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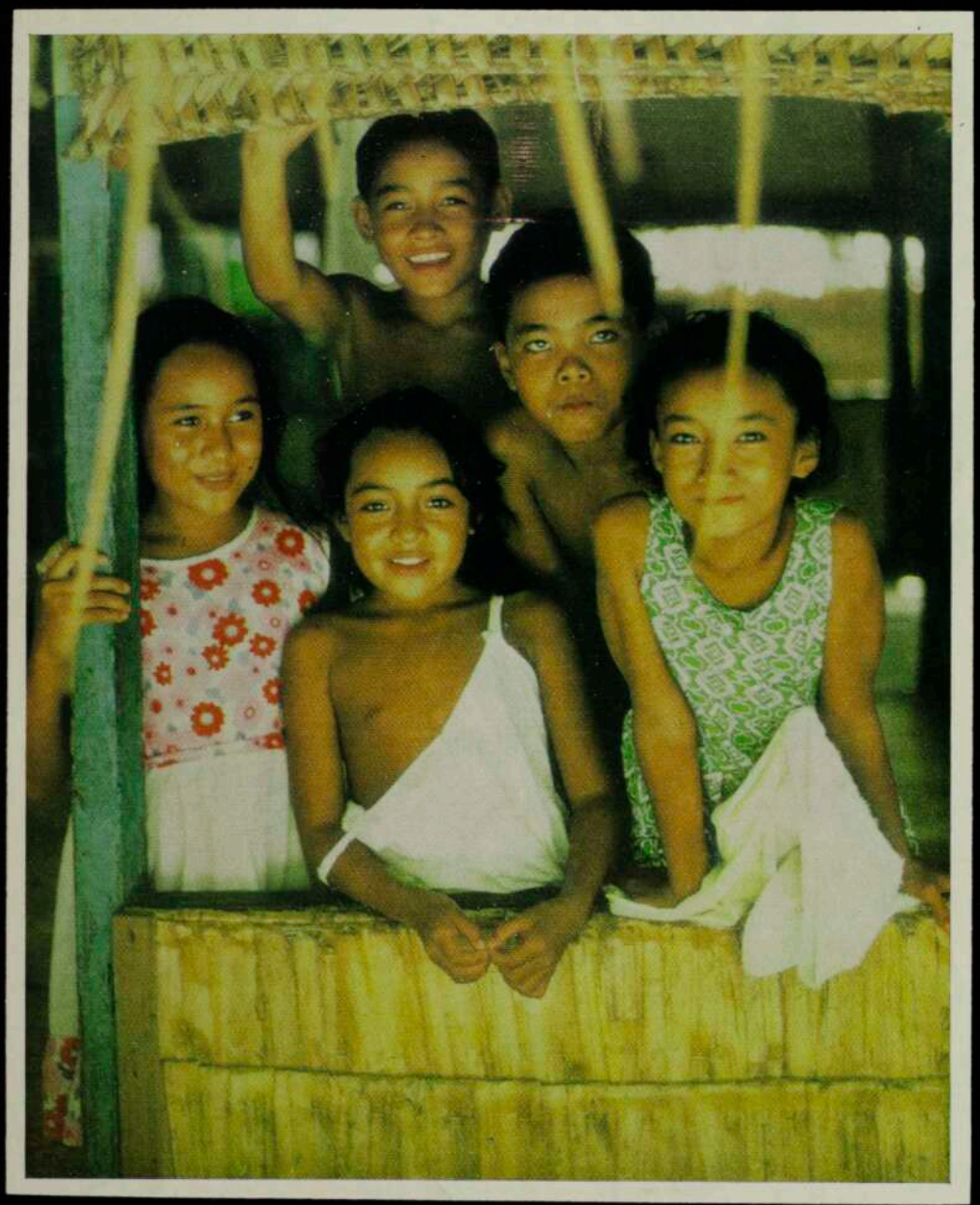
# Pacific Islands Monthly

NEWS MAGAZINE OF THE SOUTH PACIFIC



SEPTEMBER, 1974

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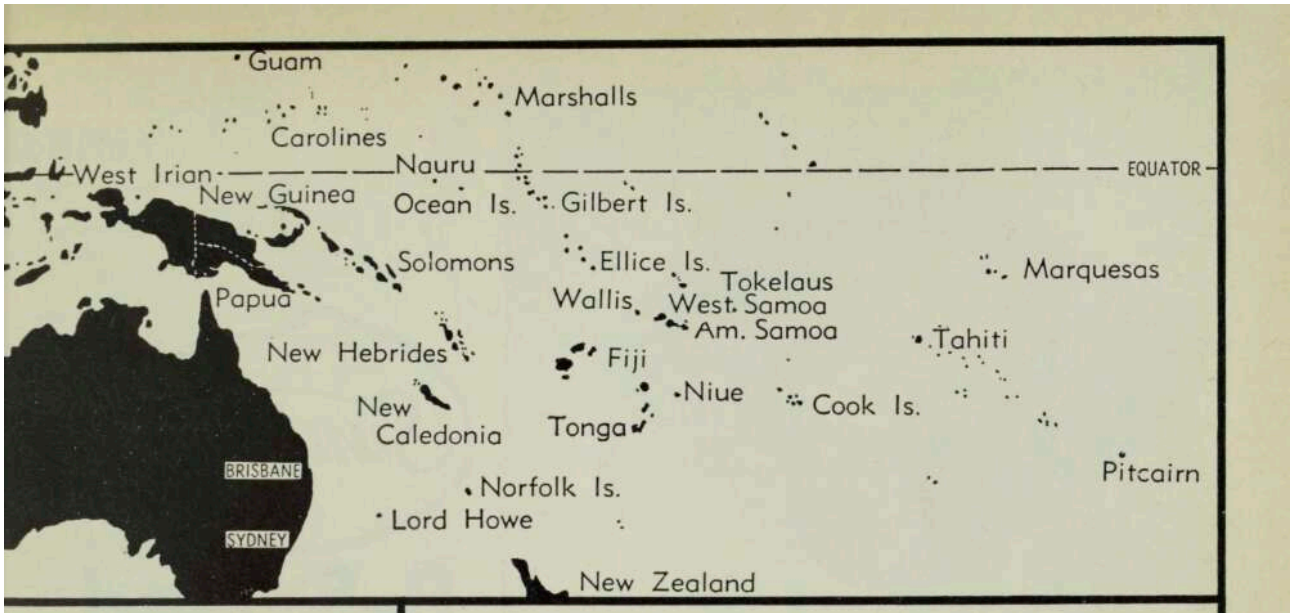


l 45 No 9 September, 1974

# Pacific Islands Monthly

## n This Issue


**NERAL**
? students' tape recording .... .... 15
ober 10—red letter day .... .... 15
nging role of missionaries .. .... 19
ional transport conferences .. .... 73
ge coconut potential .... .... .... 89
ision on Air Pacific .... .... .... 91

**ERICAN SAMOA**
Haydon resigns .... .... .... .... 7
seum gets French coat .. .... .... 12

**OK ISLANDS**
mier and independence .. .... .... 9
y free robberies .... .... .... .... 44
in Rarotonga .... .... .... .... 44
proved shipping service .. .... .... 77

ating a new elite .. .... .... .... 13
brain drain .. .... .... .... .... 21
ing for crime .. .... .... .... .... 44
rch protests Sunday trading .. .... 44
ce's October visit .. .... .... .... 44
ional transport conferences .. .... 73
A interested in Air Pacific .... .... 75
ol bomb at Suva wharf .... .... 79
mp down on money export .. .... 91
rists' complaints .... .... .... .... 94
trolling profits .... .... .... .... 102

**NCH POLYNESIA**
nch navy ship banned in GEIC .... 8
ond launch for Tahiti service .... 77

**BERT AND ELLICE ISLANDS**
test against nuclear tests .... .... 8

**D HOWE ISLAND**
of flying-boats .... .... .... .... 77

**NAURU**
Gift to Western Samoa .... .... .... 45
Regional aviation conference .... .... 73
Upgrading phosphate .. .... .... .... 94
Consul-General appointment .... .... 102

**NEW CALEDONIA**
Assembly demands self-government .. 11
Documenting the Caldoche vernacular 15
Full container service soon .... .... 77
Latest plans for nickel .... .... .... 91

**NEW HEBRIDES**
Security risk gaoled .... .... .... .... 45
Wreck of the Trudy .... .... .... .... 78

**NORFOLK ISLAND**
Council's protest .. .... .... .... .... 3
Increase in tourists .... .... .... .... 92

**PAPUA NEW GUINEA**
Volcano erupts (pic) .... .... .... .... 7
Bougainville copper talks .... .... .... 9
Parliamentary clashes .. .... .... .... 10
Investment Corporation's profits .... 12
The primitive art business .. .... .... 17
Changing role of missionaries .... .... 19
Talks on better shipping service .... 79
Extensions at Moresby airport .... .... 80
Rural workers' wage increase .... .... 94
Giregire gaoled .... .... .... .... .... 102

**PITCAIRN ISLAND**
Windmills for energy .. .... .... .... 12

**SOLOMON ISLANDS**
Drug runner appeals .... .... .... .... 5
Chief Minister's election .... .... .... 8
Strikers win more pay .... .... .... 44
Plane services cut .... .... .... .... 45
Woodford of the Solomons .... .... 59
BSIP ship sold to Fiji company .. .... 78

**TOKELAU ISLANDS**
The almost-forgotten islands .... .... 39

**TONGA**
Cost of living rises .... .... .... .... 6
Regional transport conferences .. .... 73
Hopes for shipping expansion .... .... 75
1973-74 trade deficit .. .... .... .... 89
King's Saudi Arabia talks .. .... .... 93
Princess's appointment .... .... .... 93

**UNITED STATES TRUST TERRITORY**
Micronesian status draft agreement .. 6
Changing the drug laws .... .... .... 13
Saipan's last battle .... .... .... .... 57

**WESTERN SAMOA**
Local Watergate .... .... .... .... .... 11
UNDP sacking .... .... .... .... .... 32
Paying the inflation bill .. .... .... 33
Regional airline conference .... .... 73

**PARTMENTS:** Up front with the Editor, 3; Tropicalities, 12; Editor's Mailbag, 23; a Nutshell, 44; From the Islands Press, 47; Yesterday, 48; Magazine Section, 57; NA, 60; Books, 67; Pacific Transport, 73; Cruising Yachts, 81; Business and Develop-nt, 89; Produce, 95; Shipping and Airways Information, 96; Deaths of Islands People, 102; Postscripts, 102; Advertisers' Index, 104.


## OUR COVER

*Four attractive youngsters look out on to the outside world from their atoll home in the Tokelaus. Some day they will have to make a decision—to stay at home and follow the peaceful and, sometimes, difficult life of the atoll dweller, remote from the bustling world, or join that world, following thousands of their kinfolk to New Zealand. Laurence Bracken, of Pago Pago, who took the picture, writes on page 39 about the "almost forgotten" Tokelaus.*


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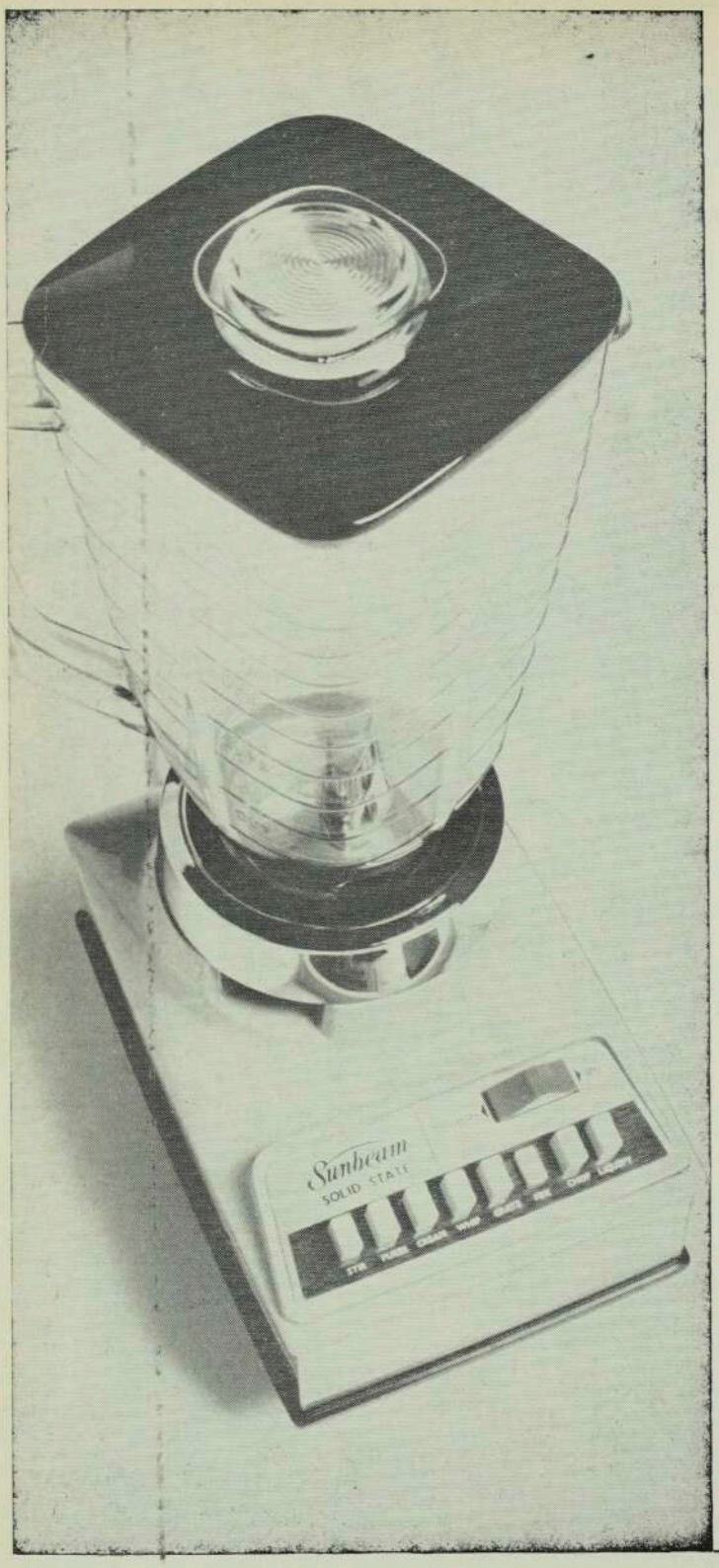


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AUDIT BUREAU OF CIRCULATIONS

**September, 1974**
**Vol. 45, No. 9**

# Up Front with the Editor

It is fitting that there should be another political controversy on Norfolk Island. It's fitting because this is Norfolk's year.

On October 10 it celebrates the 200th anniversary of its discovery by Captain Cook—and the island is only 14 years short of the 200th anniversary of its first settlement by Britain.

In almost 200 years of settlement one would have expected that its political fate would have been firmly settled, but the islanders don't think so.

Norfolk Island, 1,000 miles north-east of Sydney, is only 14 square miles in area, with a population of about 1,500. It's still noted mainly for its stately Norfolk Island pines—the trees which so impressed Captain Cook in 1774 as being suitable for masts for British ships. It's because of this, and because of the wild flax that grew there and which looked as if it could be useful for sails, that Cook took possession of the then uninhabited island.

And because the British Admiralty agreed with him, it was a matter of only a week or two after the landing of Captain Phillip's First Fleet at Botany Bay in 1788 that a vessel was despatched to Norfolk to found a settlement and prevent any other power acquiring it. Thus Norfolk Island became the second British settlement in the South Pacific. As it happened, neither the flax plant nor the pine trees turned out to be useful —the pine trees had too many knots in them—and the island in subsequent years became a prison colony.

Its modern history began in 1856 after the convicts had departed and there arrived by special arrangement the entire population of Pitcairn Island to begin a new life, their own island being thought too small for them. Some of the Pitcairners later got homesick and returned to Pitcairn, which is the reason why the descendants of the Bounty mutineers can today be found on both Pitcairn and Norfolk.

Britain agreed at the time that Norfolk Island would be considered a "separate and distinct settlement". Responsibility for the island was vested in the Governor of NSW—not the colonial government of NSW but the governor himself, and a number of the early governors enjoyed having their own little community to play with, even testing out the Norfolk school pupils on their maths during their visits and inspecting the state of the drains.

But the Australian colonies formed the commonwealth at the turn of the century, and by 1914, despite some protests on the island that Norfolk was still a separate and distinct settlement, Norfolk became a territory of Australia, and still is.

Australia has not up to now made income tax laws for it, nor do the people pay rates, nor radio licence fees. But nor do they receive pensions and other social service handouts. The island gets along on its own small resources, which include the proceeds from tourism, plus a fairly small subsidy from the Australian Government. Some facts are on p 92.

The population over the years has been swollen with Australians and New Zealanders, and some people from Britain, who have retired there or set themselves up as small shopkeepers.

The current fuss has been sparked off by a letter to the eight-man Norfolk Island council in July by the Minister for the Australian Capital Territory, Mr Gordon Bryant, whose responsibility includes Norfolk.

During almost the whole history of Norfolk since 1856 there have been complaints on the island that they have not been allowed to properly conduct their own affairs. There have been commissions and royal commissions, petitions to the Queen and even a court challenge or two.

The recent debate in the council about the contents of the Minister's letter is simply another manifestation of Norfolk's continued frustration with outside authority.

What the Minister said in his letter was that advantages to the people of Norfolk Is would accrue "by closer




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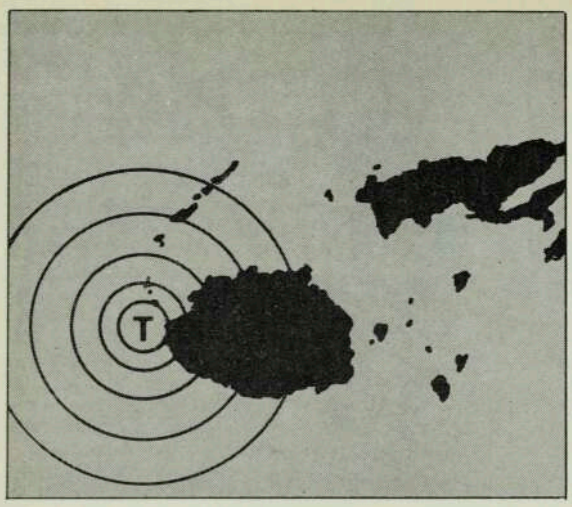


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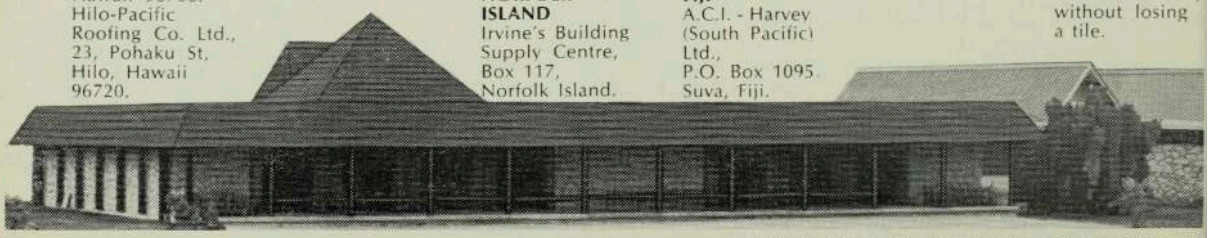
The Tradewinds Convention Centre in Fiji that weathered the full force of Hurricane Bebe, without losing a tile.



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lationship with the mainstream of ustralian life", and that the island s disadvantaged by isolating itself om the varied and highly desirable cial welfare benefits which member- ip of the Australian taxation system akes possible".

This seems a highly colourful way preparing the islanders still further r the joys of Australian income tax. The islanders have been left in little ubt these last 12 months that they e going to get it, although they n't know when.)

The Minister's letter laid it clearly the line where the Australian Gov- nment stands over Norfolk's consti- tional position. The Minister was ying virtually that Norfolk can be garded as part of the Australian ainland and that he intends to treat as such.

The Minister reminded council that had the final responsibility for the lministration of Norfolk Island, that e Australian Government had the nstitutional right to make laws plicable to Norfolk and that in his ew it was "counter-productive" for e islanders to continue to debate eir constitutional position.

The letter drew a heated response, ainly on the matter of who was ss. Councillor Duncan McIntyre id that when the minister acted ainst the advice of council or acted thout seeking council's advice on y matter concerning Norfolk Island en he defied not only the elected presentatives of the people. He fied the whole island. He exceeded s power.

He said the United Nations Covenant on Human Rights per- mitted Norfolk Island to choose its own political future and its own political form, and that "Norfolk Island is entitled to the last word over the Minister, and that is true, even if the Minister thinks it is counter-productive".

He added that if Norfolk Island did not argue its case vigorously be- fore the eyes of the world, in the UN if necessary, "then we sell out the island and we are not free men".

Councillor Smith agreed, and he said if the Minister was going to take away Norfolk's human rights he would like to see the island placed under the United Nations.

The debate was reported in detail in the Norfolk Islander, the little weekly newspaper produced by Tom Lloyd and his wife Tim, and then got an airing in the mainland news- papers and TV. The mainland news- papers stressed mention of the United Nations and reported that moves were likely for UN intervention on Norfolk, according to an unofficial poll.

What appeared from newspaper reports to be a second Mutiny on the Bounty irritated Minister Bryant in Canberra, who promptly sent Nor- folk a cable suggesting if the council wished to communicate with him only through the medium of the press, it seemed "an odd way to do business". He said he was personally sympathetic to council having some executive responsibility, and pointed out that the Norfolk Island Council in 1960 had been empowered to make laws, to carry out local govern- ment functions and to raise local revenue, but these powers had been removed by the Australian Govern- ment in 1963 "at the express request of the council, which assured the Minister of the day that it was the unanimous wish of the people". He reminded them that the council had reverted to an advisory one and still was advisory, but he was willing to make an early recommendation for those powers to be reintroduced if that was what Norfolk wanted.

The Minister was speaking the truth. Local government was intro- duced with a great flourish on Nor- folk in 1960 but a bloc on the council refused to put it into practice.

Faced with Mr Bryant's cable the councillors appeared not so mutinous. Council passed unanimously the fol- lowing motion, "That the council dis- sociates itself from the recent pub- licity in the Australian and local press concerning the visit to Norfolk Island by the United Nations dele- gation and further emphasises that the Norfolk Island Council has not considered such action. Furthermore no poll was ever conducted to ascer- tain the views of all councillors con- cerning a proposed visit by the UN delegation to Norfolk Island."

The question now is, does the council want the reintroduction of local government?

I think it might be a good idea if it took this step again. As an advisory council it's little more than a debat- ing society, and it has only itself to blame if nobody takes it very seriously.

**—Stuart Inder**

# Drug runner in a strange land

A drug runner caught and dealt th in the Solomon Islands in April s had a fine of $50,000 reduced to 00 and a sentence of five years' prisonment reduced to four years the Fiji Court of Appeal. And Piper Cherokee aircraft he flew, ich was forfeited to the Solomon ands Government, has been re- ised to Bishop Aviation Ltd, in w Zealand, on payment of an un- cified, but believed to be substan- l, sum of money.

The drug runner was Vaundrey hn Bishop, 33, of Auckland. He s on his way from Hong Kong to w Zealand. His aircraft was rched when it landed in the Solo- ons, and officials found 101 lb of nnabis resin. Bishop, in the High urt of the BSIP, pleaded guilty to arges of possession of marihuana d importing prohibited drugs.

In an appeal to the Fiji Court of Appeal on the grounds of severity of sentence, Bishop claimed the total punishment was "manifestly exces- sive". Mr Richard Davis, for the crown, agreed that the $50,000 seemed very difficult to justify and suggested it could be reduced to an amount Bishop could conceivably pay. The five years' imprisonment was not excessive in the circum- stances, as Bishop could have re- ceived a stiffer sentence in New Zealand, where he was bound.

The court chairman, Sir Trevor Gould: More severe than five years, $50,000 and the forfeiture of his air- craft?

Mr Davis said he was only re- ferring to the length of the prison term.

Mr Karam Ramrakha, for Bishop, said the court should consider the effect a native prison would have on a New Zealander accustomed to a more sophisticated life cycle. Bishop com- plained about inadequate toilet facili- ties, and lice in his blankets. Bishop had tried to escape, and had been put in a punishment cell, which at least had its own toilet.

Negligible recreational facilities and lack of intelligent English con- versation made life almost like solitary confinement. No counselling, psychiatric or rehabilitation facilities were available. If the judges weighed all those factors they could conclude that a five-year prison sentence be- came vicious and punitive for a foreigner in a strange land.

When Bishop was dealt with in the BSIP, the High Court was told that the drugs were worth between $150,000 and $200,000. Bishop said then he was to be paid $50,000 to take the drugs into New Zealand. He did not consider himself a "pur- veyor of misery" as there was a dif- ference between hard and soft drugs.




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# GIVE AND TAKE AT GUAM BRINGS A NEW COMPACT FOR MICRONESIA

From a Saipan correspondent

Quid pro quos must have filled the air at the Guam conference between the Congress of Micronesia's Joint Committee on Future Status and the United States. Full agreement was reached—this after interminable talks going back to 1969—on Micronesia's new status after a series of surprising concessions by both sides, concessions which a few months ago, seemed more remote than the Milky Way.

The draft text of the new compact was released in Washington and circulated in the Congress of Micronesia on August 8. But all is not over. The compact has to be approved by the Congresses of the United States and of Micronesia and a plebiscite of the peoples of the Carolines and the Marshalls. The Marianas, conducting separate negotiations, remain outside the compact. A 55 per cent majority is needed to approve the compact, and should at least two-thirds of the voters in any district reject the agreement the compact will not apply to that district.

Since the Guam talks, however, the Joint Committee suggested several changes in the terms of the agreement and these will be the subject of further discussion.

The committee's co-chairmen, Senator Lazarus Salii and Congressman Ekpap Silk represented Micronesia and Ambassador Franklin H. Williams and his deputy James M. Wilson Jr the United States.

Highlights of the draft agreement, according to the Washington release, are:

- The new Government of Micronesia will have full responsibility for its internal affairs. It will be self-governing under its own constitution, with its own laws and its own courts.
- The United States will have the responsibility for Micronesian foreign affairs and defence. It will have the exclusive rights to establish and maintain certain military installations in the area.
- The US will provide continuing financial assistance to Micronesia for an initial period of 15 years. This will include support for government operations, starting at an annual level of $US35 million, and additional grants for capital improvements, starting at $12.5 million annually, both declining gradually over the period. Loans for other development projects will also be made available at an annual rate of $5 million.
- The US will also provide federal postal, meteorological and commercial aviation services to Micronesia.
- Both parties will enjoy most-favoured nation status with respect to each other's customs laws, export-import regulations and other commercial taxes.
- US currency will continue to be used as legal tender in Micronesia for an indefinite period.
- Micronesia and the US will establish appropriate representation in each other's capitals.
- The compact may be terminated unilaterally by either party at the end of 15 years, but the association can continue in effect indefinitely in the absence of such action.

In separate undertakings the US has also agreed to transfer to local control all public lands held in trust. With US Congressional approval it will also continue financial and development assistance to Micronesia during a tentatively agreed five-year period between approval of the agreement and the end of the trusteeship in amounts ranging from a projected level of $76 million this fiscal year to $61 million in the last years of the trusteeship. During this period action will be taken to phase in the new government established under the new Micronesian constitution and to terminate the trusteeship arrangement.

The United States seems to have gained the most from the bargaining but it will cost them millions of dollars in grants which, initially, they refused. The talks bogged down last year over the Micronesians' demand for annual aid of $100 million later reduced to $80 million. The new compact will give them $128 million to begin with. This will reduce gradually. In return, the Americans succeeded in their demand that unilateral termination of the compact cannot be effected for 15 years. The Micronesians wanted it limited to five years. Most important of all, from their standpoint, the US will get exclusive military rights.

It will continue to occupy Kwajalein atoll, the missile range, as well as parts of Bikini and Eniwetok atolls and will have access and anchorage rights in Malakal Harbour, Palau and adjacent waters; joint use of the proposed airfield at Garreru Island or the Babelthaup airfield and an option on 32,000 acres of land for ground force training and manoeuvres on Babelthaup Island. Requirements in the Marianas are the subject of separate negotiations.

# TONGAN NOBLES HAVE THE LAST WORD OVER SALARY RISES

*The confrontation between the Tonga House of Assembly and the Privy Council over a 20 per cent cost-of-living allowance (COLA) ended in a qualified win for the assembly. The parliamentarians' COLA is dated back to July 1, 1973, and that for civil servants and daily-paid labourers back to January 1, 1974. The Privy Council earlier had decided COLA should become effective for all from April 1, 1974.*

*The assembly erupted at this and by an 8-4 vote refused initially to pass the estimates for 1974-75. In 1973, the house had carried a resolution that any salary increase coming from a review of salaries for the civil service should take effect from July 1, 1973. Members were annoyed as the Privy Council decision that COLA should become effective for all from April 1, 1974 was over-riding the wishes of the people's representatives. "It's undemocratic" was the cry.*

*Some members of the assembly were not happy with the new decision from the Privy Council. Mr Masao Paasi, People's No 1 Representative for Vavau, said that the Privy Council, in reviewing the matter, had not stated clearly the reason why civil servants and labourers should gain COLA backdated to only January 1, 1974, when members of the House had their salaries backdated to July 1, 1973. In pointing out that the cost of living had risen by 30 per cent since the 1960s, he asked why civil servants and labourers were treated differently.*

*An attempt was made to have the matter referred again to the Privy Council, but eight nobles outvoted six people's representatives against such a move.*




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A front row seat at one of nature's fireworks displays—the volcano on Karkar (Dampier) island off the New Guinea mainland which, in common with her sisters, Manam and Long Island, has been giving mere humans a display of what nature can do when she tries. The three volcanoes have been ejecting lava, rocks, ash and dust at intervals since July, but there has been no immediate danger to villagers living near the volcanoes. The present eruption on Karkar, 55 km north of Madang, is coming from a cone that is almost centrally situated within an older crater about three kilometres across and 300 metres deep. Since the height of the cone is about 300 metres also, the centre of the activity is level with the rim of the old crater, and this makes a perfect vantage point. It is at this point that vulcanologist Chris McKee has been camped observing the volcano since early this year.

