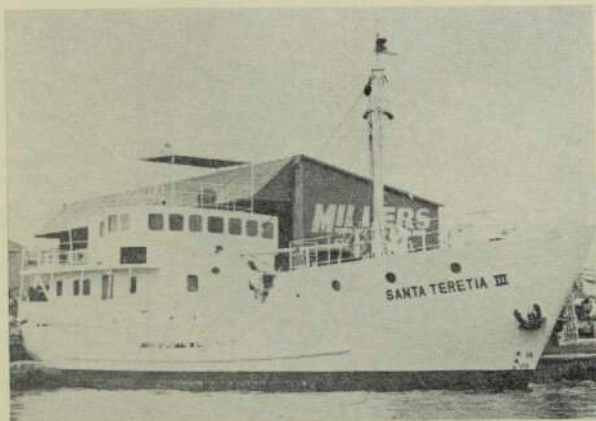
to modify its proposals, but had replied that it would like to withdraw the application to establish the complex. The government, however, was still interested, and would make its own investigation, Mr Kavali said.

● A military ship rescued a crew of nine from an LCU boat in difficulties in the Marshall Islands late in April. The LCU, privately owned, was on the way to Majuro with 100 tons of explosives, to be used on channel blasting projects. The crew, in an effort to save the LCU, jettisoned some of the cargo. According to the latest report the LCU capsized, but was still floating.

● The runway at Fua'amotu airport, Nukualofa, handled 403 "international" flights in 1973—250 by Air Pacific from Fiji and 153 by Polynesian Airlines from Western Samoa. Air traffic to Tonga in 1973 totalled 9,510 passengers, of whom 6,356 were tourists and 3,154 Tongan nationals. Air Pacific carried most Tongan passengers, who were probably flying through Fiji from Australia and New Zealand. On October 2, 1973, the all-weather paved runway at Fua'amotu airport was opened. This ensures that flights will no longer be cancelled because of the state of the runway. Formerly, a day or two of rain closed the airport.

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A734

Cruising Yachts

● **SHANTOH**, 10 m sloop registered at Long Beach, California, arrived at Rarotonga on April 24 with Ralph and Sally Hetzel. They spent six months in the Society Islands and visited the Marquesas, Tuamotus and Maupiti. Plans were to visit Aitutaki, Niue, Tonga, Fiji and New Zealand.

● **JAGA**, 12 m double-ender ketch, arrived at Rarotonga on April 29 with American couple Dave and Diane Weerts. Their cruise began from San Francisco in October, 1972, and took them to Acapulco, the Galapagos and Marquesas Islands and French Polynesia. They called at the Tuamotu Group and, in company with **Shantoh**, visited Maupiti. The reef pass to Maupiti's big lagoon is intricate and often dangerous, as both yacht crews soon discovered, and for that reason is seldom visited by yachtsmen. The Weerts hope to call at Tonga and Fiji, and will "toss-up" between the Gilbert and Ellice Islands and New Zealand.

● **TE MOANA**, 15 metre ketch-rigged motor cruiser, arrived at Rarotonga from Papeete on April 13 with Captain George A. Percy Jr, navigator Tom Doyle, cook Mary Filippone, and Gerry Couture on board. Plans were to stay in Rarotonga about a week before proceeding on a circumnavigation with possible next ports of call being Tonga and Western Samoa. The yacht is registered at Wilmington, Delaware, USA.

● **SPRAY**, 11 metre ketch, registered at Great Yarmouth, UK, arrived at Rarotonga from Papeete on April 15 with Tony Pearce and his father-in-law, Vernon Willmen, on board. **Spray** left England in September 1972, called at the Bahamas then spent seven months in Florida before reaching the Pacific. Plans were to leave for New Zealand on April 20.

● **TAHOLI**, a 41 ft fibreglass ketch, sailed from Sydney, via the Barrier Reef to arrive in Port Moresby in mid-March. On board were Captain John Robertson, formerly captain of HMAS Melbourne, Galen Ferguson, Peter Vasey and Tim Wheller. Captain Robertson plans to charter **Taholi** between the Solomons and Bougainville.

● **DENEBOLA**, a 57 ft Herreshoff ketch from Cannes, France, sailed from Port Moresby late March, for the Sepik area in Papua New Guinea then on to Indonesia.

● **TIKI**, a 40 ft steel ketch from Toulon, France, with Jean-Charles Troalen and crew Pierre Prost and Tony Czepczynski sailed from Noumea to arrive in Port Moresby on April 8. After a short stay, **TIKI** sailed for Indonesia, Malaysia and Thailand.

● **RON OF ARGYLL**, 15 metre ketch, at present in Sydney, is up for sale. Owner-skipper Larry F. Bryant, of San Francisco, had planned to continue cruising in her. The yacht arrived in Sydney in October, 1973, after cruising in the Pacific.

● **EOLUS**, 218 tons black-hulled barquentine, registered at Portsmouth, England, arrived at Rarotonga from Tahiti on April 22. On board were Danish master, Anders B. Jensen and 16 crew, including a Danish stewardess, Anita Jensen. The crew includes Britishers, Americans, Australians, a Frenchman and a German chief cook. There were also 22 British, American, Australian and Canadian passengers on board. The cruise had taken **Eolus** to Panama and Galapagos. Next ports of call are Nukualofa, Tonga; Lord Howe Island and Sydney. The **Eolus** is on a world cruise expected to last 11 months.

● Eight yachts are taking part in the Auckland-Rarotonga international yacht race and a ninth is acting as mother ship. The yachts competing for the Air New Zealand Line Honours Trophy are: **SIRIUS**, owned by Mr J. W. McKenzie, Vice-Commodore of the Royal NZ Yacht Squadron, **CHARLEMAGNE**, (Mr W. N. White), **ROULETTE**, (Mr F. G. Andrews), **EROS**, (Mr D. L. Drougn), **WHITE SQUALL**, (Mr R. R. Chalmers), **KAHU**.

RANGI, (Messrs L. D. Nathan and W. L. Stuhlman), **TOTOLO**, (Mr D. P. Winstone), and **MOEROA**, (Mr C. Treadgold). The mother yacht is **NEREIDES**.

The yachts left Auckland on May 4 (Cook Islands date) in excellent weather and expected to reach Rarotonga 10 days later. This race is the first international yacht race from Auckland to Avatiu Harbour, Rarotonga and is the longest yacht race ever to leave New Zealand—it is 1,634 miles between the two ports. This is the first time sponsors have taken part in a yachting event and handsome prizes, including two silver trays and two silver cups, were given by business firms.

● Fourteen yachts were scheduled to take part in the Sydney-Noumea yacht race which was to start on May 30. It is the first Sydney-Noumea race since the early 60s. It was organised by the Cruising Yacht Club, Sydney and Cercle Nautique, Caledonia, of Noumea. All yachts are from Australia with the exception of the **DULCINEA**, of Noumea. They range from the 9 metre **HARMONY** to the 22 metre **HELSAL**, which holds the fastest time record for the Sydney-Hobart race. An interesting entry is **Hustler**, sister ship of **Whisper II**, which took line honours in the last Auckland-Suva race. Some of the yachts are expected to cruise in New Caledonia and New Hebrides waters after the race. The remainder will return to Australia soon after the race.

The entries, apart from those mentioned above are **APOLLO**, **BANJO PATERSON**, **SUNBIRD**, **WIDGEON**, **BOOMERANG**, **ALCHERINGA**, **MARY BLAIR**, **TUI MANU**, **ASTELOT**, and **FOUR WINDS II**.

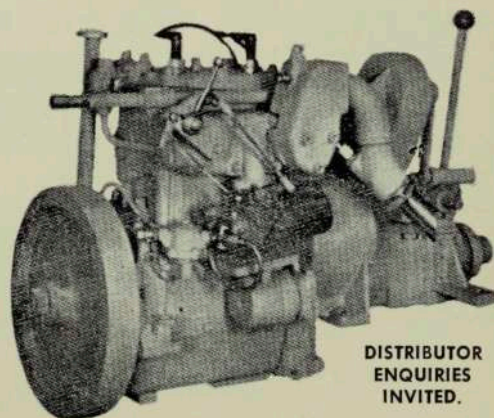
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British airways

pacific jet news

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A PIM ADVERTISING SUPPLEMENT

SEE THE HONG KONG FESTIVAL IN 1975. IT COULD BE YOUR LAST CHANCE

says **TED DUGGAN**

Hong Kong is becoming accustomed to being a festival city. Although its British Airways-inspired international Arts Festival, currently running, is only the second, Hong Kong people seem to take it for granted that there will be a third, a fourth and a fifth.

In fact, preparations for the third are well under way and the bulk of its content will be announced soon. But there have to be doubts beyond 1975.