# HAYDON TO LEAVE PAGO 'WITH LOVE AND AFFECTION FOR SAMOANS'

From a Pago Pago correspondent

After five years of controversy, ohn M. Haydon has resigned as Governor of American Samoa. Hayon, who was sworn in as governor n August 5, 1969, sent his resignaon to Secretary of the Interior ogers C. B. Morton on August 5 arking five years to the day as the ead of the territory.

Writing to Morton, Haydon said, It has been a source of real satisaction to serve the American amoan people for the past five ears".

Although Haydon did not go into etails, he did indicate that he hoped return to his native Seattle, Vashington, for "family and business easons".

He said he was disappointed in the esults of the last election in Ameriin Samoa, in which the voters rned down a chance to elect their wn governor and lieutenantovernor. "I had hoped," said Hayon, "that I would have the honour serving as American Samoa's last ppointed governor, but this possiility has been negated by the eople's rejection of the election, for he third time in less than two years."

Haydon said his decision had othing whatsoever to do with last ear's Hatch Act hearings, in which was charged with interfering with cal elections. Haydon was cleared of those charges by Civil Service Commission Judge John McCarthy.

"We will leave American Samoa," said Haydon, "with a great deal of love and affection for the Samoan people."

The Haydons plan to leave in mid-October.

Haydon has not always been popular. He has been a colourful, uniquely-dedicated, demanding governor. He has also been an abrupt, iconoclastic governor, who has not hesitated to overpower those who stood in his way.

Haydon's primary intent during his tenure has been to "get things done" and to "do a job". He has been single-minded in his efforts.

Shortly after arriving in American Samoa, he shocked the local Samoan leaders when he dumped a load of rubbish on the desk of a village chief. The point that Haydon had in mind was to show that the area was covered with the rubbish. The point the Samoans got was that he lacked respect for the village chief.

For various reasons, Haydon had his local detractors, including newspaper editor Jake King, of the Samoa News. King filed numerous suits against Haydon, none of which was successful. Haydon, for his part, has seemed to be somewhat paranoiac with regard to the Press and has been accused of attempting to manipulate the local Press.

These charges were particularly brought up when Haydon was charged with violations of the Hatch Act last year and had to appear before a Civil Service hearing. The charges grew mainly out of a television programme done by Haydon, and radio tapes made by several local Samoan leaders. The prosecution contended that Haydon used the Press to achieve surety that he would stay in office, while Haydon contended that he had no such intentions and that he did not interfere with the government Press.

In typical Haydon fashion, during the hearings, he managed to get into a rather vocal argument with the KVZK television news director over who could and who could not be interviewed.

Oddly enough, although Haydon's opponents have seemed convinced that he actually did not want an elected Samoan governor, he has seemed to be consistent in his attempts to be the last appointed governor.

A bit of historical parallel is that Commander Tilley, who was the first appointed governor of American Samoa, was acquitted before a United States Navy Court Martial Board for much the same charges that Haydon faced in the Hatch Act hearings. Haydon was surely aware of this tidy

Continued p 101




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# BSIP Chief Minister a long time a'coming

From a Honiara correspondent

Although the election of the Solomon Islands first chief minister is scheduled for August 27, and it is now August 12, the mists wreathing the protectorate's political situation show little signs of clearing.

It appears there will definitely be at least two candidates, Solomon Mamaloni, leader of the People's Progressive Party, and Benedict Kinika leader of the reconstituted United Solomon Islands Party. There might even be four with Dr Gideon Zoloveke, the USIP's deputy leader, and Philip Solodia, also of the USIP, entering the lists. In fact, there could be five, with the addition of David Kausimae, whose party affiliation is uncertain. That is how fluid the situation is.

Party strategies for the election are not likely to be released. PPP would almost certainly field Mamaloni, but it is also likely that Mamaloni might decline, favouring instead a relatively short wait for a shot at the prime ministership during the life of the next House. PPP is aiming at 1980 as a date for independence.

USIPA might also consider this with a view to strengthening its party base in preparation for the next election, but spurred by the ambitions of Solodia and Zoloveke it is hardly likely to do so. Internal wrangling with USIP might see Kinika, Solodia and Zoloveke nominated and party members voting by personal choice between the three rather than exercising the party vote on one candidate.

Meanwhile, hard lobbying will begin when members start to arrive in Honiara later this week. If Mamaloni does indeed stand and is elected, then he might choose as his deputy his old colleague David Kausimae. Kinika's success would mean that either Solodia or Zoloveke would become deputy, probably the former.

The first chief minister and his cabinet will have their work cut out. There is the newly-drawn local government policy to be implemented stage by difficult stage; the revision of fiscal policy which is bound by its very nature to be controversial; there is the review of the policy of the subject dearest to Solomon Islanders—lands, and related minerals policy. Localisation and shipping policies are also under close scrutiny, and also a policy on health services.

While these reviews are being made, the government will be bringing into being a new education system. This subject draws much speculation as to its possible fate if Kinika, who has stated his objection to the system, becomes leader of the country.

The scheme is to provide a two-tier secondary schooling structure with secondary schools being classified "academic" or rural-oriented "Area High Schools". Kinika favours the more expensive "comprehensive" system, claiming, with the support of two other USIPA members, one Solodia, that the two-tier system would create an unwanted class society.

Cabinet has an extremely difficult job ahead of it to say the least, and irresponsible bickering by the Opposition would cause significant loss of confidence in the Solomons Government at a time when it needs it most. Imported inflation will not make things better, and indeed is having a snowballing effect on rural folk; in particular those whose high receipts from copra (the price of which is at an all-time high of $A336 per ton locally) finds its way into the trade store and out of the country again. Cabinet may well see its way to speeding on price control legislation as well as any other means it can muster to curb as much as it can the effects of this inflation.

Benedict Kinika . . . favourite for the top job?

Britain is not being too helpful to the country either. It makes available capital development aid based on the ability of the country to pay out of its own revenue—with a decreasing supplement of grant-in-aid to revenue—the costs of implementing capital development projects. This has the effect of forcing the government to seek as much revenue as it can from an already financially hard-pressed people.

With its hopes for stable government in the Solomons, if indeed the British Government does have such hopes, it is almost unrealistic. The Solomons is capable of political independence tomorrow, but would still need double its current revenue levels to speed up development to a politically appreciative plane if stable government in the future is to be realised.

With current British policy, it appears Britain, while on the one hand making generous offers of development aid, is anxious, on the

# BRITAIN STILL RULES GILBERTS' WAVES

*As a gesture against the French nuclear tests at Mururoa atoll, the GEIC Government recently refused a request from a French vessel, conducting an oceanographic survey off Ocean Island, to call at the island for water.*

*But the ship called and was supplied with water. The British Government, which controls GEIC's foreign affairs, had overruled the colony's government, Isakala Paeniu, Minister for Natural Resources, protested in the House of Assembly in August.*

*The minister was moving a resolution condemning the tests and calling on the British Government to make "vigorous protests" to France on GEIC's behalf.*

*Britain, the minister alleged, wanted to please France because she was renegotiating the terms of British entry into the Common Market and France was likely to be one EEC member that would oppose the new terms.*

*"You see, the British if they want to sell us, we the people of these islands, like trade goods, they would do so," said Isakala.*

*The resolution was approved and sent to the British Government, so far without reaction from London.*




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ther hand, to be fast done with an-ther dependency, by cutting back on he very element of aid that will en-ure future stability in this country.

Britain's criterion for independence or the Solomons—or so it has been p until now—is a balancing of pay-ents. This year the country may ell have a surplus in its trade figures ut almost solely because of high orld copra prices.

The chief minister and cabinet can e expected to make their first moves establishing high level contacts ith the Solomon's immediate neigh-our, Papua New Guinea, and also auru. He would probably also an-ounce the country's support for ationalistic independent movements the New Hebrides.

## ough going in ougainville talks

From a Port Moresby correspondent

The Papua New Guinea Govern-ent and Bougainville Copper Ltd e both finding that their negotia-ons over possible alterations to the g Bougainville copper agreement e tough going. Talks between the rties broke up in Port Moresby August without a date being set r the next round—which will be e fourth. The government said it pected another round within a onth to aim at reaching a formula mid-September, but the company s had nothing to say.

The talks are centred on the re-sion of the agreement under which NG's biggest profit earning com-ny operates. Its first year profit st year was $158 million—a figure hich it has been estimated might out equal the half year's earnings s year.

The PNG negotiating team, com-sing outside advisers, is demand-g a big increase in PNG's share of ougainville profits and is generally king a hard line; the company gues that if it is "taken to the aners" in the early years its cash w will be reduced to an extent that ll seriously hamper its ability to ntinue development.

The divergence of opinion between two parties seems far wider and more serious than the scanty an-uncements so far made have indi-ed, and some PNG government icers have wondered whether NG's advisers are not taking too d a line in view of the effect a al breakdown of the talks might e on international investment h interests or potential interests in G development.

# Sir Albert, a new Kissinger, heats the Cook's political pot

*From KATHLEEN HANCOCK in Wellington*

In Avarua, the Cook Islands political pot was beginning to boil in January. Prior to his departure for the Law of the Sea conference at Caracas, Sir Albert had announced that he would be looking for full independence for the Cooks in the near future.

In government circles in Wellington there was speculation as to the motives behind the Premier's statement. Some suggested that the discovery of huge manganese deposits near the Cooks had triggered off the new approach; some considered it the outcome of pressure from the more radical section of his own party; others thought it was a logical move after 10 years of self-government.

Certainly the necessity for the Premier to be introduced by New Zealand at Caracas emphasised the fact that the Cooks couldn't speak on their own account at an international meeting, and this was an embarrassment to both the Premier and New Zealand. As Sir Albert passed through New Zealand he said, "It's time for the Cooks to take their place with other nations. Our right to identify is stifled by the place we hold in the international community."

Nevertheless, Sir Albert doesn't want to lose the privileges Cook Islanders already have as New Zealand citizens, and he is emphatic about this. "Why can't we make a unique situation more unique still," he demands in best Henry style. He has offered to government in New Zealand the idea of dual citizenship, which has raised the eyebrows of Kiwi jurists, who can't see how law could be administered in such a situation. Mutterings about wanting to have his cake and eating it were heard on Parliament Hill. But Sir Albert insists, "Let's still be partners. We can show the world that two independent countries can remain married but go their own way". (However, on his return from the conference, he said there was now no need to move quickly to independence.)

Whether Sir Albert succeeds or not with his Utopian ideal of dual citizenship in the best of two worlds, the Premier's words set off a political hubbub in the Cooks. No sooner did Sir Albert step off the plane at Rarotonga on his return from Caracas than Opposition Leader, Dr Tom Davis, took off on the return flight to Auckland to get among the large Cook Islands population there and to make contact with government in Wellington. He told the Minister of Islands Affairs, Mr P. Amos, that Penrhyn, Mangaia, Rakahanga and Atiu would break away from the Cooks and join New Zealand if full independence was chosen. He said he personally was against this step, but he didn't blame them. And in the meantime he addressed meetings of Cook Islanders in Porirua and in Auckland, where he said there was unqualified opposition to independence. Dr Davis also warned that NZ aid could be on an entirely different basis if a referendum brought independence to the Cooks. "It would have to be in the form of loans, not aid," he said. And he also prophesied that immigration from the Cooks into New Zealand could be based on a quota system similar to that which applies to Western Samoa.

It is possible that neither of these factors would worry Sir Albert unduly, though he continually underlines the desire to maintain the status quo as far as citizenship goes. A quota system for Cook Islanders wishing to emigrate to New Zealand would go a long way towards stopping the drain of brains and brawn from the Cooks, which has always caused the Premier much heartburning. And in his search for dignity and identity for the Cook Islands people, he might just consider loans and trade preferable to handouts and aid.

Sir Albert is a great conciliator. And it's just possible that the title "Kissinger of the Pacific", bestowed in Wellington half seriously and half in fun, may yet prove an apt label. His forays into Pacific councils and world conferences may enable him once more to have and eat his cake.

Sir Albert hit the big time at Caracas and received a standing ovation for his speech, stressing the need for his country and other Island territories to control the wealth of the seas and the seabed in an economic zone which, he suggested, should extend for 200 miles around each island.

He also had his sights on the recently-discovered manganese deposits near Rarotonga over which he is expecting to do a deal with New Zealand.




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# Sacking underlines PNG internal divisions

From a Port Moresby correspondent

Personality clashes involving leading New Guineans highlighted events in the nation in July and August.

Following in the wake of the controversial Constitutional Planning Committee's report which the Chief Minister, Mr Michael Somare and his deputy, Dr John Guise criticised, came the news that Justice Minister John Kaputin, a CPC member who figured largely in the drafting of the report, had been asked by Mr Somare to resign his portfolio.

The Constitutional Planning Committee report was submitted to the last sitting of the House of Assembly in June but was not voted on. It is being debated in an August sitting.

Mr Somare and Dr Guise opposed some important aspects of the report, and released a draft minority report which drew fire from the CPC vice-chairman, Father John Momis and Mr Kaputin.

The latter challenged the "moral position" of the report and the Chief Minister took this as a leadership challenge.

In a brief statement released when Mr Kaputin was in Australia returning from official overseas business, Mr Somare confirmed that he had asked him for his resignation "subject to an explanation of his recent statements and his performance as Minister for Justice".

The minister refused to resign. On his return five days later, he was stripped of his portfolio, becoming Minister without Portfolio.

Under the present Papua New Guinea Act, a minister cannot be totally removed until his position is considered by the Ministerial Nominations Committee and the House.

But, for the first time, Papua New Guinea's normally flexible Chief Minister had taken a hard line, asserting his authority openly and showing his countrymen that he was not prepared to put up with leadership snipes from allegedly incompetent ministers. He said Mr Kaputin attended few Cabinet meetings.

Mr Kaputin, never a man to be walked over, delivered a lengthy statement to a press conference at Port Moresby's Jackson's Airport as soon as he returned from Australia, saying in part ". . . As for tendering by resignation, you can tell your friends, I am fed up with being told what to do simply because one is a minority.

Mr Kaputin said that as "a Tolai and a Mataungan" his position in the government was never "secure and free". He talked of a struggle going on between the Establishment (which was "foreign dominated") and the nationalist movement. He talked of the "Tolai nation" and said he had been working on "foreign soil". He defended his work as Justice Minister and said he had worked "a hell of a lot more" than 50 per cent of the ministers.

"I am a minister in this government and until I confer with my colleagues on the Gazelle I have nothing further to say."

The Tolai-based Mataungan Association stated that it would pull its three representatives out of the coalition government if Mr Kaputin was not reinstated as Justice Minister.

Meanwhile, the government is taking seriously an anonymous telephone caller's threat to murder Mr Somare. According to Dr Guise, speaking in the House of Assembly on August 22, the caller told the Chief Minister the Tolais would deal with him as they had dealt with District Commissioner Jack Emanuel (stabbed to death in August, 1971).

The second clash involved the Secretary of the Interior Department, Mr Simon Kaumi and his Minister, Mr John Poe. Mr Kaumi, also a Tolai, is a former PNG Chief Electoral Officer.

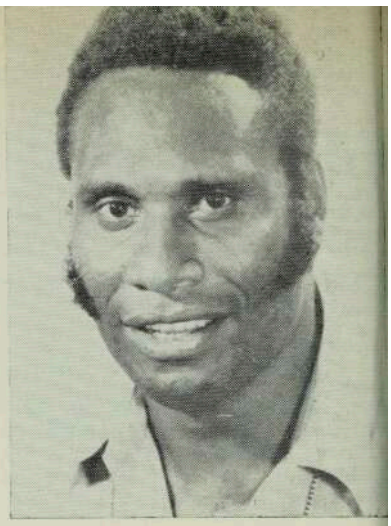
The issue concerned the Corrective Institution Service, a part of the Interior Department. In an emotional outburst, Mr Kaumi said he would no longer be responsible for that service.

Among his many criticisms were the frustrations he said he had experienced in his role as department head dealing with his minister and other senior public servants.

He said that 18 expatriate officers in the service had no local understanding and accused the administration of the Corrective Institution Service of running a luxury establishment at a cost of $4.3 million.

He stated that the national officers of the service were bullied and terrorised by some European officers "who cannot let go their desire to dominate black people."

Mr Kaumi said that a staff member whom he sent to the Corrective Institution at Bomana near Port Moresby to investigate certain matters had been unable to do so because



Ex-Justice Minister John Kaputin . . . his position was never "secure and free".

of interference by Mr Poe's expatriate adviser, Mr Warren Dutton.

In answer, Mr Poe said that either he or Mr Kaumi would have to go and accused Mr Kaumi of breaching all accepted rules of behaviour between a departmental head and a minister.

Mr Poe went on to refute a number of Mr Kaumi's claims.

The Deputy Leader of the Opposition, Mr Paul Langro called on Mr Poe to resign. Later, it was announced that Mr Poe and Mr Kaumi had reconciled their differences.

The clashes highlighted the position of various white advisers in PNG including those who have been advising on the PNG Constitution, and touched off "anti-whitey" expressions in various quarters.

Meanwhile, Sinake Giregire (Dalo and his partner Michael Pondro (Manus) have formed their promise Country Party, composed entirely o backbenchers. A release on Augus 20 gave a list of 18 names with 1 signatures, all but four ex-Unite Party members, but some of thes were in doubt. Mr Pondros, wh announced the new party, said would remain neutral between th government and the Oppositio United Party, and hoped to hold th balance of power.

Until Mr Giregire's announcemen the divisions in the 100-membe House of Assembly were approx mately—Pangu 22, United Party 3 40, People's Progress Party 1 Nationals 12, Mataungans 3. D John Guise carries three membe and the remainder are independent The coalition government is con posed of Pangu, PPP, National an Mataungan, with support from D Guise.

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# Storming the Bastille Caledonian-style

From a Noumea correspondent

If July 14 is specially remembered Tahiti for the gaiety of hip-vinging dancers, it seems that Nou-ea is really getting closer to the riginal spirit of the French national ay with real-life re-enactments of e storming of the Bastille—that old rench challenge to authority.

The events sparking off the Nou-ea incidents centred on protests om the Territorial Assembly and e trade unions over staggering rises the island's cost of living and the ss of jobs by Caledonians who feel sted by metropolitan French, some-mes better qualified recent arrivals, ten including former military men wives of army and public officials.

One target of the rising storm was parting Secretary-General, Michel evallois, second to the governor as ead of the French public service on e island and representative of the overnor at debates of the Territorial ssembly. Four bullet holes were und in Levallois' Noumea residence July 19. A week later, attempts ere made to fire a building occu-ed by other top French officials.

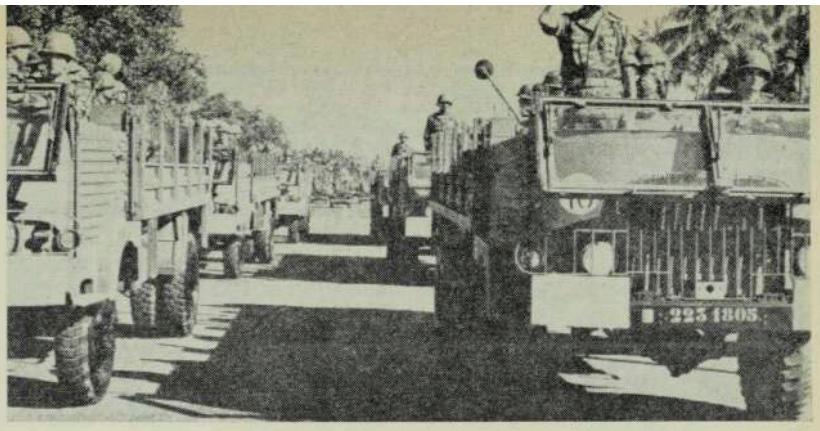
While the instigators of these acts ere not immediately known, it must explained that by now most in-ential Caledonians have been rectly or indirectly persuaded by e French administration not to ruggle for local political responsibil-, but to be content simply with aking money and leaving the overning decisions to Paris. This eans the only real forces left ttling for autonomy are the lesser-id workers and Melanesians.

Nevertheless, the Assembly major-by 17 to 15 voted in June a fur-er demand for internal self-govern-ent. The French President and ime Minister both acknowledged re-ipt of this motion, whereupon, to ark July 14, the same three parties cided to send their joint project r autonomy to the Paris authorities.

Meanwhile, as the bitter resentment ntinued over rising unemployment, e island's largest party, Union aledonienne, was reportedly accused "fascism" by Mr Levallois, during assembly debate demanding prior-for jobs to Caledonians. In reply, e party asked what kind of "ism" should be applied to a "represent-ative of the administration who criticises and opposes the propositions put forward by the representatives of the people?"

Then came the celebration of July 14. Official ceremony centred on the traditional march-past of French troops along the Anse Vata beach promenade—gendarmes, navy, para-troopers, troops in armoured vehicles and, making its first public appear-ance, the armed forces' new Neptune plane, equipped with powerful radar

Continued p 101



**The Bastille Day parade in Noumea.**—Photo: courtesy of La France Australe.

# W. Samoa's own Watergate

*From FELISE VA'A in Apia*

Chickens are flying home to roost in Western Samoa. Rumours circulat-ing over the last two years—and reaching PIM in great detail—have alleged widespread corruption in government departments, notably in Customs. They have now crystallised and the Samoans are likely to experi-ence their own brand of Watergate.

The Public Service Commission, in July, suspended Comptroller of Cus-toms Mr Vincent Brebner and Col-lector of Customs Mr Falevi Petana pending an inquiry into the running of the department.

The call for the inquiry came after the production in parliament of a detailed report by the Public Ac-counts Committee of irregularities in the conduct of Customs business in-cluding the falsification of import entries and even hints of a little smuggling on the side.

The committee's report doesn't mince matters, describing the situ-ation existing in Customs as "topsy-turvey".

There was corruption in high places, the report inferred, and this corruption "had to do with special treatment accorded particular firms, the manipulation of entries of certain companies, the loose manner in which bonded warehouses are controlled, the infrequent reconciliations and negligent manner in which the ware-house register is kept and the indiffer-ence attached to the examining and passing of entries".

The committee complained that there was a lack of control over the clearance of inter-island vessels be-tween Pago Pago and Apia, and, no doubt, of overseas vessels.

"All these factors", said the report, "pointed to one conclusion that the administration of the Customs De-partment appeared to be "haphazard, inefficient and corrupt".

The committee found numerous cases of goods being released without payment of import duties, one not-able instance being the release of goods without payment of $4,143 to a merchant who was also an MP. The amount was still outstanding. Three other firms owed $9,443 be-tween them.

Another company owed $36,895.24 for short-payment of duty. Said the report: "It is a matter for consider-able regret to note that import entries involved in this case were all, with one exception, checked and passed by a very senior Customs officer. No invoices could be found anywhere to verify the CDVs and it was obvious that in most cases values were mani-pulated by a simple shifting back-

Continued p 104

# Tropicalities

## A whiteman's cargo cult

Papua New Guinea's Investment Corporation Fund, formed in September last year as a share unit trust by the Investment Corporation of Papua New Guinea, which was two years old last February, will shortly be delivering the goods to the shareholders in the shape of dividends.

And the shareholders, all indigenes, are likely to get a pleasant surprise. The investments have prospered. The $12 million-worth of shares are worth, at present, around $14 million and the interest rate at least eight per cent, and, said Mr V. C. Jacob, the corporation's managing director, to PIM, it's likely to be "better than 10 per cent".

"Ah, whiteman's cargo" is likely to be the cry when the news gets around the villages. And, thereby looms a worry, and the reason why the corporation has gone into the film business with a locally-produced film, Stori Bilong Invesmen Koporesen.

As Mr Jacob explained in Sydney in August when the English version of the film was launched—the soundtracks are also in Pidgin and Motu—one of their worries is that the people may get a wrong slant on the whole thing. There's a danger that shareholding and its concomitant winnings may be regarded as a whiteman's cargo cult. So the accent, now that the corporation and its fund are waxing strong, is on educating the people in the business of investment. They are being given both sides, the rough—when shareholdings depreciate—and the smooth, like the present when everything is doing fine.

When the corporation's balance sheet for the year ended June 30 is published, it will show a profit well in excess of $1 million which isn't bad going on a government grant of about $5 million.

One seemingly small matter which is giving the corporation great satisfaction is that in the first nine months of the investment fund's life only one shareholder sold his shares.

The gambling aspect is being ignored. The stress is on the benefits to be gained by investing, particularly by groups, in the corporation's various holdings.

The film, in colour, made by PNG-based Film Niugini, and directed by Andrew Phillips, ex-Office of Information, and freelance journalist Chris Ashton, tells the story of how a local government council discovers what the corporation does and buys shares in it. The happy ending is a substantial cheque.

That happy ending might be a worry too. The shareholders will have to be made to realise that a 10 per cent dividend one year could be halved, quartered or even flattened the following year.

One important aspect of the corporation's activities, buying shares as it has to date, in 20 undertakings—including a million shares in Bougainville Copper—is that its shareholdings and consequent representation on company boards gives it, and the PNG Government, a voice in running companies in PNG.

"We carry the government's voice into the boardrooms, a voice that hasn't been heard before", said Mr Jacob. "When we go in, we try to influence the board so that our aspirations are reflected in the company's performance".

So that now the voice of Papua New Guinea, its government and its people is being heard in many places, in copper town Panguna, on chicken farms, in timber mills, ice-cream factories, the tourist industry, tile-making factories and in buses.

## Pitcairners will raise the wind

The people of Pitcairn Island are not concerned with nuclear devices being exploded by the French about 500 miles away. Rather, they are interested in another type of energy, generated by wind. Their interest has deepened since fuel became more difficult to get a few months ago.

But when they checked the cost of wind generators and the banks of batteries needed to hold the power, against their average per capita income (about $US30 a month), they almost gave up hope. Then the Seventh-day Adventists' Voice of Prophecy in Glendale, California,

Mr V. C. Jacob . . . bringer of whiteman's cargo!

stepped in, asking listeners to the station's radio broadcasts to help.

The appeal raised about $US10,000, almost the exact amount required to buy two 2,000-watt wind mills and allied equipment. Two mills have been bought in Australia and are expected to be installed and operating by Christmas. One immediate result will be a big cut in the bill for fuel.

Incidentally, with the departure of a family of three for New Zealand, the population is down to 66.

## A La Perouse relic goes home

A tattered reminder of the visit to American Samoa by the La Perouse expedition in 1787—a much-worn French Navy coat, with gold braid, was presented to the Museum of American Samoa in Pago Pago by the Bishop Museum in Honolulu, which had been keeping the coat on a custodial basis since 1957.

In 1787, the La Perouse expedition landed at Aasu village, on the north shore of Tutuila and, for reasons never really understood, was engaged in a battle with the Samoans. Twelve French sailors were killed. The expedition moved on to other islands and eventually was shipwrecked.

In November, 1884, the French frigate Fabert visited Aasu and erected a small memorial to the French sailors killed there and gave proper military honours to the long dead Frenchmen.

At that time, a French officer's coat was presented to High Chief Lualemaga of Aasu, along with a hat with white feathers, a sword with a mother-of-pearl hilt, a gun and a supply of shells.

After several years the chief requested a new coat, as the original coat had become rather worn. He was given a new coat by the French

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Navy and the original coat was put aside.

However, in 1957, the original coat was given to the Government of American Samoa and then transferred to the Bishop Museum in Honolulu. At that time American Samoa had no museum and asked the Honolulu museum to keep the coat until there was a proper place for it.

The Museum of American Samoa has opened last year.

## When the law went to pot

It is, according to a court ruling, quite legal to be in possession of marihuana and to sell it in the US Trust Territory. Chief Justice Harold W. Burnett, in July, removed restrictions on the sale or possession of marihuana when he issued his judgment in a case the Trust Territory Government brought against Mariano R. Bermudes, who had been arrested and charged with having possessed and sold marihuana.

Mr Justice Burnett invalidated the statutes and regulations covering the possession and sale of marihuana. He also invalidated the laws which defined what a drug was and empowered the Director of Health Services to decide which drugs had "substantial potential" for abuse. He thus made it impossible for the TT Government to prosecute individuals for the sale or possession of marihuana. But his ruling did not affect the statutes prohibiting the sale or possession of hard drugs, such as heroin and opium.

The judge said the law, which delegated authority to the Director of Health Services to determine drugs on the basis of "current medical knowledge", did not provide a sufficiently precise standard upon which the director can base his determinations".

"The medical profession is in a state of flux as to its appraisal of marihuana and is dubious about the substance's role in drug abuse," the Chief Justice said.