For the festival is possibly unique in its near total dependence on the travel industry, private companies and individuals. Other festivals around the world are largely subsidised by governments.

The Hong Kong festival is helped extensively by the Urban council and its patron is the Colony's enthusiastic, and actively positive, Governor, Sir Murray MacLehose. But its main source of finance is private industry.

Apart from the massive support of British Airways, it is financially aided by travel companies like our partner airline Cathay Pacific, by the hotels which provide free accommodation to artistes, by the Hong Kong Tourist Association, by large companies like Jardine Matheson, Hutchinsons and the Hong Kong Bank and by individuals like Sir Kenneth Fung Ping Fan and Mr Run Run Shaw.

The small band of people actively concerned with running this year's festival work with unabated enthusiasm despite the clouds above.

Artistically, there are good

grounds for their optimism. The first festival was a glossary of famous names like Fonteyn, Ozawa and Menuhin. It lost money.

Although the second festival has artistes of superlative standing like Tortelier, John Williams and the London Symphony Orchestra, it is a less heady affair.

But the crowds are bigger and their appreciation as great. It may still lose money but perhaps not as much, certainly not in relation to inflation and the falling value of all currencies.

The festival committee—seven



These opera masks, together with their English and Chinese inscription, symbolise the Hong Kong Arts Festival's intention to present, through the media of the arts, a blend of Oriental and Occidental culture that is characteristic of Hong Kong's unique position in Asia. The Arts Festival is a four-week annual event.

British airways **pacific jet news**

men led by Sir Kenneth Fung and Run Run Shaw—and Ian Hunter, its artistic director, are moving towards the third festival learning new lessons every day.

Asia has never had a festival of this magnitude before so there has been no yardstick by which to measure public reaction.

For all its financial and industrial drive and sophistication, Hong Kong is pretty traditional and staid in other directions.

Whereas European audiences, brought up on western classics, are also eager for innovations, Hong Kong people appear to want Beethoven, Mozart and Shakespeare. They want Fou Ts'ong, Williams and the London Symphony Orchestra—names they know well.

In other artistic directions, they appear to want excitement, colour, noise and action, not the subtle nuances of small ensembles or slow-moving folklore dancing.

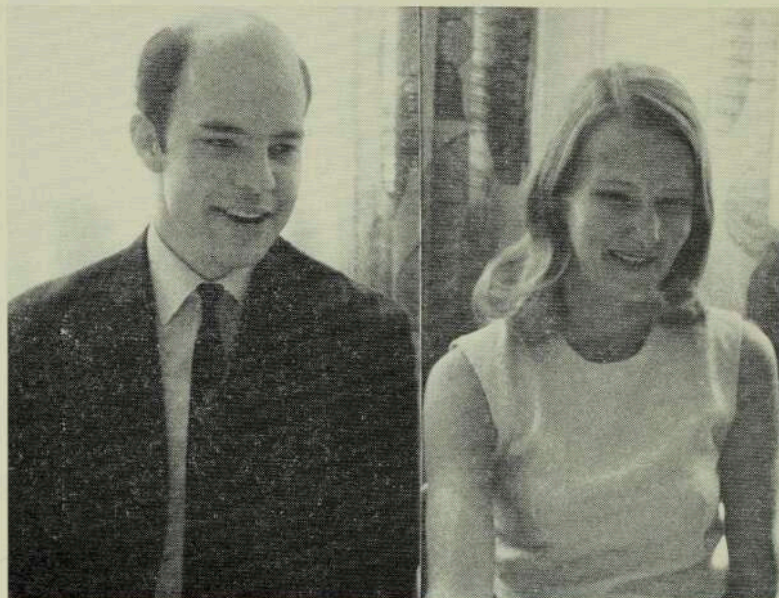
The tourist, on the other hand, probably wants to see staged the mysterious, exotic East.

Since the Festival is aimed equally at the Hong Kong Chinese, and their growing desire to appreciate western culture, and tourists and their desire to know more about Chinese and other Asian cultures, the committee has on its hands all the problems of a mixed marriage.

If it succeeds in this balancing act—if the Hong Kong Arts Festival continues after 1975—the only result can be an addition to east-west understanding.

As the Governor, Sir Murray, said to the festival's first night audiences: "The idea of this festival is to build on the natural advantages of Hong Kong as a meeting place of cultures and communications to offer for a month the art of many cultures . . . to stimulate for residents and visitors alike the concept of Hong Kong as the cultural and artistic, as well as commercial and tourist centre, which it could be . . . the interest was always there, but the festival has acted as a stimulus and a catalyst.

"I would like to thank many public and private organisations which have supported this festival and in particular the Urban Council, the Hong Kong Tourist Association, British Airways and the Hong Kong Hotels Association . . ."



NEW AIRPORT MANAGER AT NADI

Lloyd Paxton has replaced Gordon Shepherdson as British Airways airport manager at Nadi. "Shep" recently returned to the UK to take up a new position in head office.

After joining BOAC in 1960, Lloyd Paxton, who is 30, spent two years in the reservations organisation at head office before moving into the traffic department.

He completed a course of training as a station officer in 1966, and has worked at Nairobi, Teheran, Bermuda and Addis Ababa before moving to Nadi.

He is not, however, completely new to Nadi, having spent two months there two years ago relieving Gordon Shepherdson during a leave break.

In the picture Lloyd is seen at a recent business lunch with his wife, Christa, a former BOAC stewardess, whom he married 4½ years ago.

Another recent addition to the Nadi airport staff is Teresa Pasepa who spent three years as a tour consultant with Hunts of the Pacific before joining British Airways.



Teresa Pasepa—see story left.

British airways **pacific jet news**

SUMMER HOLS SOON HERE

English schools' main summer holidays will soon be upon us again and now is the time to start thinking about making reservations for the children (or young people as British Airways prefers to call them) you want to visit you during that time.

British Airways carries some six or seven thousand young people from Britain to all parts of the world at this time of the year in its "lollipop specials" as they have become known. Special facilities are provided on board the aircraft in the way of games to keep them amused, sweets and soft drinks, and stewardesses and ground staff alike give special attention to youngsters travelling without their parents.

Further details may be obtained from your travel agent or from any British Airways office.

Trans Pacific services back to five a week

British Airways trans-Pacific VC10 services, cut to three a week because of the world fuel shortage, are to revert to five times weekly from mid-June. The first of the new services will leave London on June 19 and for the return journey will leave Melbourne on June 21.

Flights will now leave Nadi for Sydney and Melbourne on Mondays, Tuesdays, Thursdays, Fridays and Saturdays and for London on Tuesdays, Wednesdays, Fridays, Saturdays and Sundays. A full time-

table is published below.

With the stepping-up, British Airways will again be the carrier with the most frequent through one-aircraft services to Los Angeles, New York, London and to Melbourne. The airline will also be offering more flights a week than any other one carrier to Honolulu.

Additionally, passengers stopping over in Los Angeles will have the option of travelling on British Airways direct 707 flights to London, which operate daily except Monday.

BA591

	Tu	We	Th	Sa	Su
LONDON	dep				1300
NEW YORK	arr				1550
					1715
LOS ANGELES	arr				1945
					2130
HONOLULU	arr				2359
	We	Th	Fr	Su	Mo
					0110
	Th	Fr	Sa	Mo	Tu
NADI	arr				0530
					0615
SYDNEY	arr				0840
					0935
MELBOURNE	arr				1055

BA590

	Mo	Tu	Th	Fr	Sa
MELBOURNE	dep				1600
SYDNEY	arr				1710
					1815
	Tu	We	Fr	Sa	Su
NADI	arr				0005
					0105
	Mo	Tu	Th	Fr	Sa
HONOLULU	arr				0915
					1050
LOS ANGELES	arr				1900
					2355
	Tu	We	Fr	Sa	Su
NEW YORK	arr				0800
					1000
LONDON	arr				2150

RECORD IS SET DESPITE CRISIS

A record 2,323,552 scheduled passengers were carried to and from Britain by Overseas Division in the year ended March 31—almost four times the number carried in 1963-64. This represents an average growth rate over the past 10 years of 15 per cent a year.

Growth during 1973-74 was averaging 11 per cent until the fuel crisis led to cancellation of some services. Nevertheless, overall growth for the year was 6.9 per cent.

The passenger load factor on these flights rose from 63.9 per cent in 1972-73 to 65.5 per cent last year, bringing in extra revenue around £6.3 million. This was the second highest ratio of the past 10 years.

Revenue yield over the entire network improved from 1.95p per passenger mile in 1972-3 to 2.13p in 1973-4.