Another point in question was that Bermudes could have been given a lesser sentence for the sale and possession of marihuana under the statutes made invalid, than he could receive for importing and selling opium or heroin. Mr Justice Burnett said he did not feel that was right, and was an important factor in his invalidating the marihuana statutes.

A delighted Assistant Public Defender, Mr Benjamin Abrams, who appeared for Bermudes, described Justice Burnett's order as a "courageous and enlightened decision".

"The effects highlight the fallacy of so-called victimless crimes, since any self-respecting doctor knows that marihuana presents no threat to the user or the community," Mr Abrams said. "There is no victim."

He said he hoped the Congress of Micronesia and the Trust Territory Government would use the opportunity to observe the results of the decision before any laws affecting the use of marihuana were enacted.

However, the whole issue went to pot again later when High Commissioner Edward Johnston announced that the possession of the happy weed remained an offence because the United States Federal Controlled Substances Act, which made possession of the drug an offence, applied fully to the Trust Territory.

## Warning—don't eat European food

Expose a Pacific Islander to European food and it is not long before he has a dental problem. Dental authorities say this is particularly so in Tahiti. Now, in the Solomon Islands, a New Zealand dentist, Dr Ron Whatmough, has given another warning that children who eat European food are more likely to have tooth decay than those who don't.

He quoted the Reef Islands children as being good examples—their teeth were healthier than those of some of the children he had seen on Makira. He blamed the state of the Makira teeth on European food, saying more of it had probably been included in diets than Melanesian food. The Reef Islands children had some of the best teeth he had ever seen. He felt that was because the people of the outer islands were far away from urban area, where the diet was more "Europeanised".

There were very few Reef Islands children with dental decay. Usually there was only one tooth to be filled for every 30 children. But in Makira there was one filling for every child.

## Creating a new elite in Fiji

Fiji could follow the House of Lords with a system of "life peerages", but instead of dukes, earls, lords, etc, could use the traditional title of *ratu* or some new title. That is the view of Ratu David Toganivalu, Minister without Portfolio. Speaking at an open day at the Fulton Missionary College, he questioned whether people should slavishly cling to custom unsuited for advancing times. Rather, they should hold on to what was good, and discard the outworn, the indefensible and superficial.

At some time in the past a man became a Fijian chief because of his qualities of leadership. At some stage the title became hereditary. Naturally, there would have been hereditary titleholders who would never have achieved the title on their own merits.

"I wonder if, in these days, when Fiji is coming to grips with the realities of life as an independent nation, we might not have a look at our system of titles," he said. "Might not we introduce our own system of life peerages, bestowing the title of ratu, or perhaps some new title, on meri-

**Salei'a Afele, of Apia, who is studying at the Mormon university in Hawaii, earns her keep and her tuition fees by acting as a guide and demonstrator at the Polynesian Cultural Centre at Laie, about 35 miles from Honolulu. Here Salei'a demonstrates the Samoan way of keeping the beat to an audience of tourists, who flock in their thousands to the centre every day. Tongans, Fijians, Samoans, Maoris, Tahitians and Hawaiians, all students at the nearby Brigham Young University (Hawaii Campus) combine each afternoon to present Island dances and music from canoes on the lake and each night perform in a spectacular concert on an island stage.**




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rious personages, to be held for
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## Can you hear me mother?'

Students at the University of the uth Pacific, Suva, are "going home" rough their voices. A casual exer- se in educational broadcasting has come a way of preparing other ung people for the kind of univers- life they will experience.

The idea started when the director the USP language laboratory and cording studio, Mr Mike O'Brien, couraged four of them to talk into icrophones about themselves, how ey felt while away from their fami- s, what it was like in the university d so on.

The four were William Talasasa, , from the Solomons, Rene Doug- s, 21, from Niue, Keina Bate, 20, om the GEIC, and Donald Kal- kas, 29, from the New Hebrides. ey were shy at first, but as they ined confidence they spoke freely out life on the campus, its good ints, problems, adjustments. They lled themselves "The New Time ople"—a modern idiom to express eir newness to it all and the adjust- ents they had to make to fit in.

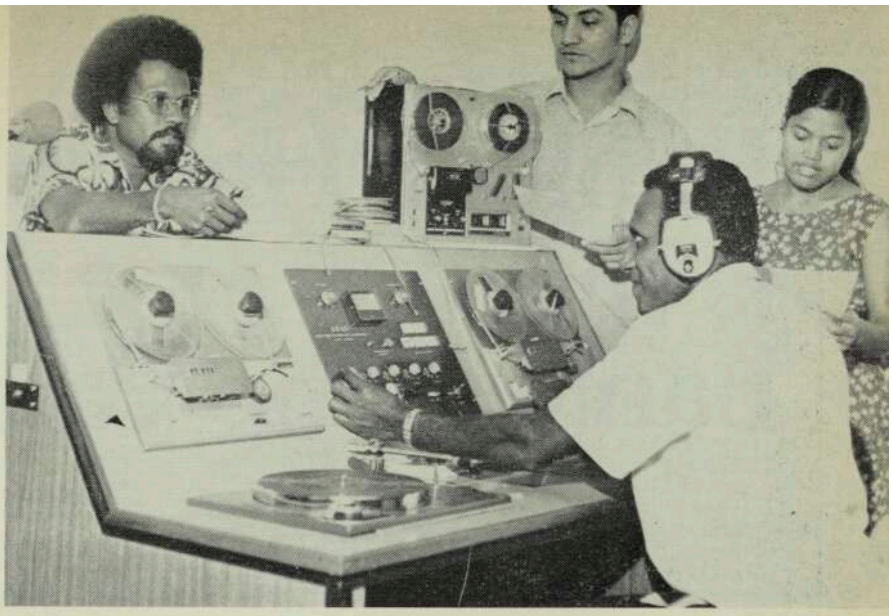
Mr O'Brien added theme music d played it all back on one of the kai tape recorders which Burns ilp (SS) Co Ltd presented to the ji Education Department in 1973. urns Philp gave 300 of the record- , worth $30,000). He described it a fascinating way of communicat- .

Mr Ian Johnstone, education officer th the South Pacific Commission Suva, heard the playback, and im- diately ordered an edited and htened version which could be sent every country within the scope of SPC's work. There was a con- atulatory message from New Zea- d about it.

## veryone'll cheer ne Tenth

October 10 is a red-letter date in Islands this year. Fiji is wrapping four-day, $350,000 junket around t date—100 years to the day when chiefs handed the country over Queen Victoria.

The Norfolk Islanders mark the e as the 200th anniversary of the scovery" of the island by Captain nes Cook who came upon it on tober 10, 1774, in his second age of discovery. As he "col- ted" many more islands on that



**"The New Time People" in the recording studio at the "New Time Place". From the left they are, William Talasasa (26), from the Solomons; Rene Douglas (21), from Niue; Keina Bate (20), from the Gilberts; and, at the console, Donald Kalpokas (29), from the New Hebrides.**

trip, including New Caledonia, almost all the Islanders could celebrate the Tenth.

The Chinese too have an interest in the date and, under the title of the Double Ten (10th day of the 10th month) Taiwan and supporters of the old Kuomingtang (Nationalist Party), many of them in Fiji, observe the date this year as the 63rd anniversary of the birth of the Republic of San Yat Sen, who kicked out the monarchy.

There are mixed feelings in Fiji about the government earmarking at least $350,000 for the centenary celebrations—including a $1,000 centenary gift for Prince Charles, who'll be there. Fireworks will blow $12,000. Mr K. C. Ramrakha of the Opposition accused the government of going berserk, pointing out that the total vote for family assistance in 1973 was only $345,720. Mr Sakiasi Butadroka, expelled member of the Alliance, called the expenditure "a sin".

## Parlez-vous caldoche?

Students of Pacific languages now have opening before them a vast research area as the vernacular French spoken by New Caledonians goes into printed record. The popularly-used language of the Caldoche people (Caledonians) is now the medium in the Noumea newspaper La France Australe for a daily column poking fun at local events.

Obviously, the colourful terms used by the Caldoches are not likely ever to be recognised by the masters of the Academie Francaise who determine how words will be officially utilised in the French language. But for those wishing to feel something of the Caldoche rough, down-to-earth spirit, a knowledge of the verbal expression is essential.

To begin with, the Caldoche does not strain himself to use an exceptionally extensive vocabulary or to utter more syllables than absolutely necessary to transmit basic sentiments. An example of this technique is the expression *se fendre la gueule*. Any student using a classical French dictionary would probably imagine that this means something like "to split open one's skull", ie, literally, the jaws of an animal. But to the Caldoche, depending on mood and tone, this expression can indicate various phenomena from splitting oneself with laughter to being thoroughly bored; in other words having a good time or a dull one and can even extend to a threat not to make fun of someone.

The Noumea newspaper columnist is using this medium in humorous articles, to "amuse the gallery" as the Caledonians say, and allow the locals a safety-valve through which to let off pent-up steam over their arch adversary, the French administration.

In the meantime, the whole field of vernacular Caldoche would undoubtedly make elegant PhD thesis material.

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# MR SOMARE IS NO PIN-UP BOY FOR PNG PRIMITIVE ART DEALERS

*By LAURIE MARSHALL, Sydney artifacts dealer*

No one, especially the primitive rt dealers, would like to see the rtifact position in Papua New uinea become as desperate as that kisting in Polynesia and most of the naller islands of Melanesia. It is regrettable fact that places like iji, Tonga, Samoa and New Cale-nia have been so denuded of their digenous art that not even a com-rehensive selection remains to dis-ay in their museums.

The reasons for this situation nge from the deliberate destruction so-called heathen idols to the eakdown of village and tribal life. he imposition of European culture d beliefs and acceptance by the tive populations of the concept of dividual ownership of property has d to a loss of identification with eir old ways of life. Ceremonies ve lost their meaning and artifacts ve become symbols of an un-vilised past.

Artifacts which escaped destruc-n by intent or neglect were either llected by overseas museums, or ken home by expatriates as sou-nirs to add visual emphasis to eir stories of life among the vages of the Pacific.

Not until well into this century d the colonial governments see any cessity to preserve what little re-ained, and even then often left its llection and display in amateurish nds. So, the meaning behind many stom objects was lost or forgotten, d prejudices led to the emascula-n of statues and repression of tails pertaining to their use which re considered as profane or un-voury. Even now a ticket in the ji Museum describes some exhibits "The tawdry trappings of a witch ctor".

The net result of all this is that at little Polynesian art finds its y to the market is generally from e estates of dead collectors. Deal-s sell this material for extremely h prices and usually have a wait-g list of customers. Main pur-asers are Americans and Euro-ans and the only way the Islands n hope to retrieve their art is by ying the market price. Very few ople — especially dealers — can ord to make presents of them or l for a fraction of the price they id a private collector.

Several months ago PNG Chief Minister Mr Somare announced new regulations banning the export of artifacts made before 1962. That was not likely to make him the primitive art dealers' pin-up boy. For many years they have looked to New Guinea as their main source of supply. Most are re-pricing their older items, and collectors who want this material must now expect to pay significantly higher prices.

The regulations are not calculated to produce joyful cries from the Sepik villages either. The economy along the River and in the Maprik area has been built up to a significant degree by the sale of their art and many have become so expert at ageing their carvings that they may have difficulty in convincing the authorities that they only made them the previous month. Some New Guinea artifacts dealers have already pulled out of the business and Australian dealers are debating the worth of future buying visits.

If they decide their money can be better spent elsewhere, not only the carvers, but those who rely on an income from provision of services can expect a drastic financial setback. As a substitute the government would have to organise a steady stream of free-spending tourists prepared to suffer the danger and discomfort of malarial mosquitoes, the sight and sound of marauding missionaries searching for souls and the feelings of frustration produced by surly, slow service. Failing this, those politicians who represent the area may have to revert to the practice of burying their faeces, hair and fingernail clipping if they wish to avoid being cursed by sorcerers as well as by their constituents.

The restrictions, however, are not altogether unwarranted, and have been made necessary by the actions of dealers, collectors and even missionaries who have exported artifacts which they well knew were classified as national treasures.

Not all artifacts made after 1962 are inferior, but it is an unfortunate fact that the bulk of the present-day material is of 'tourist quality'. With the exception of those stores which cater for this trade, such artifacts are unsaleable on the Australian art market. The trend towards tourist carvings has accelerated, particularly over the past four years, with genuine pieces becoming increasingly difficult to obtain in quantities which make a Sepik buying a profitable proposition for the dealers.

The answer to PNG's native art problem is not to prohibit the export of genuine artifacts but to ensure their continuity. Nothing can be done to stop the adoption of European tools, food or transportation. It should be, however, quite possible to reverse the decline of belief and pride in the art and ceremonies which are essential to the continuance of their cultural identity.

Perhaps the government could introduce indigenous culture as a compulsory school subject, using such people as village elders and craftsmen as teachers instead of the products of teachers' colleges. As well as ensuring that the old traditions and skills are not lost it could provide a means of future local employment as guides for tourists and as curators of *Haus Tambarans* and other places of religious and cultural importance to ensure that both locals and visitors alike treat them with the same respect as is demanded of visitors to temples, shrines and churches in Asian and European countries.

If the people can be convinced that their culture, with its attendant art forms, is worth preserving it will survive, despite the pressures exerted by tourism and the acceptance of a basically European life style. PNG, unlike most other Pacific countries, is still in the position to retain its art; not merely in museums, but in the towns and villages as living testimony to the imagination, culture and creativity of the indigenous population.

## SKULLS FOR SALE

*Sepik Cultural Committee alleged during August that human skulls from Papua New Guinea were on sale in a Sydney artifacts shop with price tags in hundreds of dollars. The committee said the dealer was offering eight skulls in defiance of a 10-year-old ordinance banning the sale of skeletal remains. The skulls had been obtained by two dealers, one operating in PNG and the other in Australia.*




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# Who raised those winds of change, bloody missionaries?

*From the Rev JOHN GARRETT in Fiji*

On a hot day in 1950 I ran into a lomon Islands planter in the airport ilding at Jakarta. He told me the al trouble in Indonesia was "the as these bloody missionaries are tting into people's heads."

Even then missions in the Pacific re getting ready for go-home signals d preparing the churches for auto-my. They had followed the 1938 adras world meeting of the Inter-tional Missionary Council where tide turned from paternalism to idea of responsible self-hood for unger churches. The Pacific seemed e to follow Asia, Africa and Latin nerica.

Men like the Rev Norman F. Cocks the London Missionary Society and cil Gribble of Australasian thodist Overseas Missions sat in ly meetings of the South Pacific mmission and sniffed the new eze. As older missionaries retired died, others, who were knowledge-e in anthropology and political ence, stepped in. Doug Fullerton in i Methodism was one of these; dy to tackle or be tackled on or the rugby field; another was Percy atterton in Papua New Guinea.

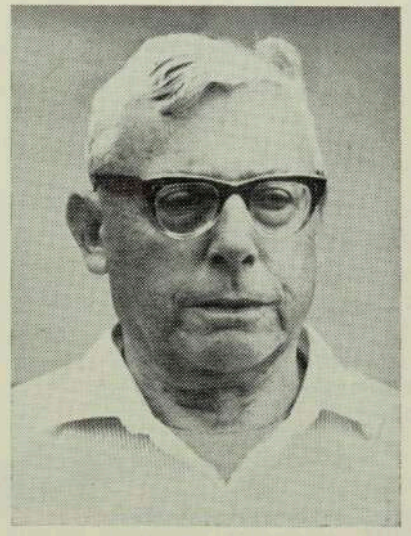
This generation was busy localising dership and making people more are of incipient nationhood. Island iticians picked up valuable con-ential know-how from missionaries o understood colonial administra-ns and some of the inside workings corporations like CSR, Burns Philp d Carpenters.

Missionaries who were up-to-date d the solidly documented Inter-ional Review of Missions to keep touch with nation-building and urch growth in other parts of the rld. When the International Mis-nary Council formed one body with World Council of Churches in 50 the Pacific felt the benefit. The t Pacific Conference of Churches t the benefit. The first Pacific Con-ence of Churches and Missions met Western Samoa in 1961. From then funds from the mission boards in ndon, Paris, Australia and New aland were dovetailed with larger ants and an influx of workers ough the inter-church aid machi-y of the WCC.

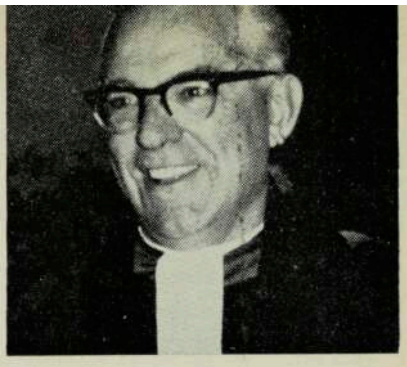
There are fewer black-coated mis-naries with reversed collars and big shady houses. Nowadays, the neo-Christian invasion includes account-ants, printers, rural developers and short-term teachers. They stay for a few years under local leadership. Costs in home-leave and social security are minimal; these are kids who are ready to live with the people. They fraternise on first-name terms with nationals and join them in criti-cising dull church services and stuffy administrators. They are good church members, but they try to bring the sacred and the secular closer together, even on Sunday.

The old home bases in the UK and France have money problems. Aus-tralian and New Zealand churches, except in Papua New Guinea where Australians have a bad conscience, look more toward East Asia. The churches in North America are tend-ing to fill the shortfall in the Pacific. Polynesian Anglicanism has had big doses of men and money from the USA.

More recently the dioceses of Melanesia and Polynesia have had interest and backing from Canada. American Presbyterians sent the Rev Bill Coop and his wife to help with education and communications in the New Hebrides. US Methodism sent



The Rev Percy Chatterton of Papua New Guinea. In August he celebrated 50 years in Papua.



The Rev Cecil Gribble of the Australasian Methodist Overseas Missions who "sniffed the new breeze".

the Rev Bill Matthews and his family to develop radio and film for the Pacific Conference of Churches and hand it over to Teata Makirere, a Cook Islander. The Pacific Theological College, a university-level advanced school for the ministry in Suva, had big gifts for additional buildings from several major US churches. German church-giving provided $100,000 toward the YWCA Community Resource Centre on Suva's prestigious foreshore. Lutheran support from Germany and America has been strong in New Guinea.

These forms of aid proceed under the senior eye of the Rev Setareki Tuilovoni, as Pacific Conference of Churches General Secretary. The PCC advises and co-ordinates for the WCC. It meets every four years, but between times Fetaui Mata'afa, wife of the Samoan Prime Minister and Pro-Chancellor of the University of the South Pacific, chairs annual meetings of its executive. She backs up young clergy and interprets them to any waverers who still want to prop up the Victorian missionary traditions. She and Mr Tuilovoni travel tirelessly on WCC-assisted budgets. Their organisation crosses the Franco-English language frontiers and is vocal on the current big issues in the South Pacific Commission and Forum.

What about the Roman Catholic Church? The advance in Catholic mission thinking has been faster since the Second Vatican Council (1962-1965) issued its Decree on Missions. The former Congregation for the Propaganda of the Faith in Rome has become the Secretariat for the Evangelisation of the Peoples. Local regions, under the bishops, have much more say in the way they work. The Pacific Conference of Bishops has been busy implementing the fresh deal. France's Archbishop P. Martin, formerly of New Caledonia, works as permanent executive for the bishops. He made a speech to Suva's inter-denominational theological club to

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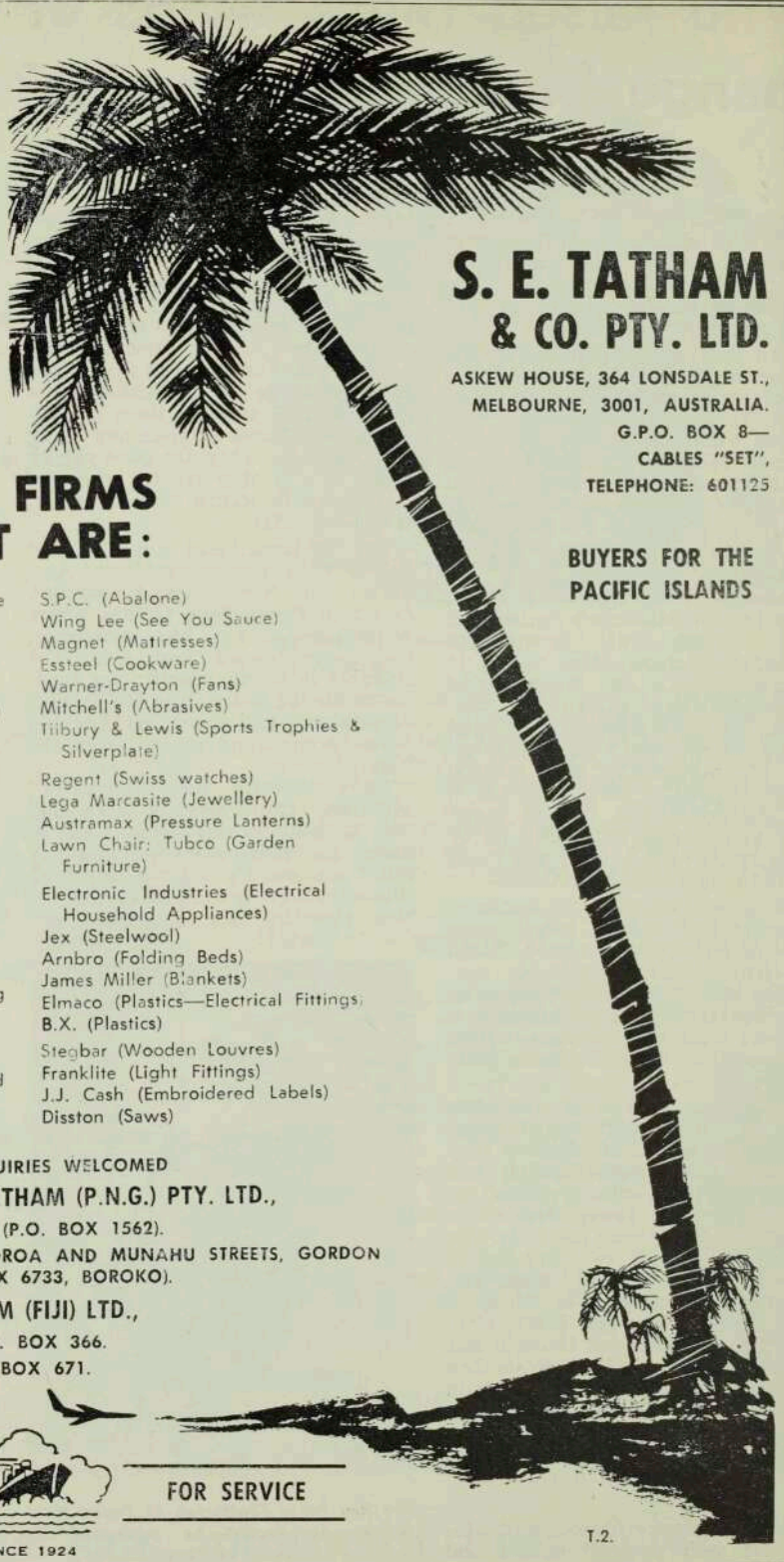

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how his colours on subjects like maximum practical co-operation with ther Christians and opposition to tomic testing. Catholics and Pro-estants have been attending one nother's meetings freely. The Roman atholics are in several national ouncils of churches and want to in the Pacific Conference of hurches, where they are already bservers.

The Roman Catholics have an dvantage in total commitment be-ause of the celibate religious com-unities like the Marists and Divine ord Missionaries. Many members these groups opt for citizenship hen countries become independent. he trend is less clear among Pro-stant missionary expatriates, who ntract for a term, not for life.

As a result of the changes in mis-ons most churches now feel the rain of two problems: finding local oney to raise the ratio of Pacific nding to foreign help, and training cal leaders and administrators. The oman Catholics also face leakage om the ranks of the priesthood and ligious communities; there is talk the need for married clergy in ltures where lifelong celibacy causes zzlement.

All the new trends are accelerating cause of the preponderance of der-25s in the churches. Funerals, tirements, and resignations assist. e churches are being dragged oaning, if not screaming, out of the th into the late 20th century. They e listening to ideas that never tered the heads of the (bloody?) issionaries of yesterday.

## CRITICS CONFOUNDED

*Father Gregory Singkai, the 39-ar-old Rector of the RC Diocesan minary at Bomana, is the first New uinean to be made a diocesan shop. His appointment by Pope ul as Bishop of Bougainville was nounced in Rome on August 6. He ceeds Bishop Leo Lemay. Also an-unced at the same time was the pointment of another New Guinean, onsignor Herbert Paivu, aged 62, car General of the Archdiocese of baul as titular Bishop of Temu-na and Auxiliary Bishop of Port oresby.*

*The appointments are an indication t the RC Church is speeding up localisation in Papua New Guinea ere it has had to face criticism allegedly dragging its feet on the pointment of indigenes to bishop-s. The appointment of Fr Singkai ll confound those critics who said only New Guineans given "top" s were elderly men who would be enable to the influence of the ite clergy.*

# Fiji's brainy migrants seek greener pastures

*From VIJENDRA KUMAR in Lautoka*

FIJI is facing an exodus of professional and skilled people who are leaving Fiji in increasingly large numbers to seek better fortunes in other countries. Last year, 3,747 people left the country to settle mainly in Canada and America. A sprinkling went to Australia and New Zealand. According to the government statistician, Mr Mohammed Ali Sahib, the rate of emigration is accelerating and this year's figures are expected to be still higher.

Although the Bureau of Statistics has not released a racial breakdown, it is no secret that a vast majority of the migrants are Indians. Many Chinese have left the country in the past few years and the trend is continuing. The government has expressed concern at this brain drain which it can ill afford at its present stage of development but has not yet seriously grappled with the problem.

Top professionals have left Fiji disgruntled and dejected, discontented at salary disparities between locals and expatriates. Some were frustrated with slow advancement. Several doctors have gone to Australia where they earn many times more than they did in Fiji and have opportunities to pursue post-graduate courses.

Skilled workers such as electricians, motor mechanics, carpenters and joiners find a ready market for their skills in Canada where a majority of them find their new home. Once settled there, they gradually bring in their entire families and friends. Vancouver has several thousand Fiji nationals. Some have ventured further inland into the biting cold for more money and better opportunities. Many teachers have found good positions in Canadian schools where they are continuing their own studies in different fields.

Perhaps the real reason for the migration of Indians stems from a sense of insecurity. Politically, they are equal to any other race but political power these days is tied up with economics. The Indians have uncertainties about the land problem which recently sparked off a rowdy scene in the House of Representatives. A statement by a minister that Indians would no longer get leases on land administered by the Native Land Trust Board (NLTB) did not help to allay these fears. On the contrary, it merely confirmed the Indians' suspicions.

Since then, the NLTB and the government have tried to patch up the monumental political blunder but its real effects are yet to be seen.

A recent trend in emigration is even more alarming. Several businessmen have left. Recently, two leading Indian capitalists left to settle in New Zealand where the New Zealand Government welcomed their investment. Some have gone to America and have established small businesses. Others are planning to leave.

The owner of a flourishing printing press at Lautoka is selling out to settle in Montreal. A Chinese merchant has offered for sale his three-storey building at Ba, a town on the Western Coast of Viti Levu, because he wants to live in Australia.

This trend underlines the real fears felt by the Indian community and to some extent by the Chinese, who are in a small minority. The businessmen who have left and those planning to leave prospered well in Fiji and their departure from a country which has prided itself on being a showcase for democracy and political stability seems puzzling. But deep undercurrents flow beneath the system.

The government has tightened up on the flight of capital which may have an effect on slowing down the trend. But sharp businessmen know ways of circumventing the restrictions and are secretly channelling out cash and salting it in foreign banks—for a 'rainy day'.

One of the ironies of the situation is that Fiji may be paying for speeding its policy of localising jobs soon after self-government. With the local expertise flying away, the government may find itself in the embarrassing position of recruiting expatriates to fill posts for which no locals are available.




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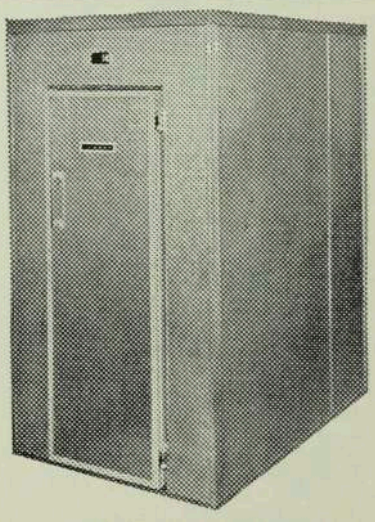

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# The Editor's Mailbag

## SAILING BACKWARDS

David Richardson, Cairns, Queens-nd comments in his letter (PIM, ıly, p 43) on the use of plywood the canoe we are building for the awaii-Tahiti-Hawaii trip.

We are forced to use marine ply-ood for the hulls because there are ry few of the large koa trees left hich were the traditional material r the dugout hulls, or keel-pieces, d most of these are in conserva-n. Of those few trees which are tainable, signs of decay indicate at the wood would not be suitable.