On eastern routes, British Airways routes covering Asia and Australia, the most dramatic passenger load factor increases were achieved on UK-Japan (up 14 per cent to 62 per cent on the route via Anchorage and up 17 per cent to 54 per cent on the route via Moscow).

The UK-South Africa load factor, at 60 per cent, was up 11 per cent. UK-mid Atlantic improved by two per cent to 68 per cent, with UK-Mexico doing particularly well.

Western routes (which includes British Airways Pacific services) operated 57 per cent full on average, one percentage point better than in 1972 and representing extra revenue of around £2 million.

PICKPOCKETS AT THE ZOO

The don't-feed-the-animals rule at London Zoo and warnings about the length of elephant's trunks and their ability to reach handbags, has made a lot of difference to the health of the inmates. The zoo tells me that in the year before the notice went up elephants seized 14 coats, 12 handbags, 10 cameras, eight gloves and six return tickets to Leicester.

British airways **pacific jet news**

Jackie Stewart teams up with British Airways

World champion racing driver Jackie Stewart has teamed up with British Airways. The triple champion who recently retired from competition driving has signed a three-year contract to do promotional work.

As one of the world's most "professional" passengers—he clocks up 450,000 miles in air travel a year—he will generally promote air travel and become the British Airways motor industry consultant, endorsing the Fly-Drive and Freewheeler products. His broad knowledge and involvement in sport generally, which culminated in his being named 'Sportsman of the Year', will also provide a valuable fund of experience and advice on which the airline can draw.

Jackie Stewart will make several appearances on behalf of British Airways at home and abroad. He

will also talk with staff and the travel trade putting forward his views on what the busy executive likes and dislikes.

Why British Airways? Jackie Stewart says: "I am used to a very high standard of preparation and performance—that was my life—and I consider British Airways to fit these requirements. I am extremely selective, I go for the best in every activity and I believe that for someone who flies as much as I do British Airways is the finest in the world. I really feel more confident in their hands, not only in Europe but throughout the world".

The 34-year-old Scot now lives in Switzerland with his family. His international business interests mean that he spends more time travelling by air than many airline pilots, some 900 hours a year at the last count. He has made some 40 transatlantic trips for television appearances in recent years.

Stopover in Hong Kong

Many travellers like to spend a few days in Hong Kong on their way to or from Britain. Apart from seeing this beautiful island and the fascinating New Territories, it gives the opportunity to shop on the last part of the journey and saves having to carry things from one place to another.

British Airways have produced a special cheap stopover package for their passengers.

This gives a choice of five hotels and the price includes accommodation for two nights, continental breakfast, service charges, transport to and from an airport and a half-day sightseeing tour by air conditioned motor coach either of Hong Kong Island or of Kowloon and the New Territories.

Prices are from \$A20.30 per person.

COMING EVENTS IN BRITAIN

Some highlights of the next few months
1974

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 Llanfawr, 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

- 4 Windsor Festival Windsor Castle & Eton College, Windsor, Berkshire to 12 October.
- 7 Horse of the Year Show Wembley, London to 12 October.
- 15 Royal Ulster Agricultural Society Annual Show & Sale Balmoral, Belfast to 17 October.
- 16 International Motor Exhibition Earls Court, London to 26 October.
- 19 Bath Bach Festival Bath, Somerset to 26 October.
- 19 Ladies' Kennel Association Championship Dog Show Olympia, London.
- 21 Kensington Antique Fair Kensington, London to 26 October.

November

- 3 RAC Veteran Car Run London/Brighton, Sussex (provisional).
- 10 Remembrance Service Westminster Abbey, London.
- 16 Rugby Football: Ulster v New Zealand Ravenhill, Belfast.

December

- 2 Royal Smithfield & Agricultural Machinery Exhibition Earls Court, London to 6 December.
- 4 Richmond Championship Dog Show Olympia, London and 5 December.



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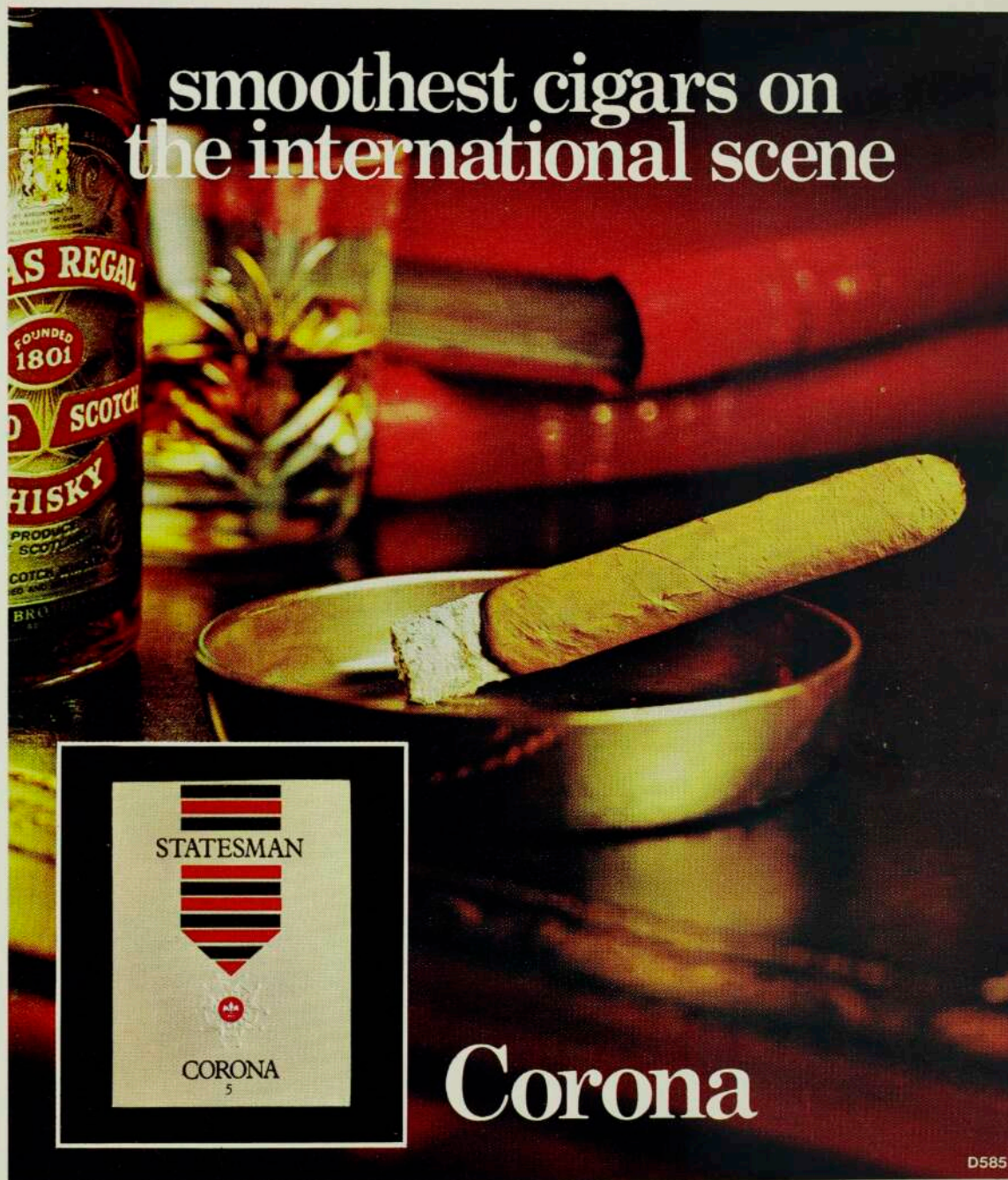
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Business and Development

PNG SHARPENS TEETH FOR A BIGGER BITE AT THE COPPER CAKE

Informal talks have begun which could lead to the renegotiation of the much-debated mining agreement between the Papua New Guinea Government and Bougainville Copper Ltd.

The government and company officers are sounding each other out on the best way of approaching the problem—but so far there have been no formal round-table meetings, and these are not likely to occur until both sides agree on the points that should be discussed. The PNG Government has two directors on the BCL board. The government wants a greater share of the Bougainville copper cake.

The matter of the agreement continued to be discussed in the PNG House of Assembly's April meeting and it was also debated by the Bougainville Constituent Assembly in May.

In the House of Assembly the member for Bougainville, Father John Momis, said he did not believe that a tough tax system would frighten away foreign investors. Even a very stiff excess profits tax would allow Bougainville Copper to earn from 20 to 30 per cent on its original investment, "and this should be a big enough profit for anyone".

He said many foreign countries are adopting much tougher tax treatment of mining companies. PNG is rich in natural resources and it would attract companies to mine those resources without having to fear frightening away potential investors. He added: "What we need now is strong leadership that is not afraid to stand up to the multi-national companies and tell them that Papua New Guinea is prepared to defend its interests. These companies need copper and timber and oil more than we need the companies.

Our leaders should not be afraid to stand up for our own people's interests. I hope the coming renegotiation of the Bougainville copper agreement will show us that we have this

kind of strong and dedicated leadership."

In the Bougainville Constituent Assembly, councillors shook their heads when told by Dr Stephen Zorn, special adviser on mining matters to the PNG Chief Minister, Mr Michael Somare, that Bougainville Copper Ltd was making \$1 million a day—\$800,000 from copper and \$200,000 from gold, while the people who owned the ground site of the mine earned \$150,000 a year.

Dr Zorn put a number of proposals about renegotiation of the BCL which he hoped the Constituent Assembly would pass on to the PNG Government as guidelines. These included a greater share of the profits for PNG, guarantees that the company would repair damage to the environment, safeguards against pollution should a copper smelter be set up, permission from the PNG Government if Bougainville Copper wanted to make further investments or borrow money in PNG, a priority for the PNG Government and PNG citizens in new share issues, and re-

examination of an agreement which allows CRA to set up four more mines near Panguna.

The Bougainville copper agreement (BCA) is legally binding on PNG, but there are a number of courses open to PNG to secure a greater share of profits from the project. This is the view of a legal consultant at the Center for Strategic and International Studies, Georgetown University, DC. The consultant was asked by the centre to study the agreement and give a legal opinion on whether it could be renegotiated and in what circumstances.

A copy of the opinion has been sent to PIM by the centre, a non-profit research organisation of the Georgetown University, which, for several years, has been studying the environment for investment in developing countries, including PNG. The consultant who prepared the opinion is a legal expert on mining law and mineral development, who has also been advising the UN on mining agreements.

The legal consultant's opinion said

END NEAR FOR OCEAN ISLAND JOBS

The mining and shipment of phosphate at Ocean Island will end late in 1978 or early in 1979. The British Phosphate Commissioners have advised their GEIC and Chinese employees on the island of this.

The general manager of the BPC, in a notice said the commissioners, appreciating the concern employees felt about their future, intended to introduce a scheme of severance pay for those who remained in their service on the island as long as they were wanted. Details were expected to be announced on June 1.

Payments will take into account the job of each employee and the length of service. The scheme is based on the expectation that all employees will carry on as in the past, and that the employees and management will work together to solve problems rising in the final stages of operations.

The management will give as much advance notice as possible of termination so that each employee will have time to make plans for his future. During the final years of operation, the commissioners plan to maintain the present standards of living as far as possible, and to continue working the deposits in the best possible way so that the GEIC, the Banabans and the BPC employees will all benefit.

the original agreement was approved in 1967 by a locally-elected predominantly indigenous House of Assembly. From a legal point of view the sovereign status or degree of political autonomy enjoyed by PNG appeared to be immaterial and irrelevant. The fact that PNG was administered by Australia did not alter the binding nature of the BCA in later years. Self-government did not, and would not, give PNG any legal rights to force the company to accept any revised terms. Legally, concessions survived when a territory passed from one state to another.

It was clear in the ordinance which gave effect to the BCA that there could be no unilateral alteration of the terms. Any unilateral alteration, even though backed by legislation, would be a breach of the BCA.

Despite all this, said the legal consultant, there was nothing to stop PNG from renegotiating some or all of the terms, if there was a fundamental change in circumstances, such as unexpected or windfall profits. Parties to long-term concessions frequently renegotiated terms of agreements "in the light of unfolding events and equitable considerations", and the practice was sufficiently established.

PNG might have the power, if not the legal right, to introduce unilateral changes in the BCA. The distinction was important because the company might not be able to take any effective remedy. However, if it did this, PNG would be vulnerable if it wished to attract large-scale foreign investment to develop mining resources. It might not wish to jeopardise its creditworthiness.

If there was an irresponsible or hostile attitude by PNG, there was little the company could do to restore its rights, in particular if measures introduced by PNG were not as extreme as outright expropriation.

The legal consultant said that as a practical measure the company might agree to renegotiate the contract terms, while preserving its rights should the situation about profits deteriorate in future.

If alterations were imposed unilaterally by PNG, the company would be free to invoke arbitration which the BCA provided. The onus would be on PNG to justify its action. For that reason the company would not totally reject proposals for a change on the purely formal ground of the BCA not recognising any principle of renegotiation; by the same token it would probably only agree to the minimum it felt it need concede in the absence of an express formula on the guiding ground rule for a change in allocation of benefits.



Mr Sali presides at the second day's session of the Asian Development Bank Board of Governors' annual meeting at Kuala Lumpur. Left is Mr S. Ikonoue, of Japan, the bank's president.

Fund-raising Olympics—Western Samoa breaks a record

Western Samoa's Finance Minister, Mr Sam Sali, created a record recently while overseas as his government's representative on the Asian Development Bank's board of governors of which Western Samoa is a full member.

His first call, at the ADB headquarters in Manila earned a loan of \$500,000 and that's where the record came in. Mr Sali wanted the money as a supplementary loan to cover extra expenditure on the airport and road project. He got the money after only 40 minutes negotiation, which, a bank official said, was a bank record.

Then he went to Kuala Lumpur, Malaysia, where the ADB held its annual governors' meeting. Mr Sali was chairman on the second day of the three-day meeting, the first South Pacific Islander to act as chairman.

Passing through Sydney on his way home, Mr Sali told PIM he also "touched" the ADB for a \$2 million loan with which to launch Western Samoa's own Development Bank.

"The bank is sending a team to Apia to complete negotiations for the loan", said the minister. "I'm quite confident that we'll get it. It will be made available to Samoans through our Development Bank for private agricultural projects and for small local industries.

"But the industries will be only small-scale ones. We've got to be realistic about the type of industry

the bank can finance. Clearly, it can finance a multi-million dollar industry like a watch factory, electronic goods or a clothing factory. We're hoping to attract large industries from overseas and expect that they will provide employment for our people and goods for export. The small industries run by our own people will produce goods for home use and consumption".

Western Samoa will complete its current Five-Year Plan at the end of the year, a year ahead of schedule. Mr Sali is working on the next Five-Year Plan and hopes to have the blueprint ready by the end of October for launching next January.

The new plan's target is a gross national product of at least six per cent.

"I envisage this will cost a substantial amount, no less than \$10 million", said Mr Sali. "The government's strategy, of course, will be to seek direct aid from various countries including New Zealand which has already committed itself to \$10 million in aid to us over the next three years.

"I am hoping, when the new Australian Government is elected, to have immediate talks with them over what assistance they will be able to give us for our new plan, and we will also talk to the governments of Japan, Canada, the United States, West Germany, the United Kingdom and some of the European governments".

NORFOLK'S PLAN FOR PEOPLE

By a staff reporter

The future growth of the residential population of Norfolk Island should be geared to the tourist industry. This is outlined in a report on future population growth by Professor Gilbert J. Butland, Pro Vice-Chancellor of the University of New England, NSW. He made the survey at the request of the Department of the ACT, which now controls Norfolk Island.

Apart from limitation of population, Professor Butland also recommends restrictions on tourist growth, the number of vehicles available for hire by tourists, no further extensions of the road network and the number of beds for tourists.

Professor Butland said it was impossible for Norfolk Island to finance the development needed without increased customs duties and without income tax. The duty-free aspect at present did little to enhance the appeal of the island. It provided a limited amount of revenue and was not a significant factor in luring tourists to the island. If fiscal changes phased out duty-free shopping and introduced an airport tax, the marginal effect on tourism could easily be absorbed without the normal growth.

The suggested control on the number of tourists is likely to be a hotly-debated issue, and is one which must inevitably lead to the growth of bureaucracy. There would be no other way of allowing tourist arrivals to grow by 60 per cent during the 1974-83 decade, as recommended by Professor Butland.

He suggested increases of 500 a year from the present 12,500 to 20,000. To control the number of arrivals, there should be closely coordinated co-operation between the air carrier and the Norfolk Island Tourist Board, so that travel bookings were related to available accommodation. The number of beds available in 1983 should constitute the maximum figure. The same year should see a limit of 300 of the number of hire vehicles, cars, motorcycles and scooters available for renting by tourists.

In recommending no further extensions to the road network, Professor Butland said all roads should be sealed in the five-year period 1975-80. Steps should be taken to ensure that motor traffic did not leave the roads to encroach on reserves and commons. The professor suggested that a 3

per cent maximum annual increase of ordinary resident population would be a slow but satisfactory progression from an economic angle. Once the maximum tourist intake of 20,000 was reached in 1983 it would be preferable to reduce residential population growth from 3 per cent to 2 per cent. The 2 per cent would be made up of a .75 per cent annual increase and a 1.25 per cent immigration increase each year. Policies would have to be devised to limit residential population to a maximum of 20,000 by 1983.