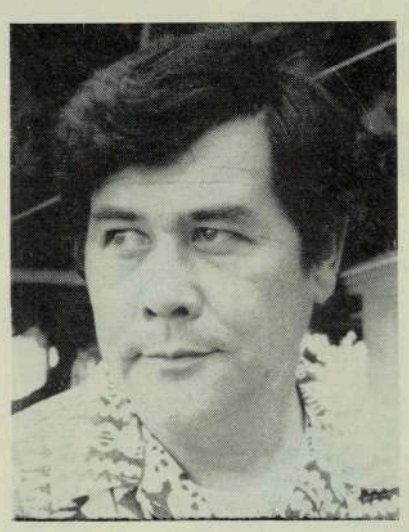
The Hawaiian Canoe Racing As-ciation requires that each club ve a koa canoe, and with the re-nt increase in racing clubs, the few lid logs still standing will be gone. really makes no difference what e canoe is made of where perform-ce is not a factor. We are less terested in authentic construction an we are in authenticity of per-rmance. The three factors in rformance are hull shape and eight (which will be duplicated), sembly method (all parts will be shed with several miles of hand-aided sennit), and sail rig (sails ill be of plaited pandanus, ⅛ in. eave to match old sails in useums). In 10 months we should ve performance data.

The canoe Mr Richardson des-ibes, is indeed a beautiful work. y favourite Maori canoe is Te ki a Tapiri in Auckland. I have en in contact with friends in New aland who also aspire to duplicate ancient voyage. It's my hope that ey will be encouraged by the com-unity, for data derived from such periments will enable science to ake better assessments of ancient olynesian maritime capabilities.

Thank you for the exposure in M. I hope Mr Langdon is success-l with his book! Publicity like this n help stimulate support for fur-er scientific study of Pacific pre-story.

Aloha pumehana.

H. K. KANE
Vice-President,
Polynesian Voyaging Society.
nolulu.



Herb K. Kane . . . we are forced to use marine plywood.

## EDUCATION IN AMERICAN SAMOA

I commend PIM on excellent coverage of Pacific area news, and, in general, my respect for the publication allows me to read its articles with confidence and trust that the reporting is factual.

It is unfortunate that the two items on education in American Samoa (PIM, July, pp 11 and 33) could not have been checked for accuracy before publication. The author is misinformed on several points:

1 The Department of Education has recently adopted a rule to provide equal educational opportunities for all students. Upon implementation of the rule, (1) no public school will limit enrolment by language requirement: any eligible school-age student will attend the school nearest his residence; (2) US trained teachers will be assigned throughout the public schools wherever their services will be most beneficial, instead of comprising the total teaching staff of one school, Fia Iloa. This rule, apparently the "sudden" policy change referred to in the article on page 11, does not mean the department is phasing out or de-emphasising English instruction.

2 Several statements in the article convey the impression that Fia Iloa is the only school in American Samoa in which English is used or taught. English is spoken and taught in Grades 1-12 in all 26 elementary schools and four high schools of American Samoa. There are no separate "English language systems" and "Samoan language systems" of education. Ninety-eight per cent of the instructional materials, including reading books, are written in the English language; and English, according to DOE policy, is the official language of instruction in all the public schools of American Samoa. In all schools except Fia Iloa, there are Samoan teachers in the classroom with the Samoan students, and Samoans do, naturally, speak Samoan. They also teach English, use television in teaching English, and use English in instruction in other subjects. There is no anticipated change in this. Primary level children who have had no previous instruction in English are an exception: they are instructed primarily in Samoan during the first year while they are learning English, but very soon the balance shifts and instruction by the third year is primarily in English. But there is no group of students in the elementary and secondary schools, not even the first grade children, who are taught "only in Samoan".

3 The DOE proposes to expand and improve the existing Samoan language programme (which now consists of beginning reading in Samoan in the first year of school; limited Samoan language arts activities in grades 2, 3 and 4; and one secondary course in Samoan language and culture.) Such a project should strengthen and enrich the instructional programme; it does not mean a phasing out or de-emphasis of English.

4 A task force to study the role of educational television in American Samoa was formed in 1971 and the recommendations of that team, to reduce the amount of television used and to use television in different ways, were adopted for the 1972-1973 school year and for following years. Television has been and remains a valuable resource for the classroom teacher in American Samoa, and there is no more recent plan for "far less" use of TV as suggested by the July article.

5 Although it is true that as long as present admission requirements and present teacher-assignment practices continue at Fia Iloa School, the DOE is not eligible for certain

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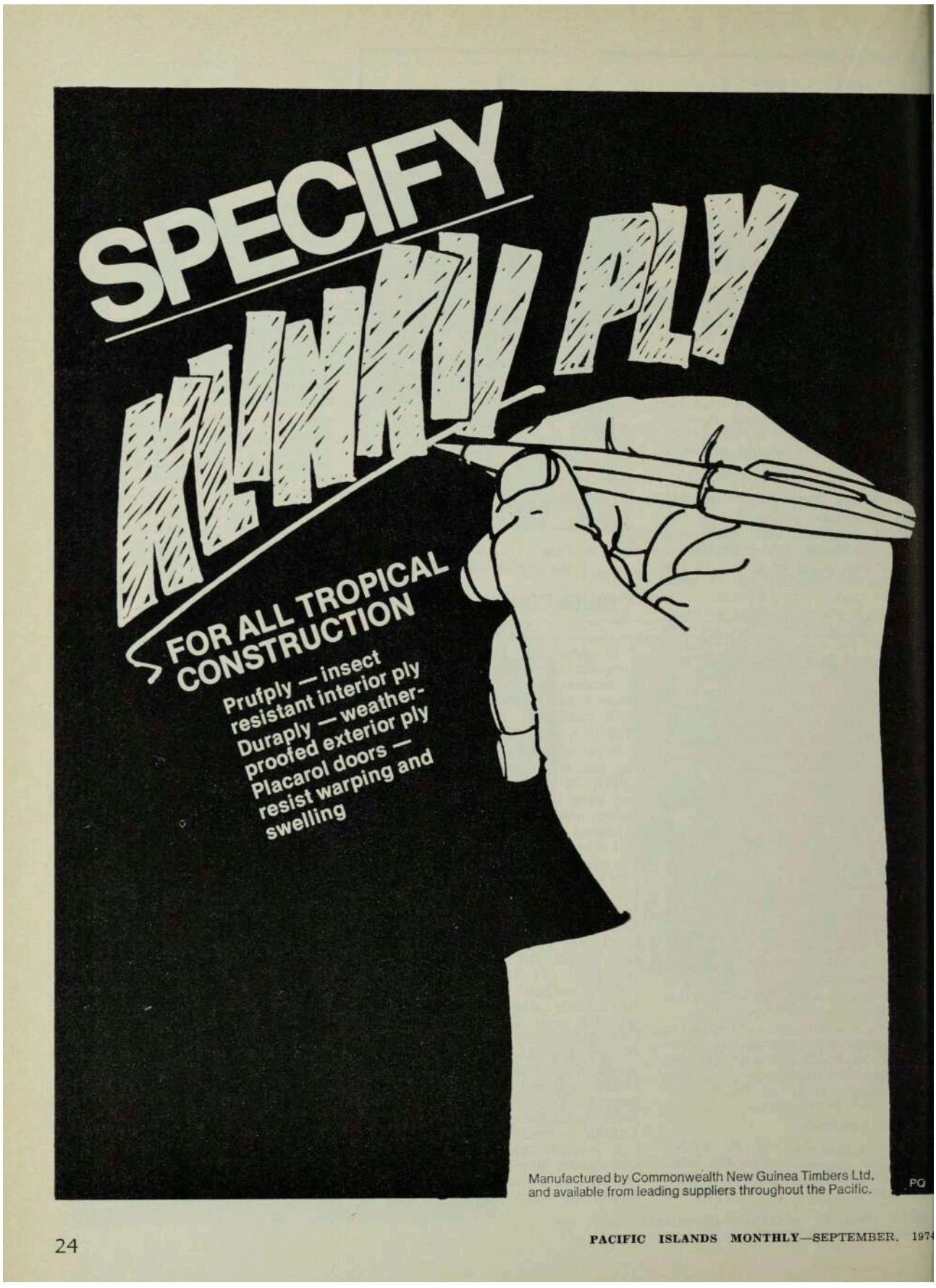






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# Letters

ederal funds, this has not been the eason for plans to change the opera-on of Fia Iloa school, plans which, cording to the DOE rule, will not e fully implemented until 1975-1976.

6. The article indicates that only ove-average students can speak th English and Samoan, and that large number of students" cannot instructed in English because they eak Samoan. In every educational stem, there are students who have ore facility in languages than hers, but in no way is the number bilingual students in American moa limited to the above-average. bviously the fact that a child speaks moan does not preclude his speak-g English and receiving instruction English.

7 The item on page 33 indicating at there will be no instructional levision programming in American moa for the rest of the year is in-curate. On May 29, 1974, the DOE nounced that instructional telecasts ere ceasing, because of power prob-ms, for the remainder of the 1973-1974 school year. The school year ended three days later on May 31, 1974. Instructional television programming will begin again in September when schools reopen.

(MRS) MARILYN BARRY,
ITV Manager.

American Samoa.

## NEW HEBRIDES CENSORSHIP

The film Hiroshima-Nagasaki recently caused alarm to the Censorship Board of the Joint Administration of the British and French governments in Vila. It was purely a documentary (15 minutes) film, depicting the immediate effects of the atom bomb explosion that took place in Japan during World War II.

Radio Vila announced the screening of the film and that it was open to the public; children under the age of 12 were not to be allowed to see it as it could terrify them and give them nightmares. The notice aroused the Board's suspicions and it immediately banned the screening. The reason for the ban was that the film had not been submitted to the Board, and that the Board had not granted permission for it to be screened.

The Joint Regulation on Censorship came into force in 1973, but the publication of it was poor. The Presbyterian Church of the New Hebrides, which occasionally imports films for its use, did not possess a copy until this dispute arose.

The regulation states that ". . . No person shall exhibit to the public any cinematograph film . . . in the New Hebrides unless and until a permit has been granted by the Censorship Board."

The members of the Board include the French and British district agents, who act as joint chairmen, the district education officers of each national service and two New Hebrideans appointed by the Resident Commissioners by joint decision.

Fair enough! No film should be exhibited for public screening without the approval of the Censorship Board. The film was not screened. But a good crowd of people, many of whom had travelled several miles, many of whom had paid taxi fares especially to come over for the film, and many of whom had cancelled their meetings for that night, were disappointed at discovering that the film was cancelled. I was disappointed too by the Board's action. I had gone to the trouble of bringing the film in from Fiji; preparing a simple explanation to accompany the film and getting the necessary equipment ready for the programme. But it was all to our disappointment, when just a

Cont on p 29


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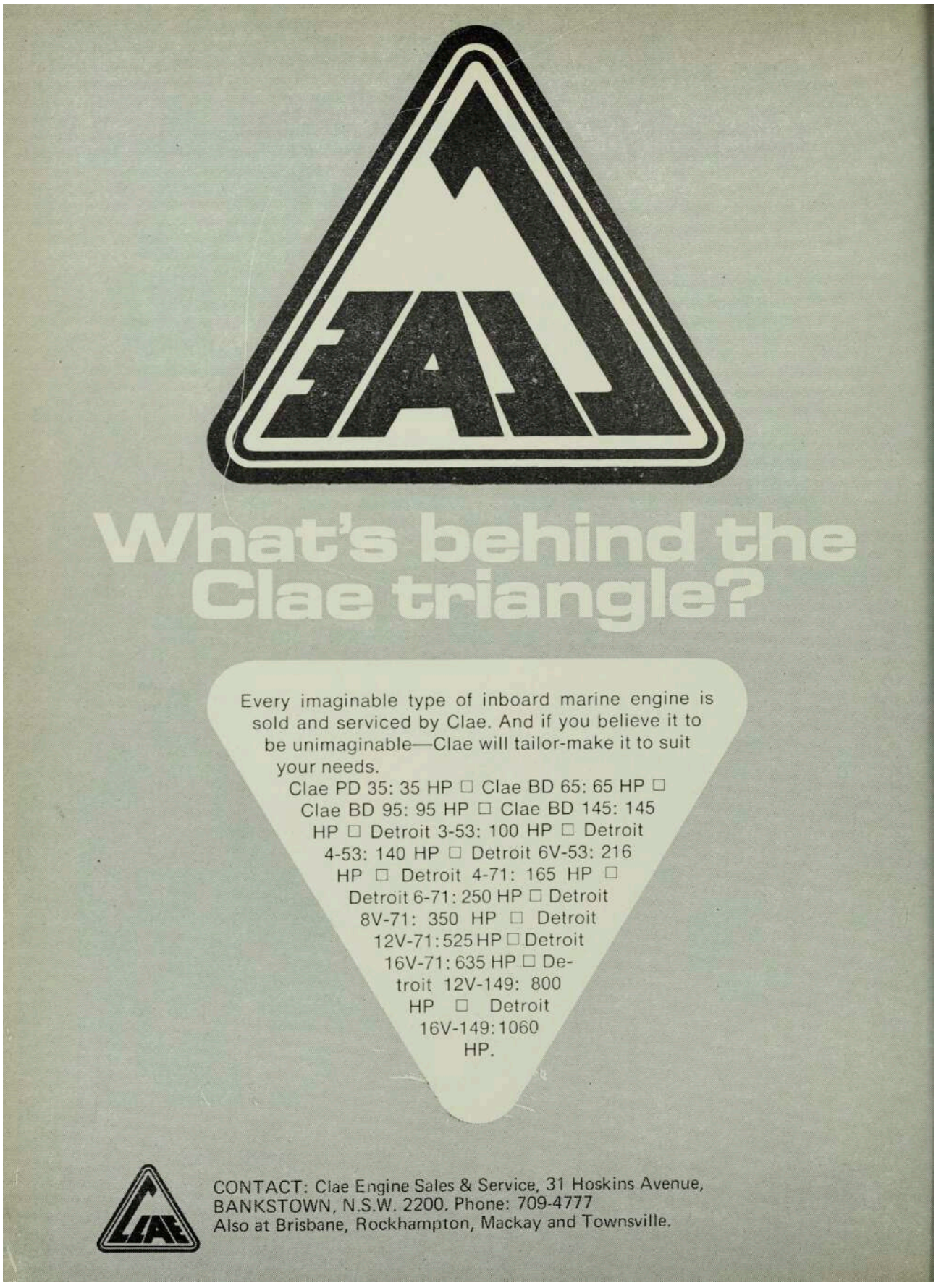



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# Letters

ew hours prior to the scheduled ime, the programme had to be ancelled.

People of the New Hebrides, like he rest of the world, hear of the nternational fuss over the develop- nent of nuclear arms by the big owers—Russia and the United States alking on nuclear disarmament; India ntering into the nuclear race; China nd France carrying out nuclear test- ngs. New Hebrideans generally do ot appreciate why countries such as lew Zealand and Australia should go o the extent of boycotting the ships nd planes that service the New lebrides Group in their protest gainst French nuclear testing. New lebrides, as an innocent country and eople, suffers the direct consequences f such international fuss. Why should e suffer? Is all this fuss necessary? Vhat is wrong with nuclear arms nd nuclear explosions? These are ome of the questions that puzzle the lew Hebrideans. Most remain quite gnorant of the reasons for the fuss nd the danger of nuclear bombs

The screening of the film was ntended to dispel some of this fog f ignorance. As such, it was purely ducational—to help the public of he New Hebrides to be aware of the angers of nuclear weapons. To ensure hat the screening of the film achieved his purpose, a simple explanatory iece was prepared to accompany he film. However the purpose was ever achieved. The film was on loan or a very short time and had to be eturned immediately.

The film was screened before three iembers of the Board on the follow- ig day. (Incidentally, the regulation as it that ". . . four members of the oard shall constitute a quorum". ince things were rushed through, the oard could not form a proper uorum to see the film.) The Board ave its approval for the public reening of the film, but only with eluctance and reservations reflected the manner in which permission as granted. Before the film could be own, a certificate of approval had be obtained from the Board. No oung person under the age of 18 ould be allowed to see it. Any ex- lanation accompanying the film must e related only to the context in which he incident occurred. In other words, must say: "America dropped the ombs in Japan when the two ountries were at war with each ther during the second World War 1945" . . . full stop! Furthermore


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it was demanded that such an explanation must be written out and shown to the Board before it was used; and again that no speeches must be made following the screening of the film.

Fine! But who wants to be made aware of a danger that is not an issue, and it is a danger to every living soul on the face of the earth. If we must not bring in the current aspect of the danger, then what is the point of screening the film at all?

If education is to serve any community, it must deal with issues that are immediately related to the life of that community. Unless our education has something to say about our life here and now, it is not worth pursuing.

It was explained that the Board was concerned about public order. It is funny that Public Order should be the Board's first concern. The Board is not interested in checking every film that comes into the Group. For instance, anything on Mickey Mouse or the Wild West, which simply provide entertainment, are allowed to pass unquestioned But any film that makes New Hebrideans think and start questioning about life and the world must be examined. One wonders if this reflects political fear and suspicion on the Board's part.

Often, when a person does something that he knows is unfair to the person behind whose back he does it, he is very careful that the game is not revealed to the person who is being cheated. A lot of information that should be communicated to the New Hebrideans never gets past the clutches of the two administrations. The New Hebridean petitioner to the United Nations was infuriated on discovering that the information on New Hebrides sent out by the UN never came to the knowledge of the general public.

The recent incident over the film is another example of the way New Hebrideans have been deprived of information on matters of importance to them as people and as a country. Education in the New Hebrides is very much polished by the colonial varnish of the British and the French governments.

SETHY J. REGENVANU.
Vila, New Hebrides.

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## AVIATION LYNCH LAW

The article by your staff writer on the development of regional air services in the South Pacific (August, p 75), should be disturbing to anyone with some knowledge of the factors which make airline operation successful, and to anyone with some affection for the Islands. Each group doing its nationalistic bit in aviation will, in my opinion, lead to commercial success for none—just more and more subsidies, unreal balance sheets, and increasing influence from foreign interests.

Surely the core of unity in the area is Fiji—and surely Air Pacific should be the international carrier, with not a cent of Australian, New Zealand or British money in it, but rather the currencies of all the Island groups referred to in your article.

The owners of Air Pacific should then negotiate rights for the airline, using Nadi as the international pivot, to operate with high frequency into Australian and New Zealand airports, and even across the Tasman as part of a triangle, if that leg were considered to be commercially sound. The days of waving an airline as a flag are over—an airline must now be a hard commercial proposition.

What has to be found in equipment should not be more than two types of aircraft, instead of the mixed bag of machines which appears to be building up now as a result of everyone going off and doing their own thing; one aircraft type for international services into Australia and New Zealand; and the other for regional services. What you buy to a great extent is what you can get overhauled, certainly the major overhauls, in Auckland or Sydney. In other words, do not try to build up an expensive maintenance base in

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# Letters

Nadi. Keep down the number of people employed.

For each Island group to pursue its expensive and unnecessary policies, as outlined, would add up to a luxury this family of islands could not afford, with so much else to be done for the good of the people.

GEORGE LYNCH.
Sydney.

## FUTURE ARTS FESTIVALS

That the First South Pacific Festival of Arts 1972 was a resounding success, both in spontaneous joy generated and in the rehabilitation and preservation of many foundering cultures was the unanimous opinion of participants, editorials, spectators, the organisers and the host country, Fiji. The directors of the Sydney Opera House Opening Committee were so impressed that three hundred or so of the participants were together again in Sydney for the Opera House Opening by Her Majesty, the Queen in 1973.

New Zealand has offered to host the next South Pacific Festival. It has been suggested that this event should occur every four years. But without a *permanent* body created to ensure continuity—such as the Olympic Games or the Adelaide Festival of Arts enjoy—there is grave danger of fragmentation through natural human inertia. The ideals and goals should be decisively crystalised and set down for a permanent constitution with the original enthusiasm and imagination kept alive.

When the South Pacific Commission meets, there should be a concerted effort to create through that body which was responsible for the first festival, an organisation which will be permanent, knowledgeable and dedicated.

Considering the mountainous problems of such an inter-nation effort for the arts, it is hoped that the experience of the first South Pacific Festival of Arts will guide the second—and any such permanent body as may be decided upon in order to further the best display possible of the rich store of treasures which is the art forms of the Pacific peoples.

Above all, the arts of the South Pacific must be encouraged. The world needs the joy and the beauty they present to us all. As an antidote for some of the ills the West has known in theatre and other art pursuits, they are invaluable.

BETH DEAN.
Sydney.

## A 'BIASED' REVIEWER!

W. G. Coppell's book review of The New Pacific (PIM, Aug, p 69) or, to give it the correct title. The New South Pacific was biased. What is worse, Dr Coppell did not admit his bias. I wish to play by the rules. This letter is biased.

It is biased against crass and fatuous nonsense such as that your reviewer put before us last month.

KEITH JACKSON.
Waigani,
Papua New Guinea.

## GREAT WALL BROKEN

Huang Sui-Lan in the Making of a Fiji Chinese (PIM, Mana, July p 64) has for me broken a Great Wall of human barrier. I have now moved from taking for granted my attitude of the stereotyped Chinese to regarding him or her as just another human being, and with other human beings I must remember that I co-exist.

I am going to be a more confident and contended man in my small capacity in our business dealings.

To Huang I say merci!

M. TAGARASI.
Vila,

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# UNDP sacked for honour's sake, not for a friend!

*From FELISE VA'A in Apia*

Western Samoa's honour was at stake so the United Nations Development Programme offices in Apia had to close. This is the gist of a statement by Prime Minister Fiame Mataafa in parliament at the end of July explaining his expulsion of the UNDP several weeks before. His country had been insulted, he said.

And, as was said by many at the time, his actions centred around the UNDP's withdrawal of its regional representative Mr William Hussey.

Mataafa, Western Samoa's outstanding conservative, went into a lengthy and eloquent speech explaining the steps which led to his decision. But in the end, it all came out as it had to and the principle upon which his decision was based was this: that, inasmuch as the UNDP Headquarters had declined to reveal the source of an alleged unfavourable report on Mr Hussey, UNDP had thereby shown contempt for the dignity of the independent State of Western Samoa. UNDP had insulted Western Samoa, the host country, and, therefore, its office had to be expelled.

The Prime Minister said that at the end of January Mr Hussey had come to him and asked if he had got a letter from UNDP in New York.

Mataafa had not and Mr Hussey then showed him a letter which he, Mr Hussey, had received from UNDP. The letter stated that Mr Hussey's term had to be terminated because of an unfavourable report received about him from one of the countries in the region.

Mr Hussey asked the Prime Minister point blank whether he sent the report, and Mataafa said 'no'. This started an exchange of letters between Mataafa and UNDP headquarters. Mataafa wanted to know which of the 16 countries in the region had sent the unfavourable report about Mr Hussey.

UNDP's reply to Mataafa's first letter came four weeks later, giving the reason for the termination on Mr Hussey's term as "mismanagement of funds". Mataafa wrote back saying, that was UNDP's business. He wanted to know only the source of the report.

UNDP's next move, according to the Prime Minister, was to send a high official to explain personally why UNDP had decided to "sack" Mr Hussey. However, even then, the source of the report was not revealed.

"The report reflects badly on the United Nations because of the fact that since the UNDP Office is based in Western Samoa, it was a moral obligation on the part of UN to first consult Western Samoa concerning the contents of the report," said the Prime Minister.

"We are not going to appear as a fish hooked to a line pulled around at will by the United Nations.

"To all intents and purposes, UNDP's action in not consulting Western Samoa showed it did not care about Western Samoa."

He said a request to extend Mr Hussey's term by six months was also declined.

He hinted that the retention of the UNDP Office was in any case questionable as UNDP was already costing the government about $19,900 a year for maintenance.

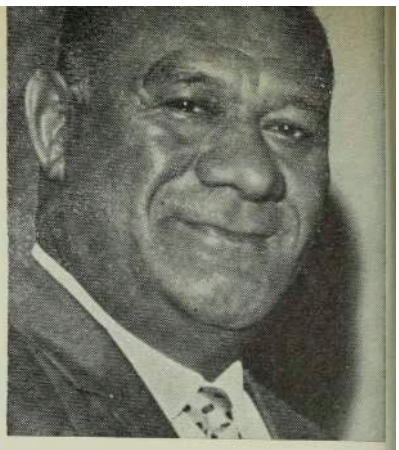
Summing up, the Prime Minister said that UNDP had disregarded Western Samoa's interests and prestige. Western Samoa might be a small country but it was nevertheless an independent country just like the United States.

He said there were other examples where employees of UNDP had spent more than five years at any one place. He added that his decision was not the result of any personal connection with Mr Hussey.

It was a moving speech but one MP said the Prime Minister's reason for expelling the UNDP Office was "petty and childish".

"So what if the UNDP declined to reveal the source of the unfavourable report on Mr Hussey?" he asked. Three or four others expressed similar views.

Mataafa was responsible for bringing UNDP into Western Samoa in January, 1962. The foundations of Western Samoa's foreign policies, especially relating to aid-giving countries like New Zealand, Australia, Britain and United States, and organisations like the United Nations and its specialised agencies, were laid during Mataafa's first two terms as Prime Minister.



**Prime Minister Mataafa . . . defending Samoan honour.**

Later evidence indicates that Mataafa did not act on the spur of the moment as his debate with UNDP over Mr Hussey's fate lasted at least six months. Mataafa provided part of the answer in his speech in parliament but it cannot have been the whole answer, and one must, therefore, conjecture. His decision was, perhaps, the result of his own psychological make-up, his limited understanding of the issues involved and a desire to divert attention from his Cabinet's unpopularity.

The question of a report from one of the countries in the region would have affected Mataafa emotionally, more than UNDP could have surmised. It would not have been surprising if Mataafa had suspected that the report came from Fiji sources. That in itself was not important.

What was important was that Western Samoa considered Fiji a rival in regional politics and one of the main areas of disagreement between the two countries is that of aviation.

Mataafa was sensitive to UNDP's decision to get rid of Mr Hussey (was it not well known that Fiji's Prime Minister personally did not like Mr Hussey?) and he might have construed UNDP's decision as a bit of pressure from the Fiji Government. If the Fijians wanted Mr Hussey out, then it was in Western Samoa's interest to retain Mr Hussey, so the Prime Minister would have reasoned.

Mataafa showed his lack of understanding by failing to realise that the question of Mr Hussey's retention or removal was basically an internal matter for which UNDP alone was responsible. He might have suspected wrongly that UNDP favoured Fiji as against Western Samoa. Perhaps he overplayed the prestige angle too much.

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# Samoa wants more money to foot inflation bill

*From FELISE VA'A in Apia*

Last year, Western Samoa's Minister of Finance, Sam Saili, told parliament there would be no more supplementary budgets except in the event of an emergency. Hence, all government departments had to prepare their estimates to cover the full year.

The statement did not go unchallenged as the Opposition and certain observers felt that this was easier said than done. It was no surprise, therefore when rather belatedly a parliamentary session was called in July primarily to consider a Supplementary Appropriation Bill, the main purpose of which was to provide for a salary and wage increase for public servants, the judiciary and MPs to keep up with the rising cost of living.

The cost was estimated at $237,175 for public servants, $4,000 for judicial officers, $22,000 for Members of Parliament and $9,975 for government village officials (*pulenuu*).

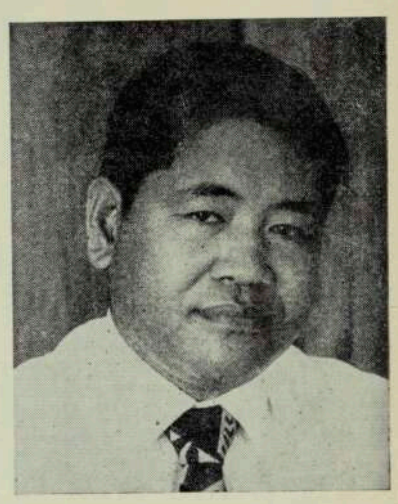
But, of course, this was not all there was to it. The bill also sought to spend $100,000 on government stores, $70,000 for liquor, $50,000 for equity shares in the Vehicular Ferry Company, $70,000 for the production of a new decimal coinage in 1974, $50,000 for the completion of Beach Road redevelopment, $50,000 for drainage work at Faleolo Airport, $50,000 for extensions to Faleolo hangar, $20,000 for the wharf project consultancy fees and $18,500 for consultants' accommodation.

The additional total expenditure would amount to $784,565 offset by an estimated increase in revenue of $712,880. This increase came mainly from import duties ($200,000), sale of liquor ($100,000) and sale of decimal coins ($150,000).

Balancing the new expenditure and increased revenues, a deficit of only $71,685 was recorded, and brought the estimated budgetary deficit for the year to $177,163, Minister Saili estimated.

Saili's speech to parliament covered a wide range of topics but dealt mainly with questions relating to inflation, overseas reserves, exports, the proposed Development Bank, infrastructural development, the vehicular ferry project, tourism and New Zealand assistance.

It was obviously geared to justifying the government's controversial economic policies laid down soon after the new political party took office early last year, and in a sense, it was intended to create confidence in the Mataafa government which has been severely criticised over its handling of economic affairs and its expulsion of the United Nations Development Project Office. (More correctly, if the most reliable sources are to be believed, the decision to expel the UNDP Office was not Cabinet's decision, but solely the Prime Minister's.)



Finance Minister Saili.

Now the question naturally arises, how well or how badly has the government done in its administration and control of economic affairs?

Saili attributed inflation to shortages in the supply of overseas raw materials, oil products especially, and to increased industrial unrest overseas. The main cause of internal cost of living increases was, therefore, "imported" inflation. Additional inflationary pressures had been caused when local production had failed to keep up with demands for agricultural products.

Thus, the minister hinted, the government had been forced to adopt anti-inflationary measures: reducing unnecessary government expenditure and tightly controlling consumption credit.

"The Price Tribunal has tightened

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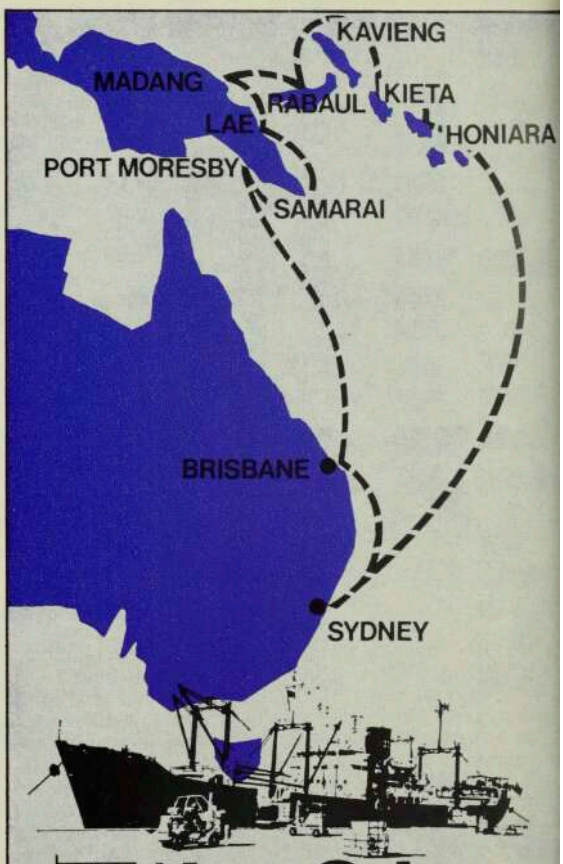


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## ypocritical statements

control over the essential food ns but in the longer term, the t way we can successfully combat ernational inflation, is to raise the el of productivity and increase icultural and industrial produc-n", he said.

To state an economic principle, if s one, however, is just like reciting oem that has been memorised for ediency's sake. To put that prin-le into action is quite another ng and to the majority of Samoans s is the key issue. What has the taafa government done to im-ve industrial and agricultural pro-tion? Very little, many expert ervers of the local scene will say. m this they will conclude that ernment statements on this point hypocritical. It seems that a lot future promises are made but at really matters to the majority Samoans is the NOW, the present ment.

Saili said that during the first nine nths of 1973, the country's over-s reserves declined by about 0,000. By the fourth quarter, the cit was reduced to $800,000—a re gain of $100,000. This was tainly not much to be proud of I seriously questioned the wisdom Saili's financial and economic icies. Was a $100,000 gain, for ance, an adequate recompense for widespread sufferings the noans had to endure from the be-ning of the Mataafa regime? Saili's st that the economic actions taken April, 1973, enabled a reversal of serious trend, was in reality an pty one.

However, there was a positive to Saili's speech, and this was announcement that Western noa's copra and cocoa were getting remely high prices in overseas rkets. Thus in July, an fob price about $1,400 a ton was received cocoa, and about $400 a ton for ra compared with $880 per ton I $150 per ton respectively 12 nths ago.

This favourable state of affairs I enabled the government to allow maximum possible importation consumer and capital-goods com-nsurate with keeping a necessary el of overseas reserves.

f this situation continued, it was ected that a small balance of ments deficit would occur in 4. But again, many Samoans ecially in the villages, are hoping t Saili's plans (for a smaller de-t) could be achieved without un-necessary suffering to them through scarcity of goods, high prices and, most of all, unemployment.

Saili forecast that total agricultural export earnings for 1974 would exceed $WS5,000,000 for the first time since 1964, compared with $WS3.74 million for 1973. This high figure, however, is mainly the result of the high price for cocoa and copra. Volume-wise, present exports are comparatively insignificant. In 1972, 1,890 tons of cocoa worth $896,376 were exported, whereas in 1973 only 1,218 tons of cocoa worth $1,072,189 were exported. In the first five months of 1974, 544 tons of cocoa, worth $487,599 were exported compared with 249 tons worth $122,579 for the first five months in 1973. Copra exports in 1972 were 18,722 tons worth $1,378,850 whereas in 1973 only 13,946 tons worth $1,643,381 were exported.

For the first five months of 1974, 5,498 tons of copra worth $1,493,171 were exported compared with 6,902 tons worth $605,079 for the first five months of 1973. Banana exports fell from 94,333 cases in 1972 to 39,285 cases in 1973.

Says Saili: "It is anticipated that the 1974 exports of bananas will nearly approximate those for 1972, and a reversal of the decline of the banana export industry is definitely


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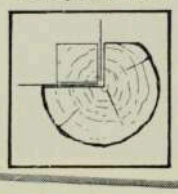

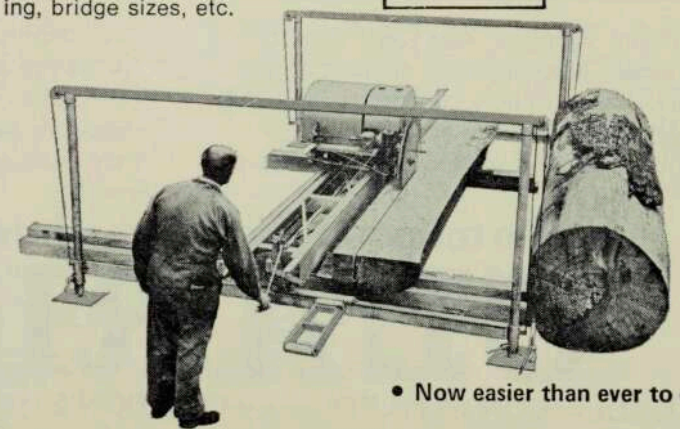

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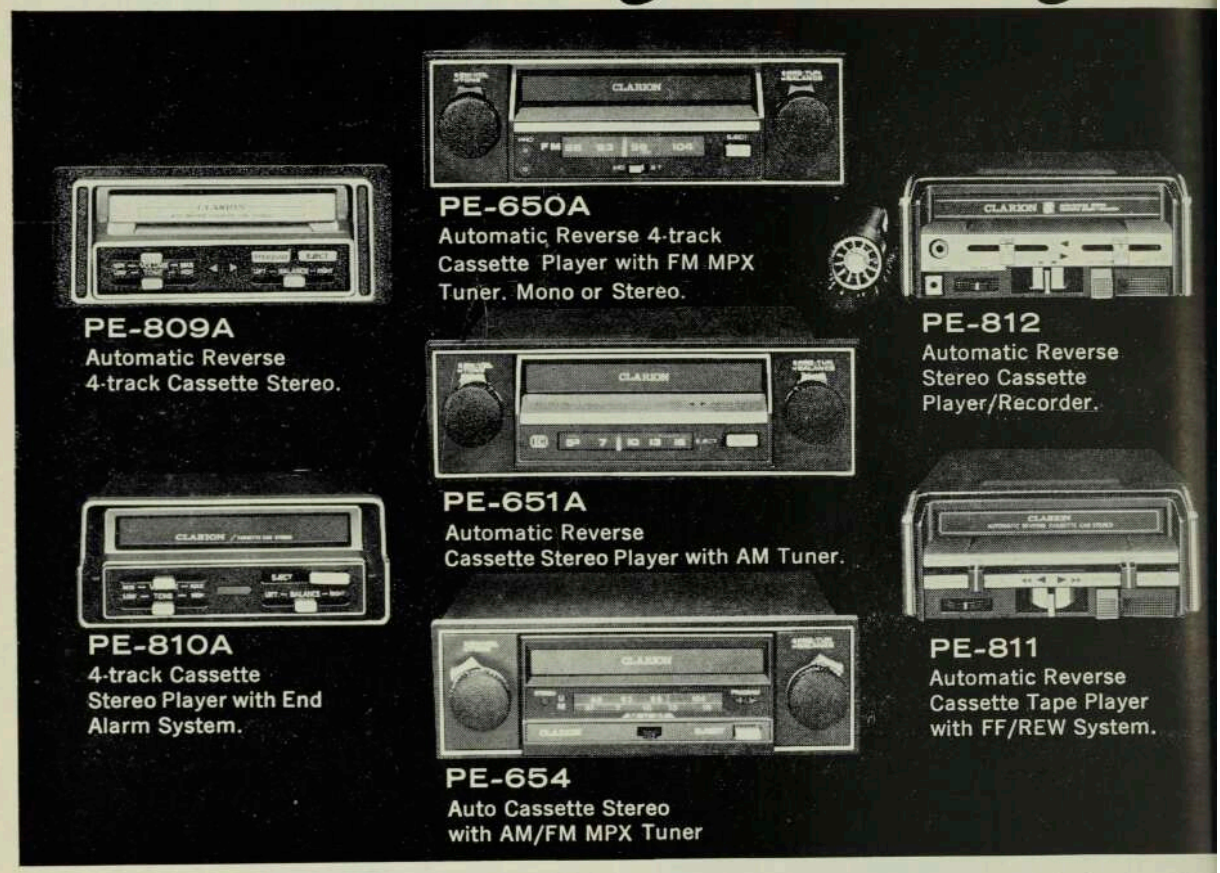

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king place with 30,285 cases ported in the five months to May , 1974, compared with 12,222 ses exported to May 31, 1973".

Despite the tremendous input the vernment allocates to agricultural velopment, the intended results are r from being clear. Basically the sults are still negative as the above ures and those of previous years ll indicate, always keeping in mind at agriculture is the present and evious governments' favourite pro- t, the one that had the most atten- n and the one in which Samoa's vernments have been placing nost all their fragile eggs.

Saili blamed the lack of shipping tween New Zealand and Western moa as one of the obstacles to the establishment of the banana indus- , but this is not convincing enough. e shipping people, principally the nion Steam Ship Co, could retaliate saying that the reason why there s a lack of shipping was that there re not enough exports from estern Samoa to justify increased vices.

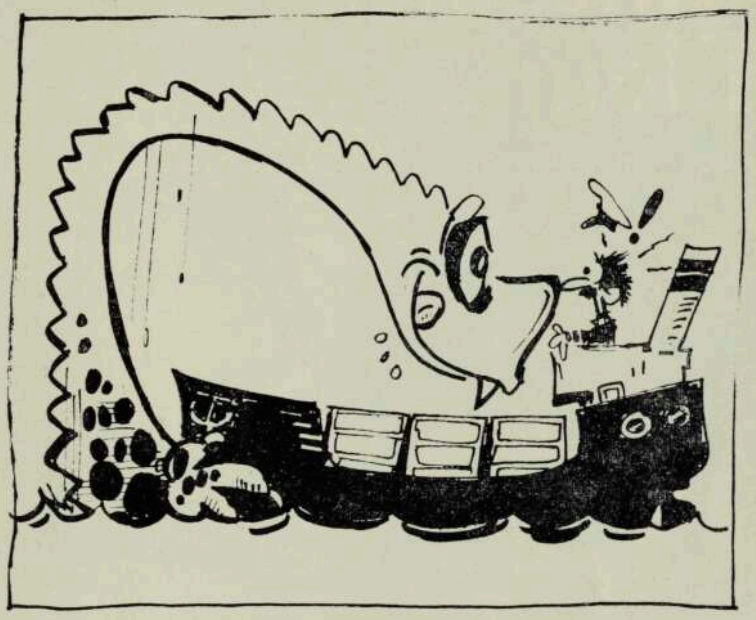
This is not an attempt to belittle proposed enlarged Development nk of Western Samoa. Operating the Development Loan Fund, the ank" made 236 loans worth 5,895 to planters in 1972, 800 ns worth $286,285 in 1973 and 4 loans worth $214,602 in the first months of this year.

Virtually, all loans are made for ricultural projects but loans are w beginning to be made for other rposes like industrial development d fisheries. The fact that govern- nt is making loans available for se purposes is highly commendable d it is to be hoped, however, that stomers use the money diligently d profitably. The government is w negotiating for a $US2 million n from the Asian Development nk to increase the local develop- nt bank's capital.

New Zealand will provide aid rth over $NZ8 million for de- opment projects in Western Samoa r the next three-year period. This very encouraging as, in the past, hout this aid, economic progress Western Samoa would have been y minimal.

All in all, Saili's frenetic attempt eliminate the deficit in Western noa's balance of payments position y be a sincere gesture but hardly ensible in view of the unemploy- nt and underemployment caused. haps as the previous Minister of ance, Tofa Siaosi, said, a certain icit level is acceptable but it is a ater evil to deprive people of s.


# The strangest things can happen at sea.



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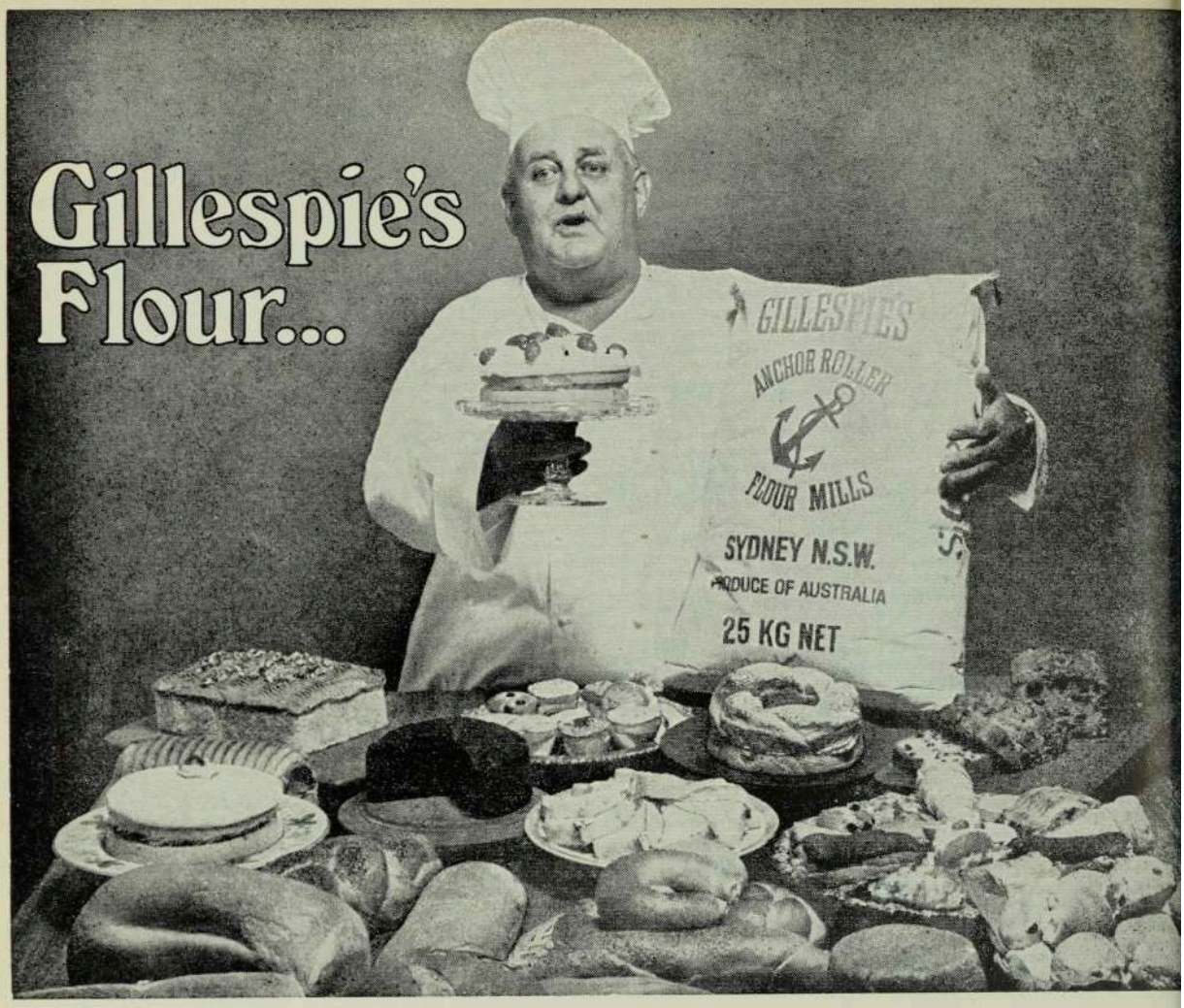


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38 PACIFIC ISLANDS MONTHLY—SEPTEMBER,

# THE TOKELAUS, WHERE TO BE ALMOST FORGOTTEN COULD BE A BLESSING

*From LAWRENCE BRACKEN in Pago Pago*

Lying just below the equator, at out eight degrees south, are the tiny ands of Atafu, Nukunonu and kaofu. Collectively they are called e Tokelau Islands, governed by New aland, with the Tokelau Islands dministrator living in Apia, Western moa. Historically, the Tokelaus clude Swains Island, which is now rt of American Samoa.

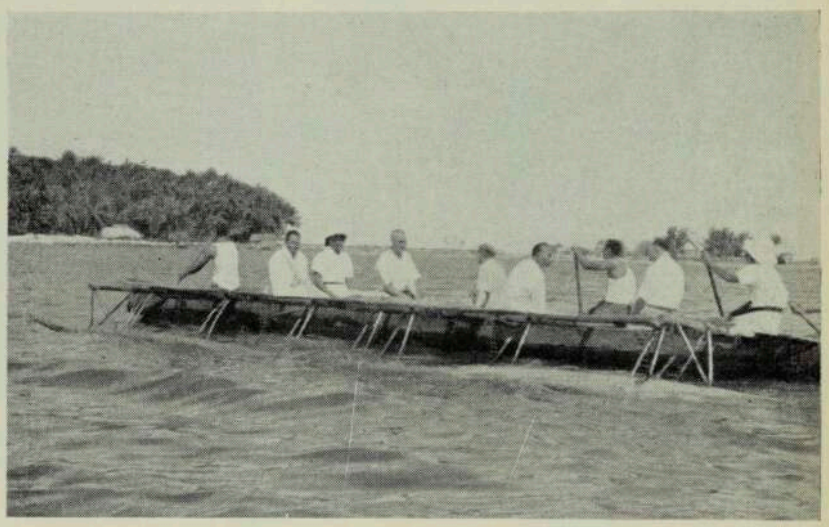
The Australian writer Louis Becke, o perhaps understood the Pacific ands as well if not better than any er writer, called the Tokelaus nely and almost forgotten islands." day they are still lonely, but not rgotten. The New Zealand admini- ation provides regular trips to the ands and assists many Tokelau ople to migrate to Western Samoa, ere there is a sizeable Tokelauan lony, as well as to New Zealand.

Those who choose to stay on the lated little islands, about 1,500 of m, live today better than they have the past, but in many ways in the ne manner they did before the the ming of the Europeans. Atafu was covered by a British expedition led Captain John Byron in 1765, who nd it uninhabited. In 1791 Captain ward Edwards was searching the cific for the *Bounty* mutineers and ited Nukunonu. An American aler, under Captain Stephen ocker, visited Fakaofu in 1839, and orted on a pleasant visit with the ople living there.

Contact with foreigners was not ways so affable. In 1863 black- ding ships from Peru carried off ny people from Fakaofu, as well a few from Atafu and Nukunonu. e German planters recruited for the our trade, taking many people to rk on the plantations in Samoa. e Fiji planters recruited labour m the Tokelaus, as well as the lberts and Marshalls.

In 1889 the Tokelau Islands were de a British protectorate and were nsferred to New Zealand in 1925. ring World War II the Tokelaus were an important segment of the coast-watchers organisation, but escaped the war's main impact. They were, in reality, too lonely and forgotten, as Becke had said.

We arrived off Fakaofu at sunset and anchored in the dark. A small aluminium boat with an outboard quickly arrived and Don Stewart, the Tokelau Administrator, went ashore to discuss problems with the Fakaofu leaders. There had recently been problems with the radio which provides communication between the island and Apia. Those of us who remained on the boat watched the Pacific sun go down over Fakaofu and the dozen islets that dot the reef



**o right, a long boat makes for Fakaofu. ght, the peace of the Tokelaus in a sylvan setting.**

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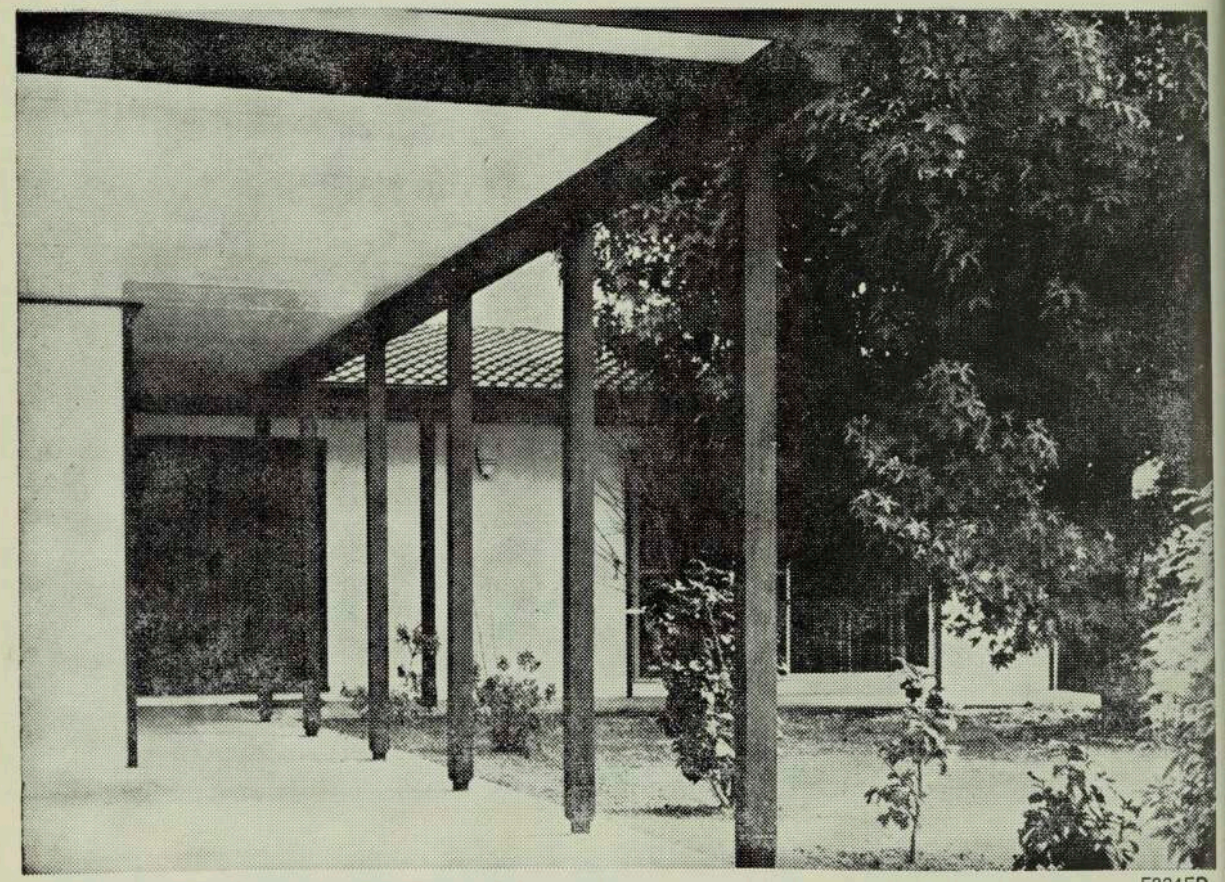

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## Reluctant to move

around the island. It suddenly became obvious just how truly isolated the Tokelaus are, even in this age of mass tourism and jet planes.

Early next morning a group of Tokelauan long-boats put off from the island and began unloading stocks of rice, flour and other staples that had been brought to them. A typhoon had destroyed most of the natural food crops and it would take time for the island's food supply to catch up. The first request was for cigarettes. The island had run out a week before and those who smoked were eager to continue the habit.

About 600 people live on the tiny island. They are crowded into neat thatch-sided houses, set along wide coral-covered paths that criss-cross the island. Stewart pointed out that this was by choice. A few years ago, the Tokelau administration, realising that conditions were far too crowded, had built a number of new houses and a new water supply on another island, which lies only about 500 yards from Fakaofu. However, the people are reluctant to move to the other island. It was only after the work was finished that they bothered to tell their benefactors that there were ancient ghosts on the other island and they would be content to stay crowded.

On tour of the island, which took about 30 minutes, we visited the handicraft co-operative, where the women were busy with last-minute pricing of items for Apia. Then to the small hospital and the new warehouse, where the men were storing the rice and flour.

Administrator Stewart was busy in conversation with the two New Zealand school teachers, whose house had only recently burned down. Materials for a new house would be in the next boat, he assured them, but when would the next boat call?

On leaving we were all presented with parting gifts of shells and mats as we climbed in the long-boats and headed out through the narrow passage in the reef. As the ship got underway, the last of the Tokelauan boys were still jumping overboard to swim back to shore.

We set off northwest for Nukunonu with its wide lagoon, one of the most beautiful in the Pacific. As our ship approached we could see several Tokelauan sailing canoes out on the lagoon, sailing as they have for centuries.

Nukunonu is dominated by a massive Catholic church which sits in the centre of the island, dividing it in half. The single road (for Nukunonu has a truck!) runs through an archway in the rear of the church.

I talked with a New Zealand teacher who had lived on Nukunonu for three years. She said that she and her husband and two children loved it and wouldn't want to leave, despite the isolation. She showed me the school, a well-designed airy building, suited perfectly for a tropical climate. The only problem was that they ran out of space and had built a Tokelauan-style house next to the school, as an annex.

Her son, who was about 10 years old, and his Tokelauan friend showed me the island, both chatting in Tokelauan along the way. I was introduced to a Tokelauan nurse, who had studied in New Zealand. Together the four of us visited the new Nukunonu hospital, which was under construction at one end of the island. Again I was impressed by the design, which lent itself well to such a situation.

Meanwhile, there was much problem-solving and reporting going on down on the beach, as Stewart met with the local leaders. Again we were given parting gifts in the Polynesian fashion, as we set out through the crashing surf for our ship. At the last minute people were still shoving letters into our hands, to be mailed to friends and relatives in Samoa and New Zealand.

After running north all night, we anchored at Atafu the next morning. With the exception of the island of Puluwat, in Micronesia, Atafu is the most beautiful out-island I've ever visited. Spacious and well laid-out, the houses are set along a labyrinth of paths lined with shells and flowers.

Another hospital was under construction on Atafu. And again the school and the teacher's house were impressive. A gang of children escorted us around the island, pointing out the sights. An old man in a wheelchair offered us fresh coconuts and talked of his days in Apia, before he returned to Atafu.

A young Tokelauan, who had come with us from Samoa, visited his family. He was leaving for the United States and had come home for one last visit. I met his brother, who was a teacher and who had lived in New Zealand. I asked him if he would like to return to New Zealand.

"No," he said. "I am home here. This is my island. I'll stay here."

As we left Atafu for the long trip back to Samoa, I almost envied his life in the Tokelaus. To be forgotten is bad. But to be *almost* forgotten in these times may be a blessing.