Professor Butland recommended the launching of a major programme of land-use. By 1983, the whole historical area between Cemetery Bay and Watermill Valley and south of Quality Row should be developed into a well-preserved and model historical attraction, at the same time as restoration and rebuilding work was continued north of Quality Row.

New sport for New Caledonians

Soaring prices and tax fears, despite possible sporting side-effects, continue to harrass Caledonians amid predictions that this year's rise in the cost of living index could reach 18 per cent. This is the increase workers claim actually occurred last year, although the official figure, by which wages are automatically adjusted, was only 7 per cent.

As New Caledonia's largest unions battle for wage hikes of 15 per cent to 20 per cent the French administration has revealed that in the first quarter of this year the cost of living index jumped 4.5 per cent.

Critical eyes are thus strained on every item which enters into the calculation of the index, from theatre tickets to basic food items. Since 90 per cent of the island's consumer goods are supplied from abroad, the population is extremely vulnerable to imported inflation. Main target of the authorities is the expensive bill for foodstuffs, imported mainly from Australia whose currency has risen about 30 per cent against the French Pacific Franc (CFP) since July 1973.

Over the past five years, the island's food import bill has tripled from 1,450 million CFP in 1968 to 4,290 million CFP in 1973. Last year, Caledonians were told they could save about one-third of their \$A30-odd million food import bill if greater efforts were made in agriculture at home. Since assuming office early this year, Governor Eriau has emphasised the need to step up local production of beef and other primary products, and graziers are now being paid higher meat prices for this purpose.

As the economic situation deteriorates, a tougher line on imports could be imposed. And, as if galloping prices are not problem enough, Governor Eriau has told the Caledonians that they cannot expect to keep holding out their hand for aid from metropolitan French taxpayers to continue paying for the territory's investment expenditure. Speaking in mid-April, the governor underlined the island's current budgetary problems and pointed out that in view of the massive infrastructure developments required, the present tax system of relying solely on import and export taxes to fill the territory's coffers was no longer sufficient. Currently, this revenue leaves only scanty funds for capital expenditure after covering the cost of a massive build-up in the public service.

As the day of reckoning draws nearer, the Caledonian spine is left shuddering at the likelihood of the Territorial Assembly being forced to vote in personal income tax, on top of the present indirect taxes. And as one French journalist painfully pointed out, the big companies have ways of getting around the system, but for the little man, his pay slip is also his tax slip.

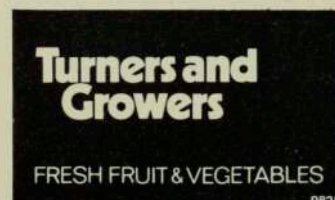
The only bright side of the matter would be the popular metropolitan French sport this would introduce to the island in the form of "System D" wangling—the highly-refined sport of tax-dodging. But by then, there will be enough gendarmes and military helicopters to ensure that the game is played by Paris rules.

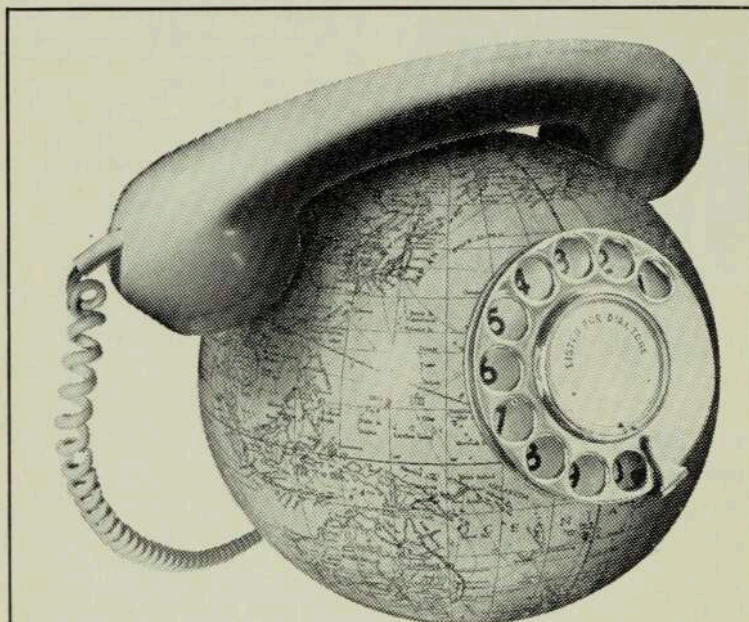
Solomons' fish for Europe

The first shipment of Solomon-Taiyo canned fish left Honiara on the freighter Linden Bank in April.

A spokesman for Solomon-Taiyo, the Taiyo Fishery Company-Solomon Islands Government joint venture, said 5,000 cartons of first grade tuna were going to Liverpool, England, and 5,750 cartons to Hamburg, West Germany. The fish would be marketed in Europe by the Taiyo company.

Canning of fish began at Tulagi in the BSI's Florida Islands, last





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**AUSTRALIA AND NEW ZEALAND
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October, and the factory worked up to standards necessary for overseas markets before the end of the year. The first shipment went to Japan.

In May, another 15,000 cartons of half-pound cans were expected to be shipped to Europe.

Solomon-Taiyo has made an agreement with villagers on Gela, the main island of the Florida group, to compensate them for catching bait fish in their fishing waters.

The government Fisheries Officer arranged a three-hour meeting after villagers had complained. Village leaders agreed to accept a Solomon-Taiyo offer of one dollar to each village every time a boat caught bait fish offshore, and \$10 a month to the Gela Local Government Council.

Each village has appointed someone to watch for the bait fishing boats.

Japanese to build up Fiji cannery

The Pacific Fishing Co Ltd plans to build up its business at Levuka, Fiji, with a new tuna canning factory. The company now operates a small cannery in its fish processing works producing tinned tuna flakes, light meat and white meat.

The company says very little about its affairs, but it is one of the "big" industries in Fiji, exporting \$5 million to \$7 million worth of fish to the United States each year. That revenue places it as No 3 in Fiji's industries behind sugar and tourism.

The managing director, Mr Hite Yamaguchi, said the cannery would provide employment for about 400 people. Experienced cannery workers would go to Fiji from Japan to train local staff.

Many more fishing boats would be needed to catch fish for the cannery. At present the company spends \$800,000 to \$1 million a year on fishing boats which operate out of Levuka.

Second jet for Nauru

Nauru was expecting the arrival of a second Fokker F28 jet airliner last month, to take place on the republic's Constitution Day. The plane was coming from Amsterdam.

President Hammer DeRoburt also recently announced that 11 new positions for air hostesses with the Nauru airline, Air Nauru, had been created. Following local advertisements seven girls had been recruited and had begun training in Nauru under the guidance of the chief.

hostess. After this, they were expected to go to Melbourne for a course in emergency procedures training at Ansett Airlines.

President DeRoburt calls at Saipan

Nauru's involvement in transport in the US Trust Territory was discussed during a visit President Hammer DeRoburt paid to Saipan early in May. Nauru Pacific Line was recently given permission to serve various points in the Trust Territory after Transpac went into receiver-ship.

President DeRoburt met government officials, including the Director of Transportation and Communications, Mr Joseph Beadles, and several Saipan businessmen. He met the High Commissioner, Mr Edward E. Johnston, before leaving for Majuro.

Tonga's share of tourism's loot

The tourist industry earned Tonga an estimated \$1.5 million in 1973. Statistics prepared by the Tonga Visitors' Bureau show that tourists (those who stay at least one night) brought in \$744,694, while sea cruise passengers spent \$690,232.

Australia provided 22,465 visitors—about 60 per cent of the total. Most of those arrived by ship and stayed only one day. But Australians, on the average spent most time in Tonga—18 days, compared with 10 days for New Zealanders and six days for Americans.

The major cruise ship activity is between October and March, although the season is expanding and more ships are calling in the third quarter of the year.

Three powers to help with Purari project

Consultants from Australia, Japan and the United States will work together in a full-scale feasibility study, scheduled to start in October, of the Purari River hydro-electricity scheme in Papua. There has been much talk of the scheme costing \$1,000 million, but in these days of inflation that figure is little better than an inspired guess.

If the study recommends a "go ahead" it could eventually mean a series of dams with more than twice the generating capacity of the Snowy Mountains scheme in Australia. The study is expected to take three years. A start could be made on the first dam in the Wabo area late in 1977. Japan had no intention of mono-

polising the Purari scheme, the Japanese Ambassador to Australia, Mr H. Yoshida, said during a fact-finding tour of PNG in May. He said that more Japanese industrial missions would visit the Purari area to look at potential factory sites.