● **Tokelauans in NZ, p 43.**

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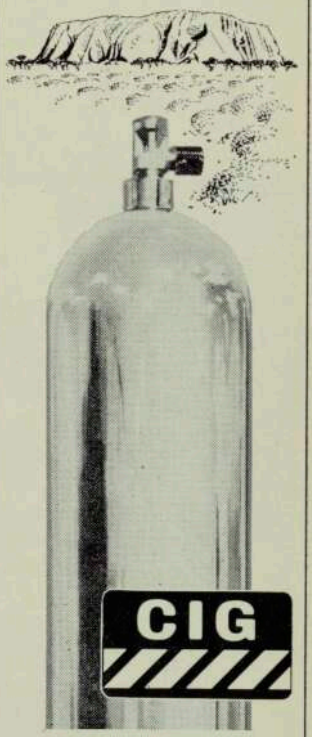


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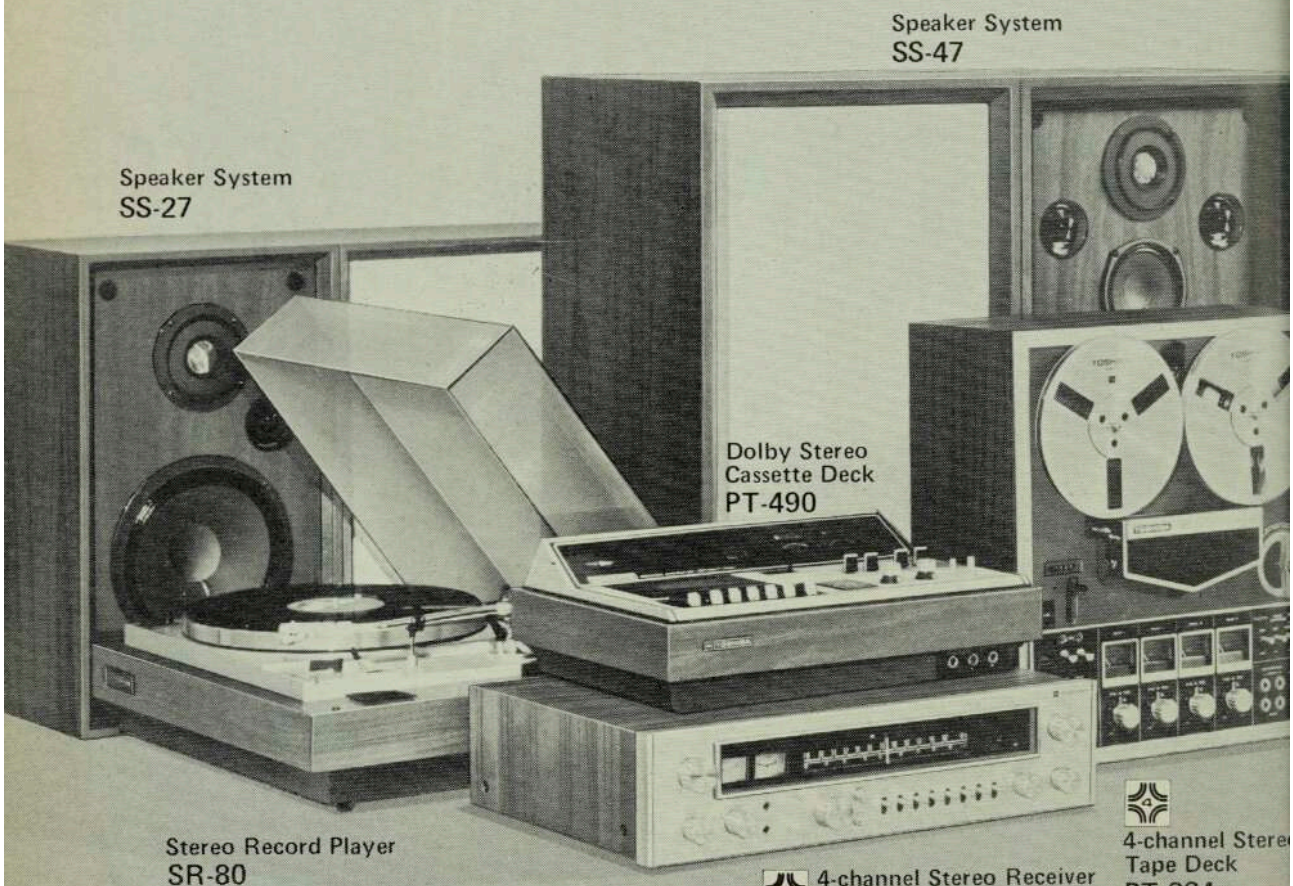


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# How the Tokelauans fare in NZ

An NZ resettlement scheme has created a large Tokelauan centre in New Zealand and has relieved population pressures on the three atolls. How do the resettled islanders react to their new and strange surroundings? Neemia O'Brien, a student from the GEIC, who was in New Zealand recently on a health education diploma course, supplies an answer.

The hurricane of 1966 caused much suffering and hardship to the Tokelauans. As a result, at their request, the New Zealand Government planned a permanent resettlement scheme for them in New Zealand.

The scheme started with 12 single men, who were taken to Rotorua to work for the forestry industry. In December of the same year, three married couples and their children were resettled at Rotoehu, the men working for the forestry industry too. Apart from the hurricane calamity, the New Zealand Government decided it had to relieve the population pressure on the three atolls and provide job opportunities which the remote islands could not offer.

So far the scheme has brought about 500 Tokelauans to New Zealand. The three atolls are experiencing a depletion of the younger generation because of the steady outflow to New Zealand. Some went of their own accord; others were brought out by relatives in New Zealand. Many are still in the Taupo-Rotorua area; others have moved to Wellington which has a thriving Tokelauan community.

Though New Zealand is largely free of the racial strife from which so many countries suffer, the islanders feel they are being deprived of certain rights and privileges. For example, Tokelauans have to live in New Zealand for 20 years to qualify for old-age benefits, 10 years for invalids, three years for widow's benefit and a year for sickness and unemployment benefits.

Some islanders told me that when they applied for housing, they were given old worn-out houses; they were charged more than the usual price or a flat refusal was the answer. In employment they were often given menial tasks.

The migrants face very real problems of adjustment. The relaxed atmosphere of the islands and their simple diet accounts for a total lack of coronary complaints. But once in New Zealand with its sophisticated and complicated way of life, the Tokelauans often complain of anaemia, gout, colds, pneumonia, heart, joint and chest troubles.

During my field work in Rotorua, I visited four Tokelauan families. They told me that the main problem they faced when they first arrived in New Zealand was adapting to their new environment.

Another was the language barrier, especially if they did not speak English fluently. Money in terms of budgeting and spending was another housewives' headache.

One woman told me that she often felt lonely whenever her husband and children went to work and school. Adaptation to a totally new environment could be quite a problem to islanders. However, once they are adapted and acclimatised, they feel at home immediately. Most of the islanders whom I have seen or met in New Zealand seemed to like their new home.

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# News in a Nutshell

The University of the South Pacific has reached agreement with the Cook Islands Government for the establishment of a university extension centre in the Cooks. Agreement followed a two-day conference at Rarotonga between members of the USP Executive Committee, the Cook Islands Minister of Social Services Tupui Henry and ministry personnel. The centre is expected to operate from next February.

## CANE FOR CRIME

Fiji's courts have sentenced six young men to a total of 34 strokes of the cane after convicting them of crimes involving violence or sexual offences. A magistrate at Nausori, near Suva, gave a 25-year-old man two years in jail and recommended six strokes of the cane when he pleaded guilty to robbing a taxi driver with violence. At Lautoka in Western Fiji, Mr Justice Kenneth Stuart, sitting in the Supreme Court, sentenced two men to six months in jail and six strokes each, a third to six months and four strokes, and a fourth to five months and four strokes, for an offence against a 15-year-old girl. In another case at Lautoka, the acting Chief Justice, Mr Justice Tuivaga, sentenced a man who pleaded guilty to raping a five-year-old girl to five years and eight strokes.

## SUNDAY TRADING PROTEST

About 2,000 Methodist Church members staged a protest march through Suva to deliver a petition to the Governor-General complaining about Sunday trading. In their petition, which they handed in at the gates of Government House, the members called for a ban on Sunday trading and for workers not to be forced to work on Sundays. Later, at an open-air meeting in a city park, church representatives opposed a government proposal to establish a state lottery and another one to allow a Japanese company to make rum from Fiji molasses. Marchers carried banners calling for an end to Sunday visits by tourist ships, for which duty-free shopkeepers are now allowed to open their shops. Organised Sunday sport will be another of the group's targets.

## SKULLS FOR SALE

Human skulls from Papua New Guinea are on sale in a Sydney artifact shop with price tags of several hundreds of dollars, a cultural organisation has claimed. The Sepik Cultural Committee in the northern coastal town of Wewak claimed that eight skulls were being offered by a Sydney dealer in contravention of an ordinance passed 10 years ago banning the sale of skeletal remains. Mr Rick White, executive officer of the committee, said the sale of the skulls had been reported to the organisation by two other artifact dealers, one operating in Papua New Guinea and the other in Australia. Mr White declined, however to reveal the name of the dealer who was later reported —again anonymously—by radio as denying the charges, although he conceded his company may have offered such skulls for sale in the past.—*AAP.*

## TIME FLIES

The duty free shop at Teotue in the Cook Islands, owned by South Seas International Ltd, has an attraction for thieves. About mid-July it was broken into for the third time. The pattern was similar—a large quantity of watches, worth thousands of dollars, was stolen. The police said the thieves obviously had a fair knowledge of the layout of the shop. A question arises—where would a thief "flog" a large number of watches in the Cook Islands.

## $31 MILLION SUIT FAILS

Shareholders of Transpacific Lines failed in a $31 million alleged breach-of-contract claim against the United States Government. The US Court of Appeals declined to hear the case, saying that the Trust Territory Government was not an agency of the United States for contract purposes, in spite of controls exercised by the US Department of the Interior.

Sixteen shareholders, on March 30, 1973, filed their suit on behalf of about 800 owners of 500,000 ordinary shares. The $31 million figure was the projected market value of the claimants' stock in 1978, the end of the 10-year Transpac franchise. Transpac is now insolvent and under a court-administered receivership.

## PRINCE IN FIJI

The Prince of Wales, Prince Charles, will spend four days in Fiji in October for the celebration to mark the 100th anniversary of cession to the British Crown. The main celebrations will be in Suva on October 10. The government will strike a $25 silver coin and a $100 gold coin to mark the occasion.

## PNG CHANGES

Mr Jack Bagita has succeeded Mr Philip Bouraga as District Commissioner for East New Britain in Papua New Guinea. He was formerly District Commissioner for New Ireland. Mr Bouraga has been appointed Secretary of the Department of the Chief Minister.

Only five of Papua New Guinea's 19 administrative districts are now headed by white commissioners as the country gradually severs more colonial ties with Australia. The ratio favours New Guineans for the first time since colonial administration was first imposed. Minister for Local Government, Mr Boyamo Sali, confirmed the appointment of nine New Guinean district commissioners to bring the indigenous content of the top regional administration force to 14.

Mr Sali said the appointments were a significant indication of the effectiveness with which expatriate district commissioners had been able to pass on their skills and experience to New Guinean officers.—*AAP.*

## SPC FOR COOKS

The 14th South Pacific Conference will open at Tereora College on Rarotonga in the Cook Islands on September 25 and will close on October 8. Following the meeting of the eight member governments in Wellington (NZ) in March when agreement was reached on a merger of the Conference and the Commission, the 14th Conference is expected to alter procedure to merge the two bodies, give all territories represented in the Conference one vote each with the Conference becoming the ruling body.

## BSIP STRIKERS WIN

Men employed by the D. J. Gubbay Co on building sites at Point Cruz and Mendana Avenue, Honiara, received better pay and improved conditions in an award handed down after a one-day strike. A hurriedly-appointed conciliator, Mr A. D. Hughie, a senior labour inspector, gave labourers a rise of 20c a day and tradesmen of all clases 13c a day more. Other terms are that the employer has to provide a first-aid kit on building sites, and employees have to produce a certificate before they get sick pay. The company agreed to




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provide paint and equipment for the men to redecorate their houses, and will provide labour and materials for repairs to houses.

## BSIP TRAVELLERS LOST

Because of financial difficulties, Air Pacific decided at the meeting in Suva to cut out one service through Honiara and reschedule another. This decision astounded the Honiara Chamber of Commerce. A chamber spokesman said the BSIP was in the unsatisfactory position of being virtually cut off from the rest of the world in travel and mail by a situation over which it had no control. He urged the BSIP Government to give Air Nauru full traffic rights in the BSIP.

## A DAY OF REST

July 12, the date of the founding of the Congress of Micronesia nine years ago, has been declared a "Day of Rest" throughout the Trust Territory to commemorate what High Commissioner Edward Johnston called "one of the most important steps in Micronesia's political development".

## PAT ON THE BACK

Private Pilimoelagi Tofau Gaoteote, of Vatia, American Samoa, is doing an outstanding extra-mural job with Brave Troop, 4th Squadron, 7th US Cavalry in South Korea. The squadron chaplain, Captain Raymond D. Ruddle, recently wrote to Governor John Haydon, praising Private Gaoteote in these terms: "Private Gaoteote has become involved in a local orphanage, and is providing outstanding assistance to them in their various activities. Voluntarily, he has undertaken to teach the children various forms of dances from the Islands as part of their educational programme. You can be justly proud of this young soldier who represents your country to the men in our unit, and the Korean community".

## SHIP THAT NEVER SAILED

A New Caledonian vessel which never fulfilled its original destiny as nickel carrier, or its second project as floating restaurant, has finally been towed off to Auckland for scrap.

The ship, the Sorana del Mar was originally bought by Noumea nickel interests several years ago, when great hopes were held for INCO and other companies to enter the island's mining industry. After lying idle in Noumea and then being intended for a restaurant off the Isle of Nou, the Sorana del Mar was towed off by the Fiji tug Tui Tawate, to be scrapped.

**These two colourful PNG stamps, released on August 7, form the fourth and final stage of the Panorama definitive issue and, like the previous 17 stamps, feature the country's rich and varied customs. The Pig Exchange (Western Highlands) depicts a common practice when pigs, regarded there as "our hearts", are exchanged by clans as a sign of peace. A sing-sing (Enga District) is another ceremonial occasion connected with religious rites, with pig exchanges and with pig feasts. Stamps to commemorate a century of Postal Union have been issued by Fiji, the Cook Islands and Pitcairn Island. The Cooks and the New Hebrides have also issued stamps to mark the bicentenary of Captain Cook's second voyage of discovery.**

## BEAT THE DEVIL

Tongan boxer, Mani Vaka, scored a technical knock-out win over Charles "Devil" Green, of New York, in a recent heavyweight contest at the Honolulu International Centre. Vaka twice floored Green—in the first and sixth rounds.

## VOLUNTEERS IN BSIP

Four American Peace Corps volunteers have arrived in Honiara, bringing the number of United States volunteers serving in the Solomons to 12. A government spokesman said that all volunteers had business backgrounds and would be working in rural business development. They had recently completed a training course in Fiji where they learnt about the Solomons and were taught pidgin. There are now nine Peace Corps volunteers working in rural business development. It was hoped to recruit four more next year to help during the census.

## BLACK GOLD IN FIJI?

Oil rigs one day may stand out in Bligh Water in Fiji. The first exploratory well in Fiji will be sunk there late this year by Amoco, a US exploration company, for the Southern Pacific Petroleum Co. Southern Petroleum holds a concession covering 3,000 square miles. It was the first company to start searching for oil in Fiji's offshore areas. It has given particular attention to geological formation near Sawailau in the Yasawas, as the location for the first site, although a firm decision has not yet been made.

## FROM NAURU WITH LOVE

Nauru's President Hammer DeRoburt has given an $8,000 speed boat to the Western Samoa Head of State, His Highness Malietoa Tanumafili II. The boat was handed over in late July at a ceremony on board the Nauruan passenger-cargo ship Enna G which was berthed at Apia. Receiving the gift from a Nauruan government official, the Head of State said he hoped the President would visit Apia to share the boat with him. At the ceremony was the President's daughter, Jeannetta.

## "A RISK" GAOLED

A man was sentenced to a year's imprisonment followed by five years' banishment from the New Hebrides when he appeared at the French National Court in Vila. Antoine Fornelli, of Tanna, who was arrested recently after a joint police operation ordered by the Resident Commissioners had been found guilty of being a "risk to state security". In the joint court in Vila, Fornelli appealed against a sentence of 18 months' imprisonment imposed by the Court of First Instance at Tanna on charges arising out of the Joint Public Order Regulation. The sentence imposed in the French National Court can be appealed against to the French High Court in Noumea.

## $170 FINE FOR OVERCHARGING

A Port Moresby trading firm, M. G. and J. A. Seeto, was fined $170 at the end of July for overcharging at a Tokarara store and for failure to display prices in a mobile store at the Port Moresby General Hospital. In a similar case the previous week a Rabaul storekeeper was fined $200.




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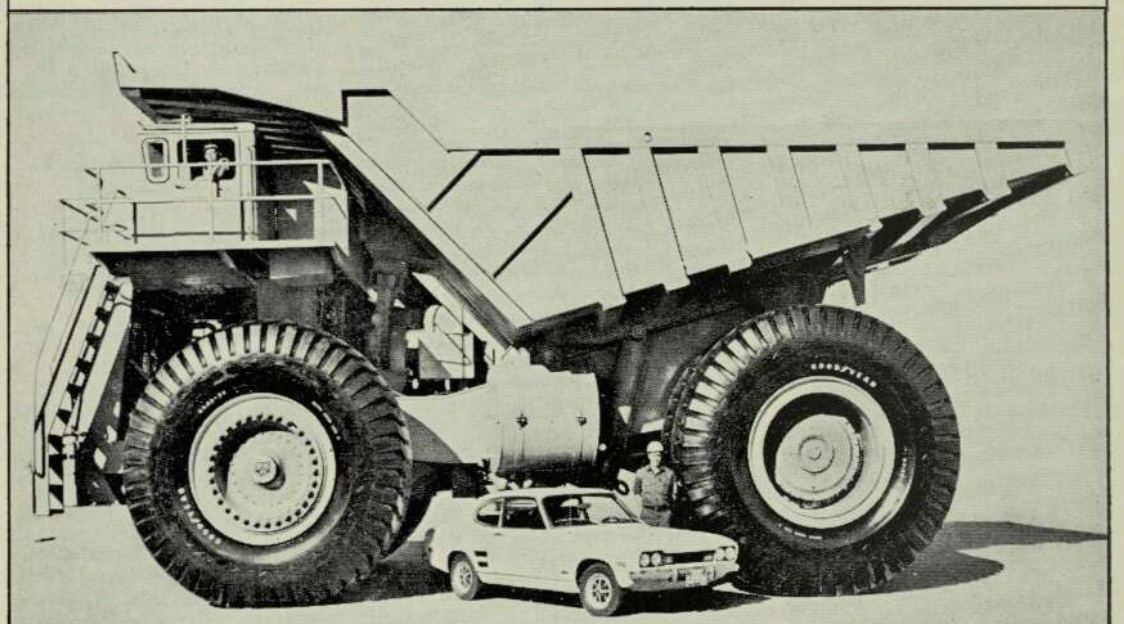

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# From the Islands Press

**Extract from a Tonga Chronicle report of an interview with King Taufa'ahau Tupou IV after his visit to Saudi Arabia:**

*. . . As far as Saudi Arabia is concerned, they want to render assistance to any country that requires it but Tonga is the first country in the Pacific to seek relationships with them and as far as they are concerned, Tonga is the largest country in the Pacific.*

**From an editorial in the Samoa Times on the expulsion of the UNDP's officers from Western Samoa by Prime Minister Fiame Mataafa. Comment is "after" the funeral oration by Mark Anthony in Shakespeare's Julius Caesar:**

. . . Was all this aid to Western Samoa dishonourable on the part of UNDP? Was this aid ambition? What a cruel blow was there when the Prime Minister decided to kick out Western Samoa's benefactor, yet Mataafa is an honourable man. See what a blow William B. Hussey made. And beloved Mataafa (Brutus?). His was the unkindest blow of all. Let us stand in silence and weep. (After pause). There is nothing more for us to do. Let us go up to Capitol Hill and bury UNDP office.

**From a letter in the PNG Post-Courier by E. Muhlenhard (Lae) on the destruction of culture and tradition in PNG:**

. . . But why do we always blame the missions for destroying the culture of the people? Does no one else have a part in this? Let us look at the music. What kind of music is requested on the request programmes? Is it the beautiful cultural music of the people? Or is it the imported pop tunes and such vulgar ones as "Down by the Ohio" and "I did it for Mary"

**From a letter signed, "Unsatisfied", in the Atoll Pioneer, GEIC, describing a tour of a biscuit factory at Lautoka:**

*Everyone in the factory looked like government top officials — fresh and handsome.*

**Extract from an editorial in the Norfolk Islander:**

. . . Although we have received numerous assurances that the Minister and his staff are anxious to help preserve the identity of Norfolk Island and its people, there is no guarantee that the socialistic and centralistic philosophy of the present Australian Government will allow this happy state of affairs to continue. Now that income-tax facilities are available for Australian residents who are here for less than six months, it must surely take only a stroke of the pen to make us all "taxpayers". Whether this would be an economic exercise for the government is, in their opinion, beside the point. So far as they are concerned, all will be well just so long as the "round individual Norfolk Island peg" is whittled away until it fits neatly into the squareness of bureaucratic uniformity . . .

**From the Nauru Bulletin:**

*The Director of Lands and Survey notifies the general public that survey work will be carried out on the island's major roads over the next few months. Survey measurements will be made with tapes which are difficult for drivers to see and the co-operation of all drivers is requested in observing the road signs and in following the directions given by the survey team. The Director particularly requests that drivers do not play "chicken" with the survey teams as this is a major cause of accidents in similar situations overseas.*

**From a report in the Highland News (PNG) of a speech by Dr John Guise, Minister of Agriculture:**

"Let me make it very clear once and for all that I am not going to sit back and watch this country's rare species, especially protected butterflies, being smuggled out by some unscrupulous black marketeer to make a fortune overseas. I am going to put a stop to this, and I am going to do it ruthlessly."

**A New Hebrides News report:**

The New Hebrides General Labour Union told the Prime Minister (of Fiji, Ratu Sir Kamisese Mara, on a brief stopover in Vila) that they preferred Fijian workers in the New Hebrides who would be able to train New Hebrideans in their work. The union does not want Fijians occupying positions which could easily be filled by New Hebrideans.

**From Tohi Tala Niue:**

Niue's labour shortage was highlighted recently when two 10-year-olds signed on as labourers unloading beer cartons off the Moana Roa. One of the youngsters received a well-aimed boot on his posterior and was told to get off to school. The other must have looked older than all of his 10 years—he stayed on, and according to our informant, worked a lot harder than his elders.

**A barber's lament as reported in The Fiji Times:**

Lautoka barbers want the government to ban long hair because they are worried about a decline in business. Mr Rahmat Ali, of New Globe Hairdressers, said his business had dropped about 50 per cent in the past three years and he might have to close down soon. . . . Another Lautoka hairdresser, Mr Uttam Manchu, told The Fiji Times the government should pass laws to force people to get their hair cut. . . .

**Editorial comment in the PNG Post-Courier on new regulations to protect the Bird of Paradise:**

. . The dodo has disappeared from Mauritius. The kiwi can be found in New Zealand only in sanctuaries and zoos. Let's make sure this doesn't happen to the Bird of Paradise—one of the most beautiful creatures on earth.




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The lure of New Zealand for Polynesians has increased down the years. Twenty years ago, official figures in PIM showed that 5,000 Samoans, Niueans and Cook Islanders lived in NZ, most of them in Auckland and Wellington. The majority of them were Samoans. Official reasons for the migration were given as 'social problems' at home. Those social problems must still exist for the migration continues unabated, though the city lights, softer living and high wages are obvious magnets nowadays.

A young Rotuman, Officer Cadet P. R. Manueli, was at Sandhurst 20 years ago learning all about being a soldier in possibly the finest military academy in the world. He won a name for himself by winning a javelin event at the Pentangular Athletics Match in Brussels, with a throw of 161 ft 3 in., 11 ft better than his nearest rival. That Rotuman today is Colonel Paul Manueli, commander of the Fiji Military Forces.

# Yesterday

Jim Shortall, a PIM correspondent for many years, paid a visit to the Cook Islands in 1954, and reported that he was most unimpressed with traffic safety in Rarotonga. He wrote: "Though Rarotonga has over 11 motor vehicles per mile of 21-mile encircling road, the people appear to be unaware of road rules. Cyclists, especially, use either side of the road at will. Cars pass them left or right—the driver hoping that they will hold that side until passed. Road education in the schools seems to be nil. One of the sights of Rarotonga is the extraordinary method of double-banking on bicycles—the passenger takes his, or her, place squarely on the handlebars, facing, and completely blocking the view of the pilot, who pushes ahead quite unperturbed. Occasionally, there is an additional passenger on the rear." How about now?

The great Ilu farm experiment in the BSIP, met the same fate as the great pre-war African ground nut venture. The farm, about 17 miles from Honiara, developed as a vegetable farm by the Americans during World War II, was acquired by the BSIP Government, which hoped to turn reluctant Guadalcanal natives into farmers with Ilu as the show place. It is doubtful if one islander became a farmer because of Ilu, and as a farm it was of considerable embarrassment to the government. Lack of money, lack of staff and inability to coax practical men from New Zealand or Australia contributed to its failure. The farm was offered for sale by tender.

There seems to be a familiar ring about this item from PIM of September, 1954: "The NZ Government ship, Maui Pomare, cost the NZ taxpayers another £40,000 this year; will probably cost £80,000 next year . . ." The Moana Roa, which was withdrawn from the NZ-Cook Islands service in 1972, also turned in an annual loss running into thousands of dollars.

Vietnam was in turmoil in the 1950s, and refugees were on the run from what were then known as the Vietminh from the north. There was a strong suggestion of sending these refugees to New Caledonia. This did not please the Caledonians, and a general meeting of the commercial employees' union decided to protest against the introduction of foreign labour. The protest resolution followed an announcement that a French officer from Saigon would visit New Caledonia to see about placing the Indo-Chinese refugees there. PIM's Noumea correspondent then wrote: "There are already 5,000 trouble-makers in New Caledonia—the Indo-Chinese indentured labour that was freed. Introduction of any more would swamp the Europeans".

Some colonial governors become popular. One of these was Governor Petitbon, of Tahiti, regarded as the most popular occupant of the gubernatorial office in French Oceania for many years. So it was with general regret that the news was received of his transfer to Djibouti in Africa. There was surprise as well as he had only recently returned from vacation in France to what most people thought would be a full second term of two years.

Fiji has been talking about harnessing some of the rivers of Viti Levu for electric power for years. Near neighbour, Western Samoa, 20 years ago, had just about completed a 1,000 kilowatt hydro power station to meet Apia's increasing demand for power. The project was expected to cost about £NZ250,000.

Qantas made great strides in PNG aviation when it announced that four Beaver aircraft, to be delivered by the end of 1954, would replace the Drover fleet. The Drover was unsuitable for light aircraft work in the territory. The Beavers, with cruising speeds of 135 mph and a ceiling of 19,000 ft, could be fitted with skis or floats. And far away in Fiji, a Drover aircraft flying between Savusavu and Nausori, made a forced landing on a coral reef about four miles off Bau Island. Neither the pilot, legendary Captain Freddy Ladd, nor any of the seven passengers, was injured.

Tonga's Dateline Hotel was officially opened on September 16, 1966, 12 years after Prince Tungi (now King Taufa'ahau Tupou IV) announced that the kingdom would get its first licensed hotel. It was intended that the hotel would accommodate 28 guests. Plans were altered somewhere along the line for the Dateline has 50 twin-bedded rooms. Although it took a long time to materialise it filled a need for there was very little public accommodation available.

If Tonga had no hotel accommodation problem 20 years ago, because there was no hotel, in Port Moresby there was a real problem. Port Moresby had hotels but not enough bedrooms to go round, hence continual complaints from a travelling public. Perhaps to soothe ruffled feelings, an official assurance was given that the Hotel Papua would get another 20 bedrooms, to be followed by some additions to the Hotel Moresby. In addition, Burns Philp planned to fill the street gap between the Hotel Papua and the next-door building with a new structure, mostly for hotel purposes. Steamies was in the picture too with plans to put up a new hotel on the corner opposite the Hotel Papua.

One of Qantas's DH Beavers on the Papua New Guinea circuit 20 years ago.




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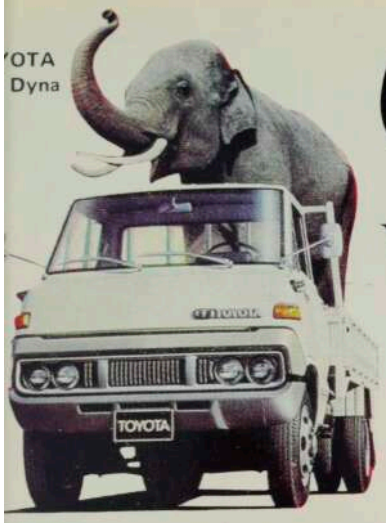


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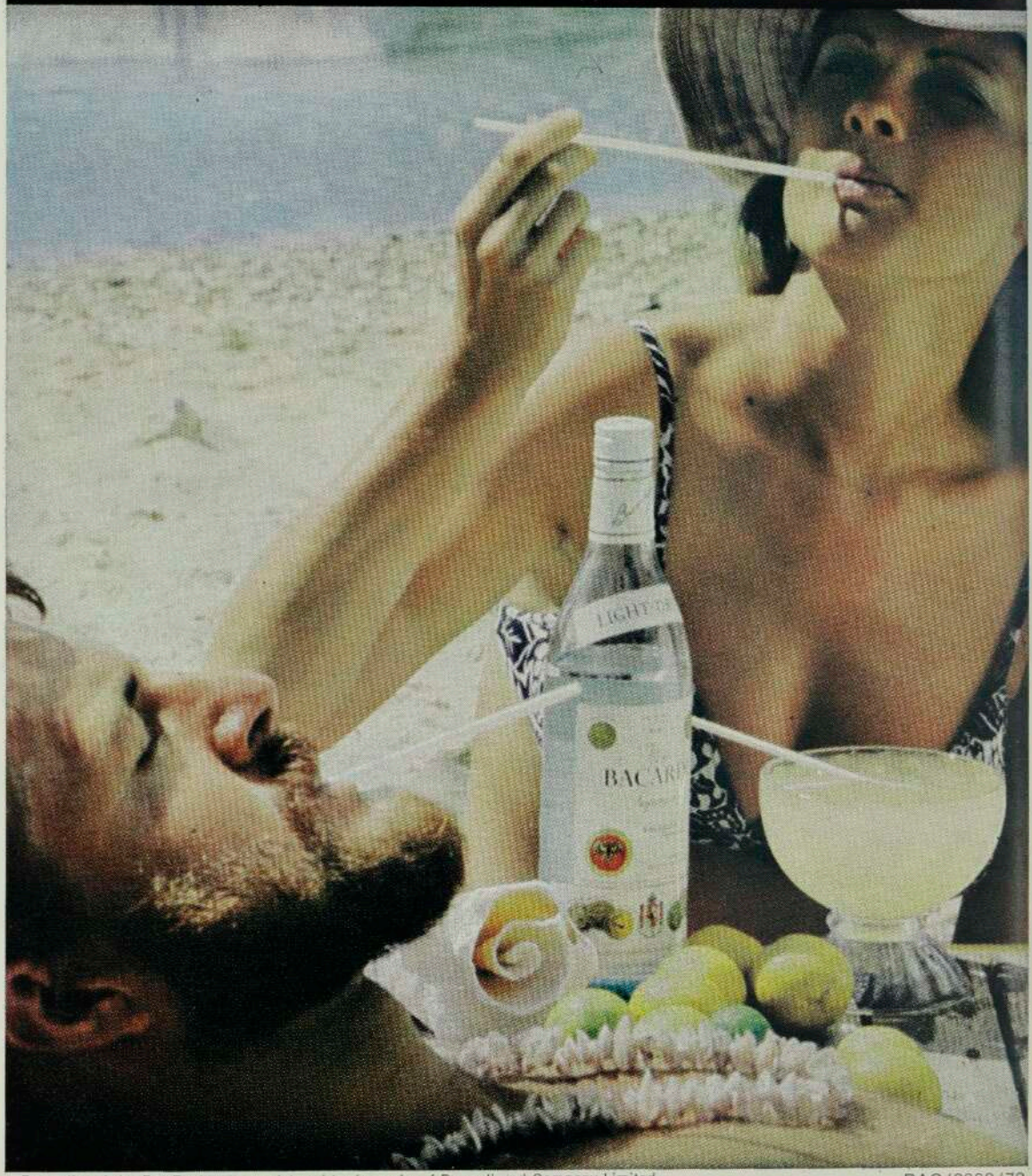


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# Magazine Section

# SAIPANESE RECALL A DAY IN JUNE WHEN THOUSANDS LEAPT TO DEATH

*From FRANK ROSARIO and FLOYD TAKEUCHI in Saipan*

Thirty years ago in June, the end the Imperial Japanese Empire as determined on the beaches and e hills of Saipan, biggest of the ariana Islands and "capital" of icronesia. That bloody battle, in nich over 14,000 Americans and ,000 Japanese were killed, wounded reported missing in action, was e most important turning point in e Pacific War. Once the strategic ands of the Marianas were secured, nerican B-29 bombers were finally thin striking range of the Japanese meland. It was from Saipan, and nian to the south, that America as able to cripple Imperial Japan's ilitary might.