Meanwhile the PNG Government has raised a loan of \$7.2 million from the World Bank to finance other electricity projects. The money will be re-lent to the Electricity Commission. Some of it will be used to buy electricity distribution equipment and pay the expatriate training officers' wages.

- More than 140 people from the Philippines have arrived in Port Moresby to take up public service positions. They include doctors, tutor nurses, stenographers, engineers, surveyors, mechanics, technical and secondary teachers, linotype operators and draughtsmen. Another group is expected to arrive on June 26.

- The Niue Development Board has introduced a passionfruit competition this year to encourage higher production, and better maintenance and care of plantations. The competition will be decided over the whole year, with NDB and Agriculture Department field officers conducting regular inspections.

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Produce Prices

(Unless otherwise stated, quotations are in Australian currency, Australian dollar (May 14) equals New Zealand \$1.0137 (buying), \$1.0096 (selling); Fiji \$1.2024 (buying), \$1.0096 (selling); Western Samoa \$0.9093 (buying), \$0.8953 (selling); US, \$1.4900 (buying), \$1.4850 (selling); UK, 61.4288 np (buying), 60.9793 np (selling); French Pacific 131.77 francs (buying), 129.90 (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, \$514.50; 2nd grade, \$504.50; 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 seniti.

SOLOMON IS:—All production through board at prices based on Philippines rates. Output goes to the UK, Japan, Australia and the rest

to the open market. Recent prices were: \$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 May 10, Marseilles, was 335 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 May 15 was spot Estg 1143 ton, c.i.f.; UK, Continent.

May 15, in store Rabaul, export quality, \$1370 per ton delivered ex wharf Sydney \$1500.

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, 52½c, 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.

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'sia, Barclays Bank, Hong Kong & Shanghai Banking Corp, Mosbert Bank. \$A1 = 146.70 New Hebridean francs (buying); 144.77 (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 May 15, quoted: \$A1 = 130.40 CFP (buying), 128.69 (selling). Paris-London: £1 = 11.58 francs (buying), 11.51 francs (selling). Pacific franc-London: £1 = 210.62 CFP (buying), 209.40 CFP (selling). 5.50 CFP to 1 metropolitan franc.

Banks should be approached for daily quotes.

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. **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 8-9 cents per lb.

TURTLE SHELL.—BSI: No market at present.

VANILLA BEANS.—Prices recently were: White and yellow label processed standard packs, \$7.50; green label \$7.40, c.i.f., Sydney Tonga.—\$T4.20, f.o.b., Nukualofa; \$T4.50, Melbourne.

UK, US QUOTES

COPRA.—LONDON, May 17, Philippines, in Bulk, \$US750 per long ton, c.i.f.

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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 21-day service from Sydney to Lord Howe and Norfolk Is.
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 Omni Traders & Brokers Pty Limited, 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); Interocean 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 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 - TAHITI

South Pacific United Lines with Lama and Newfoundland maintains a regular service from Sydney to Papeete.
Details from Omni Traders & Brokers Pty Limited, 261 George Street, Sydney (241-2872/6).

AUSTRALIA - PNG - BSI

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

New Guinea Express Lines with two ships operates three-weekly Melbourne, Sydney, Brisbane, Port Moresby, Lae, Rabaul.
Details from New Guinea Express Lines, 37 Pitt St, Sydney (241-1396) and 72 Eagle St, Brisbane (21-9333); Westralian Farmers Transport Pty Ltd, 459 Collins St, Melbourne (35-4366); Breckwoldt's Shipping Agencies in Port Moresby, Lae, Rabaul.

Karlander New Guinea Line's two cargo vessels call at Melbourne, Sydney, Brisbane, Lae, Madang, Wewak, Manus, Kimbe.
Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301); 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); Interocean Swire, 8 Spring Street, Sydney (20-522).

AUSTRALIA - PNG - FAR EAST

E. and A. Line passenger ships make monthly round voyages from Melbourne, Sydney and Brisbane calling at Port Moresby, Manila, Hong Kong, Keelung, Kobe, Yokohama (Tokyo), and Rabaul.
Details from P & O Australia Ltd, 55 Hunter Street, Sydney (2-0317).

FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express (CNC, MOL, RIL) operates a three-weekly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaoshiung, Keelung, Hong Kong.
Details from Interocean Swire, 8 Spring Street, Sydney (20-522).

Royal Interocean Lines operates monthly passenger/cargo service with three ships from NZ to Bangkok, Pt Kelang, Singapore, Djakarta to Fiji (alt. months) and NZ.
Details from Interocean Australia Services, 261 George Street, Sydney (2-0573); Burns Philp (SS) Co Ltd, Suva and Lautoka.

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

China Navigation Co's vessels operate a regular cargo service from Hong Kong to Rabaul, Wewak, Madang, Lae, Port Moresby, Honiara, New Hebrides, Noumea, Papeete and Samoa.
Details from Interocean Swire, 8 Spring Street, Sydney (20-522).

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 - 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, Lautoka, Suva, Apia, Nukualofa, Auckland approximately every two weeks.

Papeete, 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 (\$S) 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'sia) Pty Ltd, 1 York St, Sydney (27-2041).

US - TAHITI - SAMOA - AUSTRALIA

Pacific Far East Line operates a three weekly freighter service from Pacific coast ports to Papeete, Pago Pago, Sydney, Melbourne, Tasmania and Brisbane, returning via Auckland,

Pago Pago, to Los Angeles, San Francisco, 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 (27-204).

Pacific Far East Line cruise ships operate regularly from San Francisco, Los Angeles, Honolulu, Moorea, Papeete, Rarotonga, Auckland, Opua, 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 twice weekly.

PanAm operates two 707 freighter services weekly from Sydney to San Francisco via Auckland and Honolulu.

SYDNEY - NZ - TAHITI - US

Air-NZ, with DC10s, 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 DC10s, operates weekly from Melbourne to Los Angeles via Auckland and Honolulu and return to Sydney.

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,



SOFRANA/UNILINES
THE SOUTH PACIFIC SHIPPING COMPANY
WHICH SERVES THE SOUTH PACIFIC

Melbourne-Brisbane-Noumea-Honiara-Nauru and return, using a Fokker F28 jet. Extra services are operated twice weekly to Majuro and fortnightly to Tarawa and return.
Details: Air Nauru, Nauru Government Office, 227 Collins St, Melbourne.

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 fortnightly 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 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 flight twice weekly to Pago Pago and return.

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 to Nadi 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



DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN - GUAM - SOUTH PACIFIC

GUAM-TARAWA-SUVA-NUKUALOFA-LAUTOKA
PAPEETE- PAGO PAGO-APIA-NOUMEA-SANTO-VILA

JAPAN - WEST IRIAN - DILI

HONGKONG-DJAJAPURA-BIAK-MANOKWARI
SORONG-DILI

FLEET

"FIJI MARU" D/W 9,840T	"TOKELAU MARU" 11,997T
"ELLICE MARU" 9,935T	"RYUKAI MARU" 3,787T
"SAMOA MARU" 9,519T	"TAHITI MARU" 9,058T
"PALAU MARU" 6,494T	"BIAK MARU" 6,430T
"TACOMA MARU" 30,952T	"HIEI MARU" 25,228T

AGENTS:

GUAM: Atkins, Kroll (Guam) Ltd.
TARAWA: G. & E. I. Development Authority.
APIA: Burns Philp (South Sea) Co., Ltd.
PAGO PAGO: Kneubuhl Maritime Services Corp.
NUKUALOFA: Tonga Shipping Agency.
SUVA: Burns Philp (South Sea) Co., Ltd.
LAUTOKA: Burns Philp (South Sea) Co., Ltd.
NOUMEA: Agence Maritime et Aerienne Caledonienne.
SANTO: Burns Philp (New Hebrides) Ltd.
VILA: Burns Philp (New Hebrides) Ltd.
HONIARA: British Solomons Trading Company Ltd.
PAPEETE: Etablissements Baldwin.
HONG KONG: Ike Maritime Co., Ltd.
SINGAPORE: The Borneo Company (Singapore) Ltd.
DJAJAPURA: P. N. Pelajaran Nasional Indonesia.
BIAK: P. N. Pelajaran Nasional Indonesia.
SORONG: P. N. Pelajaran Nasional Indonesia.
DILI: Sang Tai Hoo.

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TEL. OSAKA (203) 1871-5.

TOKYO OFFICE:

No. 20, 3-CHOME KANDA-NISHIKI-CHO
CHIYODAKU, TOKYO.
TEL. TOKYO (292) 2441-5.

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.

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 DCB 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.

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.

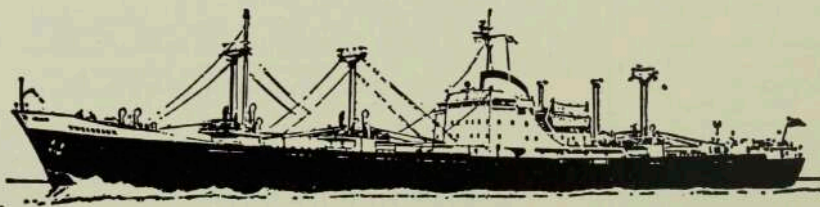
THE BANK LINE

MONTHLY SERVICES

**U.K., CONTINENT to PAPUA-NEW GUINEA & SOLOMON ISLANDS
PAPUA, NEW GUINEA to NORTH AMERICA & U.K., CONTINENT
SOLOMON ISLANDS, FIJI, TONGA, SAMOA AND TARAWA to U.K.,
CONTINENT**



U.S. GULF/AUSTRALASIA VESSELS CALL AT FIJI WHEN REQUIRED



FOR PARTICULARS APPLY:

THE BANK LINE (AUSTRALASIA) PTY. LTD., SYDNEY, N.S.W.

INTERNAL SERVICES

Fiji

Air Pacific, with HS748s, BAC 1-11s and Herons operates regular services to Labasa, Suva, 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 Pora Pora, Huahine, Moorea, Rangiroa, Raiatea, Manihi, Takapoto, Hiva Oa, Ua Huka, Maupiti and Tubuai, Rurutu.

Details from Air Polynesie, P.O. Box 314, Papeete, Tahiti, and UTA offices.

Air Tahiti, with light aircraft operates shuttle service from Papeete to Moorea and charter service to Raiatea, Bora Bora, Huahine, Rangiroa and Manihi.

GUAM - US TRUST TERRITORY

Continental-Air Micronesia with 727s and DC6s operates regular service connecting Honolulu, Okinawa and Guam with Saipan, Rota, Yap, Palau, Truk, Ponape, Kwajalein and Majuro.

Details from Air Micronesia, Saipan. Air Pacific 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 Widewings, 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 Papua 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; Buia, Phone 16. Box 298, PO, Kieta.

NEW CALEDONIE

Air Caledonie with Twin Otters, and Islanders operates regular services to Houal-

lou, 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, Tonga, Aneityum, Tanna, Epi, Sola and Vila. Direct connections are available to and from Santo for all international flights arriving in Vila.

Details from Air Melanesiae P.O. Box 72.

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 Internal Air Service, 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.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S—Sandefjord, Norway.

MOTOR VESSEL "THORSISLE"

Regular Freight and Passenger Services between Pacific Coast Ports of U.S.A. and Canada

and

TAHITI and SAMOA

GENERAL STEAMSHIP CORPORATION LTD.

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400 California Street, San Francisco, California, U.S.A.

APIA—Burns Philp (South Sea) Company, Ltd.

PAPEETE — Agence Maritime Internationale Tahiti.

PAGO PAGO—G. H. C. Reid & Co. NOUMEA—Etablissements Ballande.

SYDNEY—Trans-Austral Shipping Pty. Ltd. SUVA—Burns Philp (South Sea) Company, Ltd.

LAE/RABAU—Burns Philp (New Guinea) Ltd.

PORT VILA — Comptoirs Francais de Nouvelles Hebrides.

UNION STEAM SHIP CO. of N.Z. LIMITED

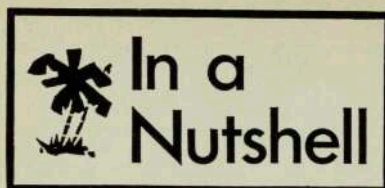
Serving the Pacific for nearly 100 years.

Regular Sailings by Modern Vessels

From Auckland to Lautoka, Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa. Also from Tauranga to Lautoka, Suva, Apia, Nukualofa. Regular sailings from Australia to New Zealand to enable transshipment of cargo to all the above ports.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.



JOY IN TONGA.—There was great joy among the civil servants in Tonga when the government granted a number of cost-of-living allowances of 20 per cent, applying to all basic salaries, pensions, contract officers whose salaries are paid by the government, and basic salaries and allowances of members of the Legislative Assembly and members of NZ Volunteer Service Board personnel. The rise was back-dated to April 1. Excluded were officers and teachers seconded by the NZ Government, whose salaries are adjusted by their departments in NZ.

AUST ELECTIONS.—Australia's Labor Government was believed at the time of writing to have been returned to power in the May 18 elec-

tions but with a reduced majority. The result will have been noted with satisfaction by many Pacific Islanders who feared that a Liberal-Country Party victory might have meant a reduction of Australia's help to the Islands. A Labor Government is expected to increase its aid rather than to reduce it.

ARTIFACT SALES CURBED.—Papua New Guinea is becoming as protective of its artifacts and cultural objects made before 1960 as Fiji is of the tabua. If people want to sell such artifacts they now have to get approval from the PNG Museum trustees. The government has restricted the removal of particular types of artifacts from the country because they are of great importance to the cultural heritage of PNG.

ARTIFACTS SEIZED.—A shipment of Solomon Islands artifacts was seized in Hawaii in 1973 because some pieces of shell money contained pieces of hornbill turtle shell. The Hornbill turtle is protected in the US and import of the shell is prohibited.

Requests for return of the artifacts have been ignored by the Hawaiian authorities.

EVACUEES RETURN.—Four hundred Gaua people evacuated from Sola in the Banks Islands in mid-December because of volcanic activity are being repatriated. Volcanic activity has diminished considerably.

TYPHOON CARLA.—Crop and surface damage was reported after a typhoon, Carla, passed close to the Marianas in the evening of May 3. There was some structural damage and water and power supplies were affected. Winds up to 68 miles an hour, gusting to 85 miles an hour, were reported.

FIJI PM'S VISIT.—Ratu Sir Kamisese Mara, Prime Minister of Fiji, arrived in Port Moresby on May 19 for an official visit to Papua New Guinea at the invitation extended by PNG Chief Minister, Mr Michael Somare, at the recent South Pacific Forum. Ratu Sir Kamisese was expected to have discussions with the Chief Minister, his deputy, Dr John Guise, the Minister for Defence, Foreign Relations and Trade, Mr Albert Maori-Kiki, and the Finance Minister, Mr Julius Chan.

SNAILS ALIVE.—Giant African snails have infested the Yap District of the Trust Territory for the third time. A number of snails have been found in the dock area in Colonia, and later snail eggs were discovered. It is believed the snails reached Yap in cargo from Palau, Okinawa or Saipan. An eradication programme has been launched.

MORE PORTS / MORE OFTEN with **KARLANDER**

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BULLETIN BOARD

Mrs P. A. Duhigg, of 13 Reilley's Road, Winston Hills, NSW, 2153, would like as much information as possible about the late **BEATRICE GRIMSHAW**—letters, photographs, personal details, etc. Mrs Grimshaw, who died in 1953, spent many years in the Pacific, most of them in New Guinea.

Mr **Mick Gollin**, radio operator on Nauru around the time US flyer Amelia Earhart disappeared, is wanted by **Edward J. Brannigan**, of 2919 Greeve Place, Bronx, New York 10465. Mr Gollin is writing a piece on Amelia (Lady Lindy).

Socialists lose French election

Giscard d'Estaing is the new president of France and is expected to adhere to most of the policies of the late President Pompidou, at least so far as overseas territories are concerned. But, had the decision been left to the New Caledonians and the French Polynesians, Mitterrand would have become president.

The first round on May 5 gave a lead to M. Mitterrand (50 per cent) among the autonomy-seeking inhabitants, against M. Chaban-Delmas (26 per cent) and Giscard d'Estaing (21 per cent) with 66 per cent of electors voting.

In New Caledonia, where 64 per cent of electors voted, metropolitan French influence is stronger and the combined right wing came out on top—Chaban-Delmas (28 per cent), Giscard d'Estaing (25 per cent) ousted Mitterrand (43 per cent). Caledonian autonomists campaigned for Mitterrand, but no doubt the communist members of his United Left were unpalatable to the locals.

However, voting in the second round on May 19 in the straight fight between d'Estaing and Mitterrand, the latter won in both Polynesia and in New Caledonia but his narrow majority in New Caledonia was upset by the French settlers in the New Hebrides whose votes are included in the New Caledonia returns. These gave d'Estaing a win with 18,912 votes to Mitterrand's 18,711.

French Polynesia voted 19,086 (1.23 per cent) for Mitterrand and 1,167 (48.77 per cent) for d'Estaing. Ballis was unashamedly for d'Estaing with 2,714 against 155 for Mitterrand.