For some of the residents of Sai-n, memories of the invasion are clear today as they were 30 years o.

"It was Sunday, June 11, 1944, hen the first wave of American anes came", recounted Ignacio M. blan. Now the Marianas district dget officer, Sablan was fixing his cycle in Garapan when the bomb-g started. "American planes mbed Charlie dock and destroyed veral oil tanks. I couldn't estimate e number of planes that were com-g in. I looked up in the sky and ought it was going to rain because ere was so much black smoke".

Jose S. Pangelinan was a captain the second division of the Keiboo-an, a Saipanese militia group. When the invasion began, I told the hers in my group to take their milies and hide in the caves".

Pangelinan, who was 40 at the ne of the invasion, said, "I was ite fortunate that the commanding ficer, General Kurota, had been my assmate in Japan. He hid my family a cave and gave us a pass to show panese troops".

"Japanese anti-aircraft guns surrounded our cave", he said. "We just sat and watched them fire at the waves and waves of American planes flying above".

Sablan witnessed much of the bombing, too. "On June 12", he recalled, "planes began bombing again. Bombs exploded before they reached the ground. We saw many Japanese Zeros shot down".

Like Pangelinan, Sablan and his family sought safety in a cave. "We stayed in one cave, but decided to move on the evening of the 12th. We found another cave and stayed there until July 2. From that cave we could see from Agingan Point to the beach at Oleai".

There were 63 people in Pangelinan's cave. The cave was only 15 ft square. "We saw thousands of Japanese wounded. My two sons, Donald and John, were very young at the time. But they helped me take water to those dying soldiers. We were lucky no one shot us".

Pangelinan, now a co-editor of the Saipan newspaper I Gaseta, remembers well the day American soldiers reached his cave. "It was June 16. I told the others in the cave to keep still and not say a word.

"My daughter, Elphidia, was six at the time. I told her what to say when she saw the Americans coming. She went outside, waved a white cloth, and shouted, 'Welcome Americans!'

"They told us to come out, one by one", he said. "We couldn't take anything we owned. We were taken to a camp in Oleai, stayed there for two days, and then we were transferred to another one in Chalan Kiya".

Many Saipanese, once in the safe custody of the advancing American troops, volunteered as scouts and interpreters.

Antonio Benavente, now Saipan's sheriff, was 18 when the first American troops waded ashore. "I volunteered as a scout and was assigned to the 4th Marine Division", he recalled.

Benavente worked with another Saipanese, Mike Tenorio. According to Benavente, Tenorio landed with the Marines. "Mike had been a sailor on a Japanese ship with five other Saipanese. He was on Kwajalein when the American invasion started there. Of the five, Benavente said, he was the only survivor. The Americans captured him and took him to Hawaii

**icide Cliff stands tall and peaceful to-y. But, in 1944, it saw mass carnage hen thousands of Japanese soldiers and ipanese civilians leapt to their deaths.**
Photo: Micronesian News Service.


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**The memorial erected by the Japanese at the foot of Banzai Cliff. The large pillar represents the soldiers who perished; the small one the women, who died with their children.**

for interrogation. They wanted to know what the Japanese forces on Saipan were like".

Tenorio is now a painter for the Trust Territory Public Works Department. But in 1944, he and Benavente assisted American forces in the invasion of Tinian and the routing of Japanese snipers on Saipan.

"Mike saved many Saipanese lives", Benavente said. "He helped direct much of the US naval gunfire. He told them to shoot at the hills, and the beaches, and told them where Japanese gun emplacements were.

"We trained for six months at the camp of the sixth marine division", reminisced Benavente, "that was located on what is now Capitol Hill, where the TT headquarters is".

During that period Tenorio and Benavente helped capture about 50 Japanese snipers.

Jose Pangelinan also served as an interpreter and scout. He went with American troops to assure Saipanese still hiding in caves that they had nothing to fear if they surrendered.

He narrowly missed being killed once. "I was with two captains, two sergeants, and two privates when we were ambushed near Matansa. One captain grabbed his walkie-talkie and within three minutes several planes began circling us and dropping bombs".

The Saipanese scouts helped save many lives. Families that had taken refuge in the hills came out during the night hours under the cover of darkness. The American soldiers did not know whether they were Japanese or Saipanese, as both wore similar clothing.

The toll paid by both sides was enormous. Saipan's hilly terrain made it difficult, and costly, for the advancing American army. According to one account, Saipan seemed to be one hill after another for the Marine and Army units. Some of those hills were nicknamed as reminders of the bloody battles that took place on them: Dead Man's Gulch, Poison Ridge, Impostor's Hill, Death Valley, Nameless Crag, and Back Break Hill.

One Marine regiment worked their way to the top of Mount Tapochau, Saipan's highest peak. Then they found themselves surrounded by Japanese and were ordered to withdraw. Their commanding officer decided to remain with their wounded and fight it out. By morning, when another American patrol reached them, only five of the original group were alive.

But perhaps the bloodiest fighting took place when Marine and Army units cornered the remaining Japanese troops in Saipan's Marpi area, the northernmost tip of the island.

It was here that the bloodiest battle of the Saipan campaign took place. On the evening of July 6 over 3,000 Japanese soldiers, some only armed with pointed sticks, charged American positions near Tanapag village.

The Japanese troops stormed over the beleaguered Americans. It was bloody hand-to-hand combat. Many of the Americans who managed to retreat to Tanapag were killed by US naval gunfire directed towards the area.

By the time reinforcements broke through, over 900 Americans had been killed or wounded and almost every Japanese soldier had died.

It was also in Marpi that one of the most tragic episodes of the war took place. Many of the Japanese and Saipanese civilians were convinced that the "American devils" would kill them if they surrendered. Pushed to the northern end of the island by the American advance, they chose to kill themselves rather than to die in the hands of the enemy.

Suicide Cliff and Banzai Cliff were the sites of this mass carnage. "I saw more than 3,000 jump", Benavente recalled. "Whole family groups, mothers and fathers, were pushing their children, then leaping themselves.

"The US troops gave me a loudspeaker to beg them to stop. I yelled in Japanese to them: 'Don't do it. Come down. The Americans will not hurt you'.

"But they continued for hours", he said. "Hundreds of them, leaping from that cliff".

In the sea around Banzai Cliff, hundreds of bodies washed against each other as still others jumped to their deaths.

Today, Saipan's beaches are quiet save for the laughter of children playing in the calm water. Hotels and swimming pools mark the sites of some of the heaviest beachfront fighting. The only Japanese guns that remain on Saipan are silent, rusty reminders of a violent past.

Tourists, both Japanese and American, now crowd the railings at the top of Suicide Cliff to peer down the awesome drop to the rocky ground below. And at Banzai Cliff, a peace memorial stands in silent vigilance over the watery grave of men, women, and children, many of whom were innocent victims of events that were beyond their control.—MNS.




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# Nature lover who ruled he Solomons

*By R. A. LEVER*

The combination in one individual the twin assets of administration d natural history is rare enough to of comment but this happy blend s present in C. M. Woodford, the st Resident Commissioner of the itish Solomon Islands Protectorate.

Unlike any official of similar stand- g either before or since, Woodford d spent no less than three years as collector of natural history speci- ens before his appointment and so rted off with an intimate know- dge of the islands he had been osen to administer.

However, his experience of the cific did not start with his arrival the Solomons as, in 1882, he had rved as an inspector of labour on cruiting vessels in the Gilbert ands. This was followed by a four- ar stay in Fiji and a brief visit to moa. Annexation of the main ands of the Solomons took place 1893 and some four years later oodford and his small party were opped off by the Burns Philp amer Titmus at Gavutu from ence he was rowed to the small and of Tulagi. This was selected his base and future capital on the in counts of its deep, spacious rbour and its central position ong the scattered islands.

In 1886 Woodford began his valu- le collecting for the British useum (Natural History) making base at Aola along the eastern rtion of the 80-mile-long island of adalcanal which he described as most fertile and most beautiful and of the group. Although a val surgeon, Lieut H. B. Guppy, d been the first naturalist in this ea, it fell to Woodford to write the st account of the animal life—A aturalist Among the Headhunters 890).

No matter where this book is ened, it reveals glimpses of the scinating animal life whether it is description of the giant rats or scus (possum) of Guadalcanal, the nderous hornbill flying noisily high er the tree tops or the unusual egapodes laying their eggs in the nd of Savo's beaches. Among a rge number of creatures new to science described by specialists in England, one can name the noisy Woodford's crow, a tree swift, lizard, gecko and a snake, all named after their discoverer.

In Harold Cooper's Among Those Present, published by the Ministry of Information in 1946, it is stated that this large Woodford's crow is peculiar to the western islands such as New Georgia but this is inaccurate as the bird occurs on Choiseul, Ysabel and Guadalcanal. It is not only among the mammals and birds that collections were made as one of Woodford's best descriptions is of his capture with a net of a scarce birdwing butterfly on Malaita when the catcher, who was bathing, rushed at it stark naked. The number of bugs, moths, beetles and dragonflies that Woodford collected for the first time must be legion and his total contribution to zoology reached a very high level.

Woodford took full advantage of his three years stay to tour fairly extensively and one of the jobs he must have enjoyed doing most was to locate the exact spot on the north coast of Ysabel where the Spanish exploring party under Mendana made their landfall in 1568. This site was Estrella Bay and the descriptions of the headland and a prominent island as given in the journals were found to tally in all points with Woodford's reconnaissance.

Another interesting account is given of his trip into the interior of Savo culminating with a descent into the extinct volcano crater with its still active fumaroles belching sulphurous steam. At Alu in the Shortlands, Woodford travelled by canoe, taking his turn with a paddle.

**Woodford on an expedition with Solomon islanders, a picture which appeared in his book A Naturalist Among the Headhunters and is reproduced from a copy in the Mitchell Library in Sydney.**

Several years after his departure for England Woodford returned, as already mentioned, to begin his official career in the islands he had come to know and love. A photograph of the first "Residency"—for it must be put in inverted commas—shows a small building not unlike the *basha* so familiar to thousands of troops who served in Burma. The strong fronds of the sago palm trees (which provide ivory nuts) were used as thatching and when Mrs Woodford came out from home she was the only white woman on Tulagi. She was formerly Miss Florence Palmer of Bathurst, NSW.

The infant Protectorate was most fortunate in having as its first official someone who was so keenly interested in agriculture for it was clear that copra would for long be the main revenue-producing product. At least as early as 1898, no less than 60 acres of land had been cleared of jungle and planted with a most impressive list of edible crops, a selection of species and many ornamental plants including several orchids—

**Continued on p 101**




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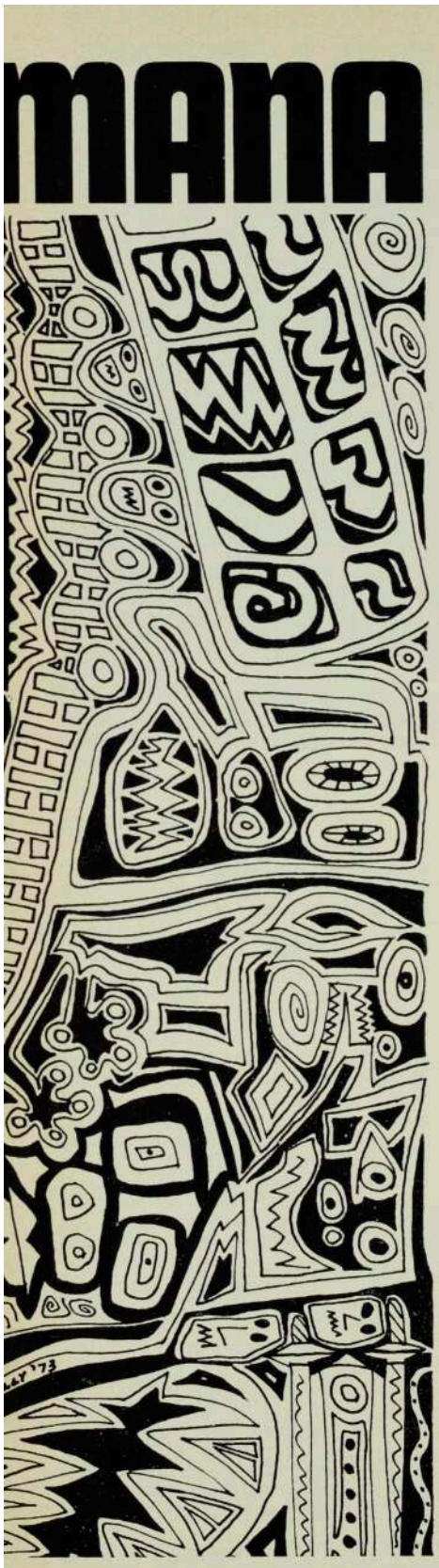


MANA is a vehicle for Pacific Islands' writers and artists to publish their work. It is an organ of the South Pacific Creative Arts Society and its editorial committee comprises writers from many islands.

Material for publication must be sent direct to MANA's editor, Marjorie Crocombe, South Pacific Creative Arts Society, Box 5083, Suva.

All the writers in this issue are from the New Hebrides. Apart from Kali Vatoko, none of them has had any work published before. They speak with anger and sensitivity as the new voice of the New Hebrides—and what a remarkable and powerful voice it is. With the exception of Leonard Garae, a British Secondary School student in Vila, all the writers—Albert Leomala, Kali Vatoko, Donald Kalpokas, Hanson Lini and Mildred Sope—are students at the University of the South Pacific, and are all finishing diplomas in education. With them begins a modern New Hebridean literature.

# BEWARE, THE WORST IS STILL TO COME!

*By LEONARD GARAE*

I come from a small island called Aoba in the New Hebrides. Until recently, accounts of the incredible feats of brave warriors, their victorious speeches, and custom songs composed in their honour were all handed down by word of mouth as there was no written literature. The story I am going to tell you was handed down in this way. Today people still believe that the events it records actually happened.

About 200 years ago, the site which is known today as Vureas (where Vureas High School is situated), supported a large population. It was said to have been one of the most densely populated areas on Aoba. Its original name was Nawalu which means 'deep valley'. It was here that the men lived in their *gamali* (men's club houses) and the women in their *vale* (ordinary houses). One can imagine them walking the well-trodden bush paths down to the beach to swim and to fish on sunny days. By sundown they would return heavily laden with red fishes and shells in woven baskets of coconut leaves.

Every day it happened that the men's unfinished meals which were left in baskets in one particular gamali always vanished while the men were either working in the gardens or fishing, or while they were sleeping at night.

Finally one of them protested, "I won't tolerate this any longer! Tonight I am to catch the thief whether it be man or woman, devil or human being. When I have done so, I will make him or her feel sorry for ever trying to enter our gamali and steal our food!"

"We are all with you!" shouted the others and it was decided they should take action that very night.

DUSK was approaching and everyone retired early pretending to be sleepy. Both doors were barred and each man listened intently for the slightest sound, while his hands rested on his bow and arrows. Suddenly, out of the piles of baking stones at each end of the gamali emerged two tall, hairy figures. They tiptoed around feeling for food in the baskets hanging from the ceiling.

"Now!" A man's voice split the silence and all the men threw themselves at the two figures but without using their weapons. When the short but fierce fight ended, one of the intruders lay dead upon the floor. The second escaped their grip and sneaked out of the gamali.

As they all staggered to their feet, a clear voice shattered the night, sending echoes bouncing back from the hillsides around the deep sleeping valley.

"Beware", it said, "for this is just the beginning. The worst is still to come!"

Everyone was scared stiff. The men stood rooted to the spot and their hair stood on end. As the echoes died away, they heard the distant murmur of mourning. Not a man dared move until dawn.

The smoke from the women's fires rose high in the sky and the fresh early morning breeze carried it away. The children ran out of the houses. The sound of their happy voices reached the men in the ill-fated gamali and they realised it was daylight. What a sight met their eyes as they gazed around. Baking stones and pieces of unburnt wood were scattered everywhere around the




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king ovens in the floor. And in eir midst was the final horror: a dy, with neither head, nor legs, r even hands, but covered with ng black hair. They hustled it out- le and burnt it.

As the days wore on, their fear gan to increase as the devil's dire ediction kept ringing in their ears. stormy nights when a dark veil clouds swept in over the valley d the wind tore through the coco- t leaves like angry waves through isherman's net, a weird sound like it of a widow mourning could be ard high up in the blackness which vered the entire village like a nket, threatening to suffocate the eping inhabitants below. It is said it the sound was so terrifying that women often covered their ears enever they heard it.

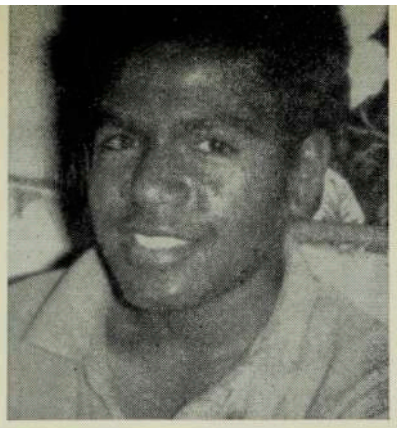
NE day when the weather was fine, the men forgot their fear l decided to go fishing. They ied all day and came home carry- their catch to the gamali. As was ir custom, each man had his own place where he cooked this food. a short time there was a fire burn- in each fireplace and other ivities were in progress such as cing the stones in the fire and apping the fishes in green leaves. t during their absence, unknown them, the forked baking sticks l been removed, split in two, and urned, each with one side miss- , to their original places.

n the glow of the dying fires the t man stretched out his hand for baking stick. Holding it close to fire, he noticed that it had been apered with.

He turned to the man next to and snarled, "Here, give me k the other side of my baking k! Why did you have to steal it? ere is yours?"

"This is mine! Oh! Where . . . ?" neighbour replied as he realised t his too was ruined. He turned the next man and blamed him it. This went on and there was much confusion that every man t his temper. A fight broke out. o men blocked the doors and h time a man retreated towards er door he was clubbed on the d.

Soon the whole village was alive h anxious people trying to find what was happening. Startled ldren ran madly everywhere; eping women could be heard call- for their husbands; while now l then a loud shriek rent the air l "Thud!" a man or woman or hild dropped dead. No sooner had started than everybody became in- ved and with little or no reason s drawn into the fray.



Leonard Garae.

The fight was at its bloodiest when the survivors started retreating. In spite of the size of the village, there was only one road out of Nawalu, and burning coconut fronds flickered along it as desperate men and women struggled frantically up the steep hillside, anxious to escape from the death-trap valley.

Thinking that the danger was over, a few of them slackened pace but had it really passed? In the lurid light of the flaming coconut leaves, a man who had forged ahead of the others, dripping with sweat, paused as he reached the crest of the hill and stood astride the path. In his hand could be seen vividly one side of a bloody baking stick. Too late the leading freedom-dreamer tried to duck. The stick swung and with a sickening thud his dead body toppled and rolled down the hillside. One after another the exhausted villagers fell under the blows of his stick. Gradually he grew weary and was knocked off by another man who, instead of escaping, quickly took his place and carried on the bloody work. The massacre continued until dawn.

THE last hero still stood his ground on the summit of the hill looking down into the valley. Fighting his weariness, he thought he saw a movement far below among the slaughtered people. Straining his eyes, he saw an old woman approach him, leaning on a walking stick.

He was just about to swing his blood-covered weapon, when she looked up at him and calmly said, "Must there be no survivor left? Do you have to kill everyone?"

As if he had been struck by some invisible power, his mouth opened and the stick dropped from his hand.

He fell to his knees, put his hands over his face and gasped, "What have I done? Why didn't you stop me before?"

His memory cleared and the full horror of his actions dawned upon him. But what could he do? It was too late. The devil's death in the gamali had been avenged. The only survivors of the total population of Nawalu were an old woman and a remorseful young man. From the top of the hill to the valley below, blood had soaked into the leaves and earth and the path was strewn with corpses.

There is evidence that this village, Nawalu, really existed at one time. Broken pieces of pottery, stone axes and human bones were unearthed about 200 metres from the seashore when a well was dug. If the village were still in existence today, what would the population of my island be? I wonder.

# Who am I?

*By DONALD KALPOKAS*

*Under the wings of history's two great enemies*
*I was betrayed into the den of the Protocols of 1914,*
*My beautiful land was alienated through fraud.*
*I am ignorant of the Western shrewd culture,*
*My future is uncertain,*
*Pandemonium is the right word*
*For my so-called government,*
*I long for a day of improvement.*
*I travel abroad with an identity card*
*For I am stateless and have no right*
*Of appeal in my country's high court.*
*Who am I, lost in the ocean of confusion?*
*My 'tea tare' takes very little notice of my cry.*
*At least I am still able to swim*
*But I wouldn't like to be washed ashore*
*On the desert of a French Pacific Republic,*
*Who am I?*
*I am that third citizen of my country,*
*The only condominium in the world.*

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## Two poems by KALI VATOKO and ALBERT LEOMALA (in collaboration)

# Nomo stap long taon

## (*Give up the town*)

| | |
|---|---|
| *Long bifo barata* | Before brother |
| *Yumi no stap tingting* | We never thought |
| *Be naoia, luk aot barata* | But now beware |
| *Yumi tu mas tingting* | We must think |
| | |
| *Bifo yu stap long vilij* | You used to live in a village |
| *Naoia yu stap long taon* | Now you live in the town |
| *Vilij i kut long yu* | The village is good for you |
| *Taon i no kut long yu* | The town is not good for you |
| | |
| *Olsem wonem yu lakem taon* | Why do you like the town |
| *Taon I blong waitman* | The town is for the whiteman |
| *Vilij I blong you barata* | The village is for you brother |
| *Sorry long yu* | Shame on you |
| | |
| *U kam back barata* | Come back brother |
| *Kam bak long vilij* | Come back to the village |
| *Papa mo mama tufala stap weij.* | Come and see us |
| *Papa mo Mama tufala stap weij.* | Papa and mama are always waiting. |

# Mi stap sori nomo

## (*I bow in sorrow*)

| | |
|---|---|
| *U ting se* | You think that |
| *U — u — masta* | You are the boss |
| *Mi — mi — boe* | I am the servant |
| *Taem mi rong* | When I do things wrongly |
| *U kikim as blong mi* | You boot my arse |
| *Mi krae forom papa mo mama* | I yell for my parents |
| *Pe wea hom i long wei* | But home is far away |
| *Mi stap sori nomo* | I bow in sorrow |
| | |
| *Niuhebridis blong hu* | Who owns the New Hebrides |
| *Nuvelsebrid blong hu* | Who owns Nouvelles Hebrides |
| *U — u — waet* | You are white |
| *Mi — mi — blak* | I am black |
| *Weswe* | So what |
| | |
| *U — rabem papa no mama* | You cheated my parents |
| *Nacia u wandem rabem mi* | Now you also want to cheat me |
| *Mi wandem kasem u* | I want to catch you (red handed) |
| *Pe laki blong u* | But I haven't got a chance |
| *U — wet tuturani* | You wait whiteman |
| | |
| *Mi — mi — man ples* | I belong to the land |
| *Mi laikem Niuhebridis* | I love the New Hebrides |
| *Nuvelsebrid blong mi* | Nouvelles Hebrides is mine |
| *Samtaem laki* | If chance strikes |
| *Bambae mi kikim as blong u* | I'll kick your arse |
| *Mi stap sori nomo* | I bow in sorrow |

This Malekula carving is part of the decoration in Vila's new post office.

# The origin of land diving on Pentecost Island

*By HANSON LINI*

N the past, marriages on Pentecost were arranged by the parents of boy and the girl. According to s custom, Atamani and Vavine re married. In those days sex was forbidden topic and every young l did not know what marriage was about until she arrived at her sband's house where her married nties would explain to her, by king rather suggestive jokes to the om's aunties, and then leave the de alone in the house to await the om's arrival.

Vavine didn't enjoy the intimate ationship she was having with her sband and, when she discovered t she was pregnant, she decided be on non-talking terms with him. rly in the mornings she would get and prepare her husband's break- t, then, when her husband awoke, would take to the bush and spend whole day, clearing and planting ir crops.

Atamani was a loving husband and not want to ask questions so he ited anxiously for Vavine to nge her attitude. This attitude sisted and so Atamani decided to k advice from an elderly man in village. When she heard about at Atamani had done, she left the use and walked to the coconut ve, intending to commit suicide.

Atamani followed Vavine to see ere she was going. On arriving at grove, he saw Vavine climbing a conut tree, and he tried to stop her, she had reached the top, and, ling to her husband, she said: "I ll now kill myself because you ven't been kind to me".

Atamani begged her to descend m the tree but she kept saying he dn't been kind to her. Atamani aded in vain. Weeping and cursing nself, he climbed after Vavine.

While Vavine was speaking to her sband, she split an unopened coco- leaf and tied the tail end around ankle. When Atamani neared the of the coconut tree, she prepared jump down.

On arriving at the top of the tree, amani begged, "Please come home h me now; I'll do everything to ke you happy".

Vavine did not listen to him, she ed down and, reacting to this, amani followed her to his death while Vavine was saved by the bending coconut leaf.

The villagers came and rescued Vavine, and took Atamani and buried him.

The males in the village were so infuriated with this incident that they decided to try this method of diving. When they discovered that they were saved by the vines tied around their ankles, they agreed on an annual diving ceremony. Now the diving is associated with the yam harvest. It is widely believed that land diving will ensure a better yam crop the following harvest. Each year, during late October and early November, the land divers dive from their high towers.

# Niuhebridis

*By ALBERT LEOMALA*

| | |
|---|---|
| *niuhebridis niuhebridis* | niuhebridis niuhebridis |
| *u tring waen* | you drink wine |
| *mo u tring wiski* | and you drink whisky |
| *pe u no wandem kava* | but you hate kava |
| *u boenem tu fala jif* | you have two chiefs |
| *blong tu fala i kilim u* | who are killing you |
| *u kat plande blak pikinini* | you have plenty of children |
| *pe u no wandem olketa* | but you hate them |
| | |
| *niuhebridis niuhebridis* | niuhebridis niuhebridis |
| *mi krae long u* | i weep for you |
| *mi sori lonk u* | am sad about you |
| *mo mi tingting long u* | but am also thinking about you |
| *forom ol blak pikinini blong u* | because of all your black children |
| *wae oli wandem planem kava* | for they want to plant kava |
| *long kraon blong u* | on your land |
| *mo oli wandem u blong tring kava* | and they want you to drink it |
| | |
| *niuhebridis niuhebridis* | niuhebridis niuhebridis |
| *u smol tumas* | you're far too small |
| *u no kat mane* | you're not rich |
| *pe u kat plande frok* | but you possess too many frogs |
| *hu bambae i kaekae frok* | who's gonna eat them |
| *mi mi blak pikinini* | i am a black child |
| *mi no bon long rhine* | i wasn't born in rhine |
| *pe mi bon long kolo* | but in kolo |
| | |
| *niuhebridis niuhebridis* | niuhebridis niuhebridis |
| *o niuhebridis u kam bak* | oh niuhebridis come back |
| *u kam bak long blak pikinini* | come back to the black child |
| *hem i wet long u* | he's patiently waiting for you. |




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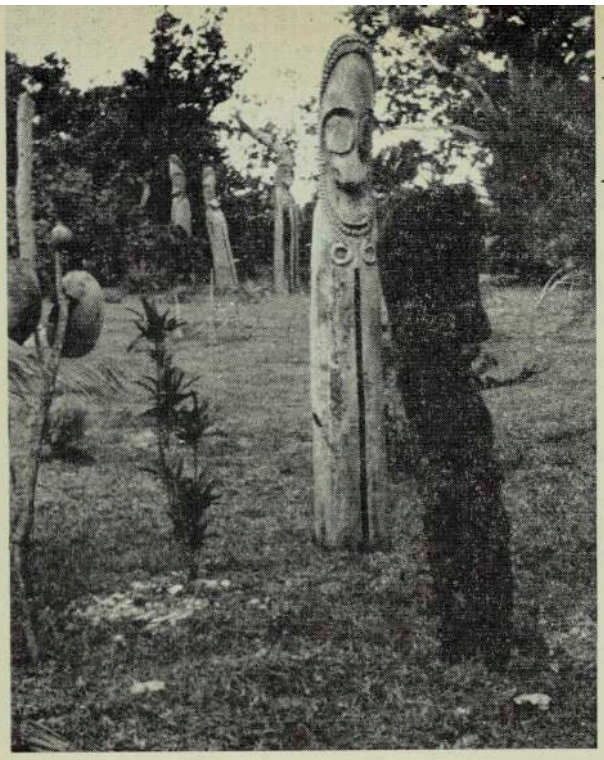

"Culture my culture . . ." in the form of custom carvings in the grounds of Nicolai Michoutouchkine's museum in Vila, New Hebrides.