The metropolitan French were watching intently to see how French Pacific Islanders would vote, fearing that a vote for Mitterrand could mean their being cast adrift from France. Mitterrand composed a special message for the overseas territories to tell them it was up to them to decide what they wanted in their political status.

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OLD COLONIALS FADE AWAY

From a Honiara correspondent

It might all be over by Christmas. This is when the axe may fall on the old colonials. The last of the "African Retreads" and the "Malawi Mafia" are sadly preparing to pack their bags and set out on the road to retirement.

This is one of the results of a recent meeting of the Permanent and Pensionable Officers Association in Honiara. No fixed date was given for the disbanding of the service, but members were in general agreement that Whitehall would be giving them the Order of the Boot some time in the next few months.

The greatest impact of such a decision would undoubtedly be felt in the Solomons, which, after Hong Kong, is the largest employer of old colonials in Britain's dwindling overseas empire.

Even in the BSIP, however, there are less than 30 P & P officers still hanging on, and forecasts of their imminent departure will surprise none of them. The writing has been on the wall for some time, and the men concerned have already received one tax-free award of £stg11,000, "for loss of career prospects". It is generally expected that they will be given another lump sum with which to speed their departure, to add to their generous pensions.

For most of them this is just another episode in an all-too-familiar story. Many of them have already been 'localised' before, some more than once, as other former colonial possessions have gained their independence and got rid of—to them—their expatriate deadwood as soon as possible.

Nevertheless, any decision to disband the service will represent the end of an era. The present sedentary survivors are lineal descendants of those colonial officers who opened up Africa and pacified India in the golden days of empire. Even in the Solomons they can point with pride to such illustrious predecessors as the legendary C. M. Woodford, entrusted with the task of bringing the islands under control at the turn of the century while equipped only with a whaleboat and a handful of native policemen; W.

R. Bell, murdered on Malaita in 1927, and Martin Clemens, District Officer and Coastwatcher on Guadalcanal in 1942.

It would be safe to say that these hardy characters would have had difficulty in recognising the present crop of middle-aged and disgruntled overseas civil servants currently bemoaning their lot. If they are chopped, they will have a great deal to moan about. For the past few years the P & P officers in the Solomons have been fortune's darlings. Promotion, salary increases and excellent living and working conditions have been theirs.

The word has been out in the BSIP for some time among the men at the top that the P & P officers were to be looked after. They were the 'professionals', the dedicated career men, and as such were always to be given preference over the usually better-qualified two-year contract expatriates, and even over the indigenous officers.

As a result, for some time the old colonials have been running the protectorate, and the result, in too many cases, has been a decade of well-meaning amateurism. At least one important department has taken such a bashing that it will need a lot of time and labour to sort it out.

The elected members in the Governing Council/Legislative Assembly have been growing increasingly restless about incompetence in senior positions, and in particular over the extreme reluctance of most of the old colonials to train local successors and thus work themselves out of a job. Members and former members like Solomon Mamaloni and Peter Salaka have been particularly bitter about the long-service expatriates who, they claim, were building a paradise for themselves in the islands.

The evident desire in London to shuck off its overseas commitments, allied to the intense dislike of the islanders for some of the more starchy of their colonial administrators, means that the presence of the P & P officers is an embarrassment to everyone.

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Deaths of Islands People

Mr Bruce Palmer

Mr Bruce Palmer, director of the Fiji Museum from 1963 to 1973, died in Auckland on May 3 after a short illness. He had returned to NZ earlier this year after setting up a training course for the staff of island museums at the East-West Centre, Honolulu.

Mr Palmer was responsible for building the Fiji Museum into an internationally-recognised research institution. He did extensive research into Fijian archaeology and material culture, with emphasis on ceramics. He also wrote extensively for scientific journals and books, he set up the museum education service, contributed to school textbooks, and was co-author with Beth Dean of South Pacific, a book covering artifacts, cultures and cultural dances of the Islands.

The museum trustees recognised Mr Palmer's work by appointing him honorary director emeritus.

He leaves a widow and three children.

Mr H. K. Uyehara

Mr Harry K. Uyehara, who worked in the Trust Territory Government service for about 28 years, died suddenly on March 25, aged 56. He was TT Scholarship Officer in the Department of Education. He was born in Hawaii. Mr Uyehara is survived by his wife and four children.

Mr S. Mahajan

Mr Sukhu Mahajan, of Suva, one of the first Fiji Indians to accept Christianity, died recently, aged 83. He was active in business, and was also interested in social work and education.

Elder N. Olipa

Elder Nathaniel Olipa, one of the best known high-ranking men of North Ambrym, New Hebrides, died recently, aged 45. As well as being a church elder he held several important positions in the community—chairman of the Ranon Primary School Committee, and a member of the Ambrym District School Committee. He helped to set up the local council of North Ambrym. Elder Olipa leaves a widow and five children.

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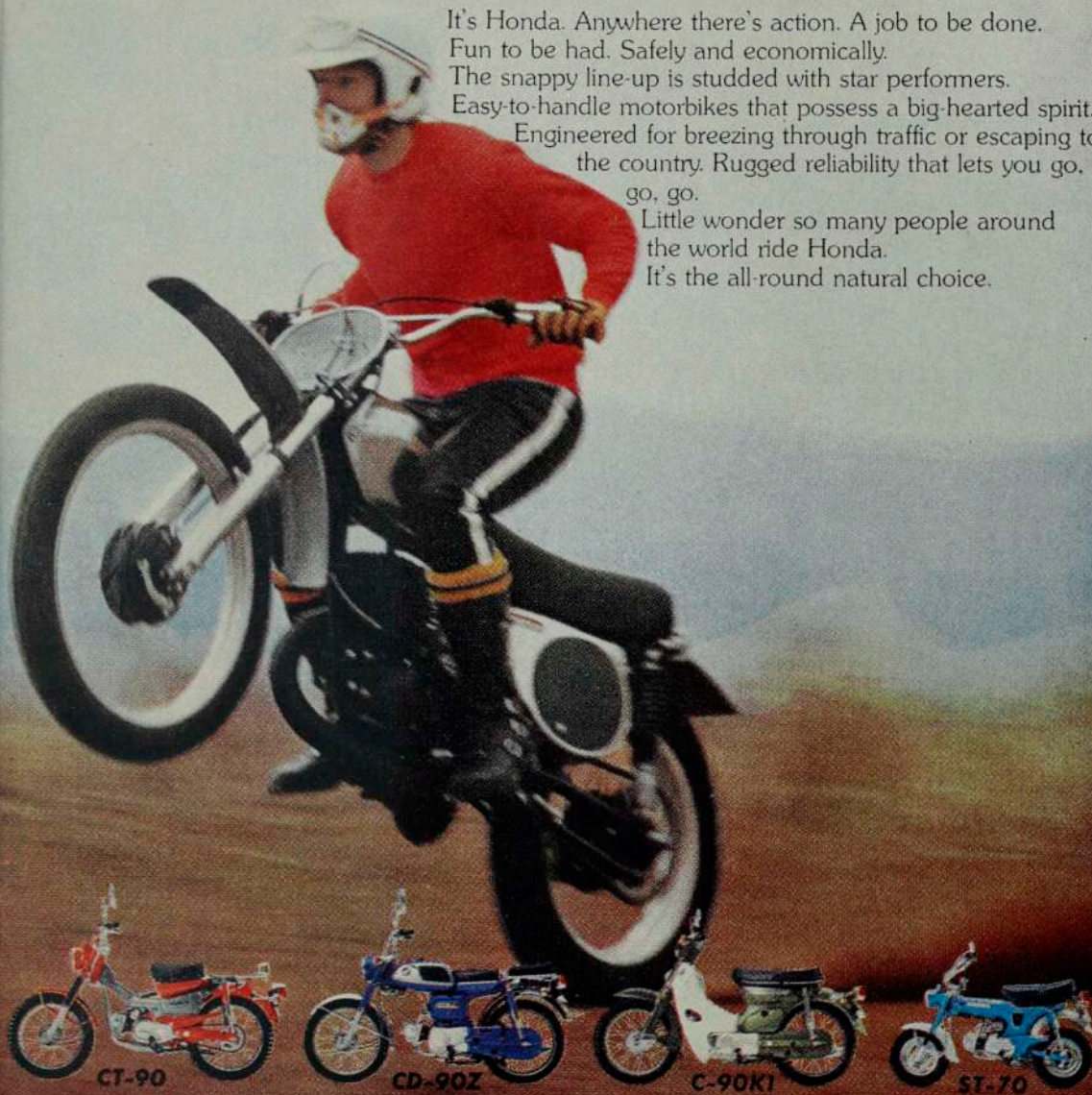
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