## Culture my culture

*By ALBERT LEOMALA*

*Culture my culture*
*why are you leaving*
*why are you running away*
*oh culture stop stop*

*i need you culture*
*i want you*
*to be with me*
*to remain with me*

*for* sukwe
*and for* lagia
*for* mateana
*and for feasting*

*culture*
*please my culture*
*come back*
*come back to me*

*destroy the western*
*stop him growing*
*burn him down*
*for he's killing you*

*oh culture*
*oh my culture*
*come back*
*i need you*
*and i'll die with you.*

* In North Pentecost dialect sukwe is a pig killing ceremony, lagia is a marriage ceremony, mateana is a funeral ceremony.

## Motherland

*By MILDRED SOPE*

My body is tired
My head aches
I weep for our people
Where are we going mother

Why are there two divisions
Why do you bear two different people
Can't they all follow your steps
Where are they leading us to mother

Why can't I be visible and be heard
I'm too common to be regarded
Why did you create me at all
Where are we going mother
What is our destination

Can't you listen to me for once
Can't we change our system
With this new technology
Where are we going mother

Do I mean anything to you mother
Won't you listen to me for once
I can't bear this burden any longer
Where are we going mother
What is our destination

## To my daughter

*By MILDRED SOPE*

Dear sweet Leirongo
How I miss you
Why this separation
I let my mind wonder
about you and how you are
When will I see you again
You are so close and sweet
I'm waiting for the day
When we will be united again
You are the treasure of my heart.




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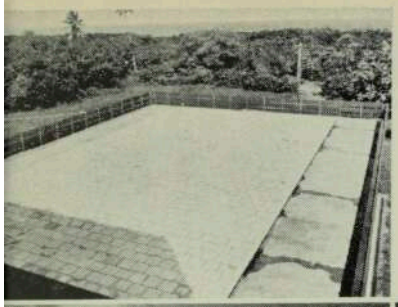

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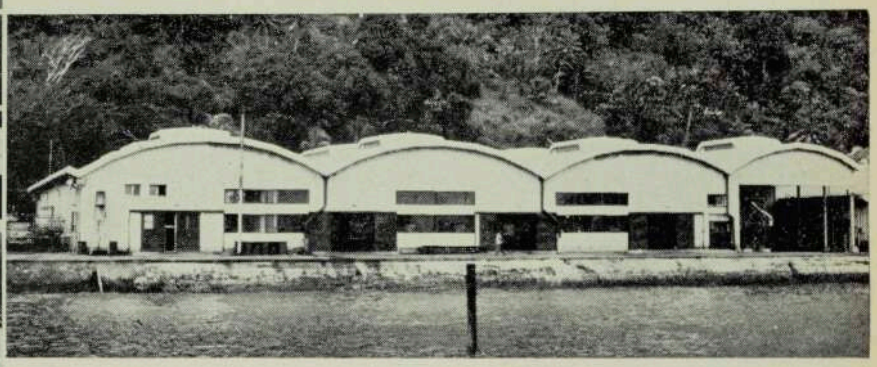

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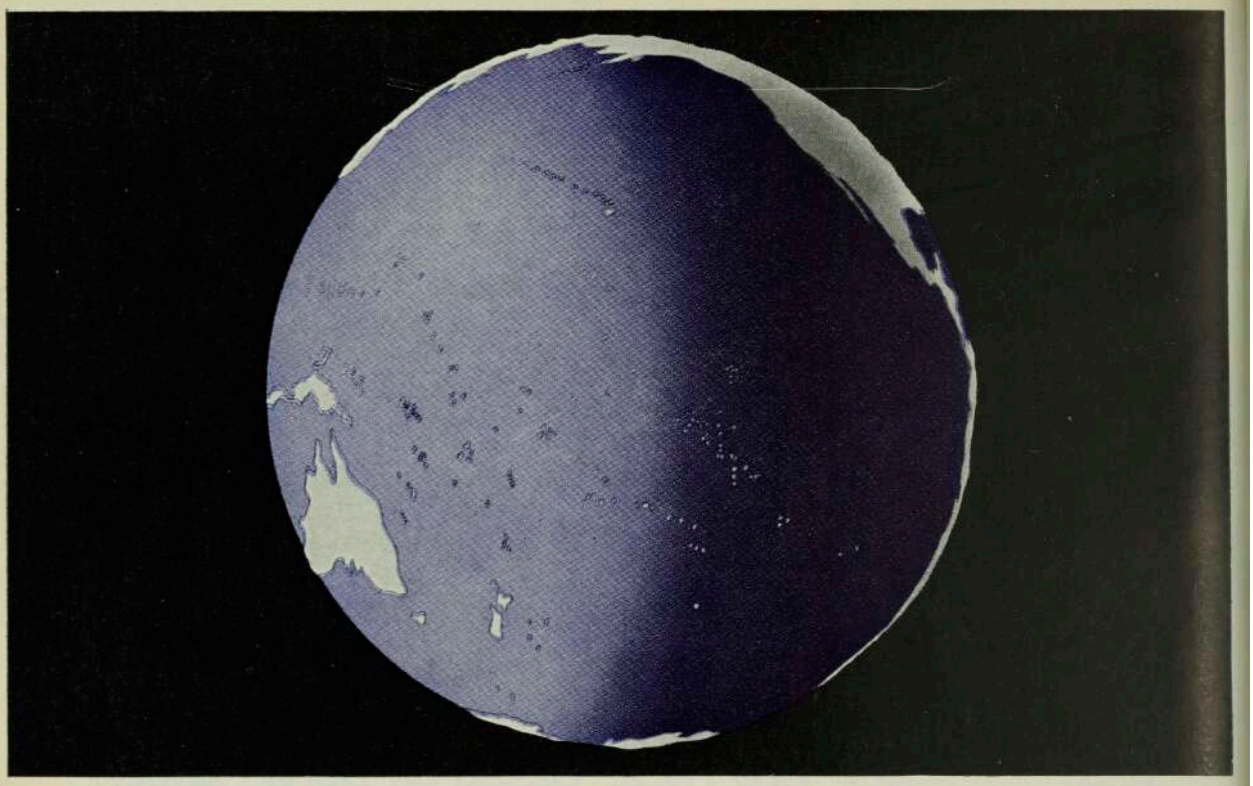

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# Books, Reviews, Writers

## BICENTENARY RECOLLECTIONS OF COOK & CO'S CALEDONIA

The French have suggested allowing the English to build a memorial in New Caledonia to Captain Cook, who "discovered" the island in 1774. Ironically, the suggestion is made at a time when Paris is seeking to attract Anglo-Saxon visitors to New Caledonia as a showcase of French culture in the Pacific. The idea is launched in a book just published in Noumea to coincide with the bicentenary of Cook's discovery in September.

The Discovery of New Caledonia *(La Decouverte de la Nouvelle-Caledonie)*, a collection of documents presented by Georges Pisier, a former French public servant on the island, is published by the Historical Society of New Caledonia to honour Cook's discovery voyage aboard the Resolution. It was Cook's second time sailing around the Pacific: after Tonga, then the New Hebrides, he was en route for New Zealand when midshipman James Colnett sighted land at Balade, near the north-east tip of New Caledonia.

Pisier presents the adventure through translated accounts of six men aboard, ranging from the captain to astronomer, botanists and an ordinary seaman.

The Resolution spent just under four weeks in Caledonian waters, with only one week actually in contact with the local Melanesians. Considering that most of the remaining time was spent navigating at sea, often in peril of shipwreck on the reef and severely short of fresh provisions, present-day tourists, whose main concern tends to be for currency and consumer comfort, must marvel at the perceptive observations of their predecessors 200 years ago.

How much of Cook's experience can still be shared by today's traveller to New Caledonia? Well, even with a navigator better-equipped than Cook, he could actually end up on the reef. But, apart from that distraction he could still fall victim, like Cook, to the unpleasant effects of *la gratte*, or fish poisoning. He could also still find traces of the weapons, houses, food, agricultural methods and outrigger fishing pirogues used by the Melanesians.

Cook and his men noted the peaceable and kindly nature of the islanders, but found they had little to give materially as their land seemed so impoverished agriculturally. Cook introduced the first four-legged animals, a pair of dogs and two pigs. He called the island New Caledonia—was it through resemblance to Scotland or just to continue the series after New Hebrides, New South Wales, etc. He also named the scenic Isle of Pines, after noting what became known as Araucaria Cookii—those tall trees he likened to a forest of ships' masts, although his men had earlier thought these strange silhouettes were columns of basalt rock. He also described another tree, the Caledonian *niaouli* (Melaleuca leucadendron) and noted it was the same as those seen earlier in Australia, where it is popularly known as "paper bark". He thereupon observed that "one can rightly say that this land belongs to the Australian continent"—a remark which would surely have earned Cook's expulsion if there had been any sensitive French ears to hear. (Although the French did not take possession until 1853).

Deterred by high seas and treacherous reefs, Cook regretfully failed to circumnavigate and explore his new island discovery, although he sailed the complete length of the 30-mile wide land, along its east coast, then turned towards New Zealand. Before leaving, he made some careful observations about the local Melanesian women, noting that he never heard of any of his men gaining the slightest favour from them. He had been told, however, that they seemed to enjoy enticing some of his "gentlemen" aside, as if being co-operative, only to suddenly race away with a hearty laugh. Whether this was a matter of chastity or coquettishness he did not know, but the reason was inconsequential since the outcome was the same.

Pisier's second witness on Cook's voyage of discovery is the young George Forster, who accompanied his German father, a naturalist. Their primary contribution is the description of the rocky nature of the terrain, where they detected quartz, mica and traces of iron, observations which gave the first indications of the dormant mineral wealth to be discovered later.

Viewed through the eyes of the astronomer aboard, William Wales, the landing in New Caledonia was significant for the fact that an eclipse of the sun was observed from near Balade.

More earthy observations were made, however, by Charles Clerke, the second lieutenant and a likeable 31-year-old. He particularly noted the kindliness of the islanders and then described their dedication at adorning

**A drawing of the Isle of Pines made by William Hodges on September 28, 1774, and reproduced in Cook's account of the voyage. As Cook did not land on the island, Hodges drew what he saw through a telescope. This is one of the many plates reproduced in Pisier's book.**




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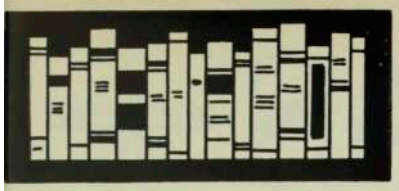

one particular feature of the anatomy, the organ peculiar to the male sex which received every article of decoration. Clerke says he offered a man a stocking and it was immediately drawn over this spot. A bead necklace, offered next, was used to attach the stocking, while a souvenir medallion was applied to the same location, with apparent disregard for the nakedness of the rest of the body.

It is with the observations of the Swedish doctor and botanist aboard, Anders Sparrman, that the reader obtains some comparisons with French experiences at Balade 19 years afterwards, since the Swede wrote later and was then familiar with the 1793 voyage of d'Entrecasteaux. This leads to discussion of the cannibalistic practices of the Caledonian indigenes.

Such practices were not generally suspected by the English and they recall the shocked retreat of islander companions who found them eating from a bone of beef and could not be persuaded that it came from a four-legged animal. On the other hand, the ship's doctor, Mr Patten, found the islanders expressed quite appreciative interest in his well-fattened arms and calves.

Pisier's final witness to the discovery of New Caledonia is second gunmaster John Marra. This young Irish seaman's most dramatic memory is almost a whole day the ordinary seamen spent taking two-hour shifts at the oars of two boats, which were lowered over the side and used to row the Resolution away from the reef, against a heavy swell with no wind.

Most of Pisier's reference documents were located in London, Paris and Sydney and included recent writings of New Zealander J. C. Beaglehole. The main intention of Pisier and his publishers was to make available to French readers some of the wealth of observations on early New Caledonia contained generally in English sources.

In New Caledonia itself Pisier found few traces of Cook's passage, either verbal or material. He did, however, find records and handcrafted objects from the expedition at the Australian Museum and Mitchell Library, in Sydney, which is where Caledonians have traditionally entrusted material they wished to have safely guarded for posterity. Efforts are now being made in Noumea to have the Caledonians make articles available for safe-keeping by local French authorities.

Pisier also suggests that the English could be authorised to erect in New Caledonia a monument to Captain Cook which would be a way of returning the courtesy allowed to the French when they built their monument to navigator La Perouse at Sydney's Botany Bay.

Actually, suggesting that the English should come and build a monument to Cook seems to be a clever French way of inviting English enterprise to subsidise the promotion of Caledonian tourism.

*—Helen Rousseau.*

**(LA DECOUVERTE DE LA NOUVELLE-CALEDONIE,** presented by Georges Pisier, published by Societe d'Etudes Historiques de la Nouvelle-Caledonie, P.O. Box 7, Noumea 1974, 196 pp with charts, portraits and photographs. No price indicated.)

# WRITING THE RULES FOR PNG'S IMPROVEMENT

Of the eight aims of the Improvement Plan for Papua New Guinea, the two central and crucial ones are (i) a rapid increase in the proportion of the economy under control of New Guinean individuals and groups, and in the proportion of personal and property income that goes to New Guineans, and (ii) a more self-reliant economy, less dependent for its needs on imported goods and services and better able to meet the needs of its people through local production.

By now, the tremendous difficulties in transforming the capitalist, colonial dual economy into an egalitarian, tradition-respecting one have been recognised by most people concerned about the new nation's future. New Guineans and foreigners involved in the detailed planning and implementation have to tackle many problems, eg, how people, whose vision rarely extends beyond their village, can be persuaded to think and act as citizens of one large political entity, how the rules and machinery of judiciary, bureaucracy, education system, commercial conduct and, in fact, of just about every aspect of life can be changed to make possible the achievement of the aims of the Plan.

To illustrate but one of the problems, namely that of changing the economic structure: about 90 per cent of manufacturing and almost as much of building and construction are in foreign hands, the islanders have practically no share in finance and banking, and there are far too few islanders with industrial or commercial skills and experience.

For some time to come, New Guineans will have to continue using the skills and experience of foreigners. It is, therefore, good to have Alternative Strategies for Papua New Guinea, which consists of essays by a number of foreign academics and senior bureaucrats who have influenced or are taking part in the drawing up of the Improvement Plan. They have, rightly, eschewed telling New Guineans what ought to be done—partly because what is good for Canberra or Tokyo or Washington is not necessarily so for Konedobu, and, partly, because every one of the contributors has been long enough in the country to appreciate that only those who truly belong to its culture can fully understand the people's needs and decide how those needs are to be met.

The value of the essays lies in their defining some of the problems and in listing a number of possible solutions. The core problem is the current lack of national awareness and consequent absence of national unity.

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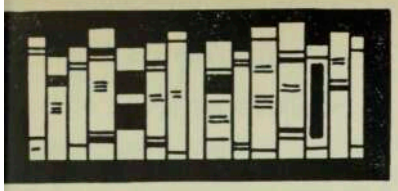

hospitals, better infrastructure, higher incomes, and a rising standard of living, but it also bedevils the internal and external security of the new state.

It is no wonder that, in the light of the goings-on in the House of Assembly since 1964 and of humbling secessionism in several parts of the country, not one of the contributors to this book believes that the Westminster-style democracy set up by Australia will survive.

This reviewer will shed no tears if it does not, as long as the political structure and the way in which the people are governed pay respect to the individual's human dignity. It is fairly certain that the bulk of the country's population, namely subsistence farmers, small cash croppers and their families, are more concerned with having full bellies than the franchise.

In A Foreign Policy for an Independent Papua New Guinea, James Griffin summarises the proceedings of a seminar held at Port Moresby in 1972, and he provides a very useful introduction to the domestic scene which is, of course, inseparable from foreign affairs.

Papua New Guinea cannot escape the influence and power of the Pacific Rim nations, the United States, Japan and Australia, and it may well have to cope with a less quiescent situation west of the Sepik and Fly rivers. It is helpful that a statement on future relations between Australia and New Guinea, by Peacock (1972) and Labor's plan for Papua New Guinea, by Whitlam (1970) are appended to the text.

And even more useful is the inclusion of a submission dealing with Papua New Guinea vis-a-vis Japan, by the former Department of External Territories to the Australian Senate Standing Committee on Foreign Affairs and Defence (1972). Kangaroo and Emu are still top of the batting in a long innings, but Rising Sun may take their place on the list.—*Harry Jackman.*

(ALTERNATIVE STRATEGIES FOR PAPUA NEW GUINEA, ed by A. Clunies Ross and J. Langmore 1973. Oxford University Press, 7 Bowen Crescent, Melbourne, hard cover $9.75, paperback $5.95.)

(A FOREIGN POLICY FOR AN INDEPENDENT PAPUA NEW GUINEA, ed by J. Griffin 1974. Angus & Robertson, 102 Glover Street, Cremorne, Sydney, Australia. Hard cover $5.95, paperback $3.95.)

# The Spaniards will 'launch' The Lost Caravel

Robert Langdon, executive officer of the Pacific Manuscripts Bureau, Canberra, has found an enthusiastic advocate for his forthcoming book, The Lost Caravel, in the person of the Spanish Ambassador to Australia, Senor Don Alberto Pascual Villar.

Even though the book is still some months from publication, the Ambassador has already interested a Spanish publisher in a Spanish translation and is planning a launching party at the Spanish Embassy in Canberra for the English edition which is to be brought out by Pacific Publications (Aust) Pty Ltd.

The Embassy first heard about The Lost Caravel when the author sought the Ambassador's assistance in obtaining a colour transparency of a painting by a Basque artist depicting the departure for the Moluccas in 1525 of the expedition of Garcia Jofre de Loaisa. The Embassy duly obliged, with the result that the dust jacket of The Lost Caravel will be graced by a most striking and colourful picture.

The picture recalls the golden age of Spain and sets the tone of the book, which tells how the Loaisa expedition, then comprising four ships, passed through the Strait of Magellan on May 26, 1526.

Five days later, the ships were separated by a storm. One, the caravel San Lesmes vanished.

The book goes on to tell how, in Langdon's view, the ship was wrecked in the Tuamotu Archipelago, how the crew survived and inter-married with the local women, and how they and their descendants spread over the next 250 years to many parts of Polynesia, and influenced the whole course of Polynesian history, including the design of Polynesian voyaging canoes.

Weeks after PIM (Mar Up Front, p iii) published first news of the book, the sceptics marshalled their forces. Herb Kane, part-Hawaiian, commercial artist and organiser of the Polynesian Voyaging Society, fired the first broadside in the Honolulu Advertiser.

More shots have been fired since then in the Honolulu Advertiser's columns, not all trying to blow Langdon's theory to bits.

Ernest V. Perry, something of a humorist and open to be persuaded either way, wrote that he hoped to be among the first purchasers of The Lost Caravel, partly because "Robert Langdon is my kind of man. He puts me in mind of another gutsy fella—Erich von Daniken (Chariots of the Gods?). In view of the fact that man's resistance to change is directly proportional to the degree of change, I find myself hoping that the remarkable similarity of their views and the concomitant findings of each will serve with equal force to shatter the stupid shackles of legendary and traditional beliefs."

Writing from the other camp, R. H. Gulmon argued, in a reply to Perry, that "The Polynesians' epic voyages of discovery and colonisation had long since been completed and the outposts of Polynesia, Hawaii, Easter Island and New Zealand were already thriving colonies when the 'lost caravel' and its crew of wandering Iberians met disaster on Amanu atoll.

"The great voyaging canoes, constructed without the aid of metal tools or fasteners, and capable of open ocean voyages of 2,000 miles or more, were unique Polynesian achievements as were the navigational techniques by which they were guided. Furthermore, the canoes so accurately described by Cook and his contemporaries in the late 18th century bore no discernible marks of European influence. It therefore seems probable that Polynesian voyaging traditions, at least, will survive publication of 'The Lost Caravel'".

Mr Perry, attacked Herb Kane's commentary in the Advertiser (PIM, May, p 23) with "Mr Kane's poorly researched words do not hold water, and I suspect he honours tradition more than the scientific research he advocates. He, and others like him, should look to Guam and the Philippines before screaming 'foul' at Robert Langdon".

Mr Langdon took up the gauntlet in April (PIM, May p 25) when he wrote that his book made no mention of the Marquesas but dealt with a Spanish ship "that came to grief in 1526 on Amanu atoll, which is in the Tuamotu Archipelago". Mr Kane had referred to Marquesan canoes.

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




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# From the heart of Matane

There is a simple sincerity about the writing of Paulias Matane which I find most appealing, and which is, I think, of greater value in establishing a truly New Guinean literature than is the self-conscious material so much of which is being produced under the tutelage of one mentor or another.

Paulias Matane does not, it seems to me, write for the sake of writing but because he has something to say. It is because of this that there are no forced purple passages, no introverted contemplation of his glandular structure, and that what he says is said straight in the most powerful language of all: from the heart in simple sentence structures and in a vocabulary easily understood by any reader. I truly enjoyed reading Aimbe, The Challenger. We might well say, "Matane has done it again!" And, I hope, this is not the last time we will hear from him.

The locale is unidentified, but it could be New Britain.

Of course, the fact that he writes in his introduction "Here I trace the life of a fictitious young boy" does not stop the reader from seeing Aimbe as autobiographical (what writing is not?) and that adds to the usefulness of the writing as record of the past and the life of the people among whom Matane was born and brought up. Such records as these are of value in the literature of an emerging people: no personal opinion expressed as incontrovertible fact, no axe to grind, no tirade of hatred against oppressors, but plain observation of facts, and an impression of truthfulness in the telling. It reads easily. It flows smoothly. Is this not what writing should be? Let's hope Matane will write more for us and that his writing will inspire others to follows his example.

Do not think, however, that Matane has not brought into Aimbe, The Challenger mention of the political and social thinking of the people who pass through his book. He has done so but without rancour. His characters emerge as people because he knows them as people and not as vehicles for getting across his private ideas. I should think that Matane possesses the true attributes of a writer, and he, because of his ability to express himself and to make his characters express ideas which are theirs and not merely those of the author put into the mouths of caricatures, he should, as an author, if he wants to, go further. Matane is, in my opinion, at the present moment, of all those who have come my way, Papua New Guinea's best writer.

The ending of the book is sad:

". . . what do you think of the future of this country?" I looked Raka in the face and said dryly, "Listen, Raka, to be quite honest and frank, I do not know. Do you?"

"No, I don't," he replied.

Even you dear reader, at $1.25, can afford to buy Aimbe, The Challenger, and I recommend that you do. And you, Paulias, don't stop here but the sure there are readers waiting for your next book.—*Peter Livingston.*

(AIMBE, THE CHALLENGER, by Paulias Matane, published by Niugini Press Pty Ltd, PO. Box 3395, Port Moresby, Papua New Guinea. Paperback; 52 pages; $1.25. Our copy from Jacaranda Press.)

# Boat for all seasons

"When I come up for judgment and they stop me at the gate and ask 'what's your excuse?' I'll tell them I designed the Gloucester Light Dory and they'll have to let me in!" So says Philip C. Bolger in his book Small Boats.

Whether or not he makes it past the pearly gates or not, Mr Bolger's breezy presentation makes light and interesting reading of what is normally very intimidating bookmatter.

Bolger's designs are mostly simple and easy to build, and run the gamut from an 18th-century pinnace to an ocean-going rowboat, various motor designs, keel and centreboard sailing boats and of course many variations of the ubiquitous dory theme.

The book is well illustrated with both photographs and drawings and enough detail is supplied to allow the reader to build any of the 31 designs included. One design of particular interest is called the Gloucester Yawl and is specifically designed for the youth club of the Outward Bound type. To describe this boat or its rig would be folly on my part; suffice to say that it has three masts, shallow draught and would probably either exhaust its crew in a few hours or build a group of hairy-chested beasties with muscles like cantaloupes.

This is the ideal book for a man who wants to build a boat cheaply, but can't decide what type. He could do much worse than to let Mr Bolger decide for him. His enthusiasm rubs from the book like wet ink.—*John Collins.*

(SMALL BOATS, by Philip C. Bolger, International Marine Publishing Company, 21 Elm Street, Camden, Maine, USA. $US12.50.)


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# Pacific Transport

## ISLANDS GET TO GRIPS WITH REGIONAL TRANSPORT PROBLEMS

By staff writers

Two conferences, which were being held—one at Suva and the other at Nukualofa—towards the nd of August, could reach decisions affecting the economies of all the Islands. The importance of both atherings is underlined by the presence of government ministers and delegates from the Australian nd New Zealand governments.

The Suva conference is thrashing ut the vital question of the future f Air Pacific, the Fiji-based regional irline, while the meeting at Nukua-ofa is the inaugural meeting of the outh Pacific Forum's Regional Ship-ing Council. There's hard bargain-g at both meetings behind closed oors with Fiji probably holding a stol to Tongan and Nauruan heads.

Fiji wants Air Pacific in undisputed ontrol of regional air services. Her rime Minister, Ratu Sir Kamisese Mara, is adamant on this and views e airline's future as the "real test Pacific regional co-operation" so r as the Forum is concerned. Nauru nd Tonga see their shipping fleets as e nucleus of a regional shipping ne. What more natural than Fiji nging a theme song at both con-rences of "You play ball with us nd we'll play ball with you—or se!"

The civil aviation conference in uva from August 19 follows a lower vel meeting in Canberra in June at hich the airline's future was dis-ssed. No decision was made but in rly August there was a general eling of pessimism that the Suva inisterial conference would also not ach general agreement about Air acific. Delegations are attending om Australia, New Zealand, the UK, e Solomon Islands, the GEIC, estern Samoa, Tonga and Nauru.

The attitude of all the metropolitan overnments and Fiji is that the gional airline should be made to ork, as the only hope for stable and eap transport within the Pacific lands will come from a regional air-ne. However, there is a view that the areholders of the smaller island oups should be increased consider-ly at the expense of the metro-olitan shareholdings. The difficulty re is that the smaller countries don't ve the financial resources. (Fiji,

**Ratu Sir Penaia Ganilau, Fiji's Deputy Prime Minister and newcomer to Air Pacific's board . . . man of charm with a wise head.**

Qantas, British Airways and Air New Zealand each has 22.68 per cent of the shareholding, the BSIP, the GEIC, Western Samoa, Tonga and Nauru 1.85 per cent each).

Nauru is quite determined to continue operating independently and has, in fact, recently ordered a third aircraft, a Boeing 737, for delivery in July, 1975. Western Samoa's Polynesian Airlines has now begun to run smoothly after some early difficulties, and Samoa attitudes are that Western Samoa now has no need to give away the substance for the shadow—that it is quite capable of giving the services it wants with its own airline. (Air Pacific holds 10,000 shares in Polynesian Airlines).

Tonga is more enthusiastic in its efforts to operate its own airline, although there is less substance. King Taufa'ahau Tupou IV has been negotiating with the Japanese to provide the aircraft and crews, but the general feeling in the aviation world is that the Japanese will want trade concessions which will practically amount to a takeover of Tonga. (See story p 77).

However, the Tongans do seem determined to have an airline of their own, irrespective of where it comes from, because they feel they want direct access to the outside world rather than through Fiji. They feel they can make arrangements for reciprocal rights, and should be able to fly direct to New Zealand, New Caledonia, Tahiti, Honolulu and Japan. In this respect the Tongans, like the Western Samoans—and as the Nauruans have already shown themselves—are nationalists.

They also believe that too much of Air Pacific's income goes into the hands of the metropolitan governments and that the airline is not run for the benefit of the islanders.

Among Nauru, Tonga, Fiji and Western Samoa there is a mutual feeling of suspicion, although these unfortunate attitudes have been eased in recent months following the appointment of Fiji's Deputy Prime Minister, Ratu Sir Penaia Ganilau, to the Air Pacific board. Ratu Sir Penaia has been active in negotiations and efforts to keep Air Pacific as a regional airline. He is a man of charm, with a wise head and is widely respected in the Pacific, and if there is any way the Islands' aviation aims can be drawn together, then Ratu Sir Penaia is the man to do it.

The Suva meeting is expected to be the final meeting before a firm decision is made by the various governments on whether Air Pacific continues in its present fashion. If this meeting fails then Air Pacific is dead as a regional airline. It might become a largely internal airline, a Fiji-owned instrumentality, with Fiji




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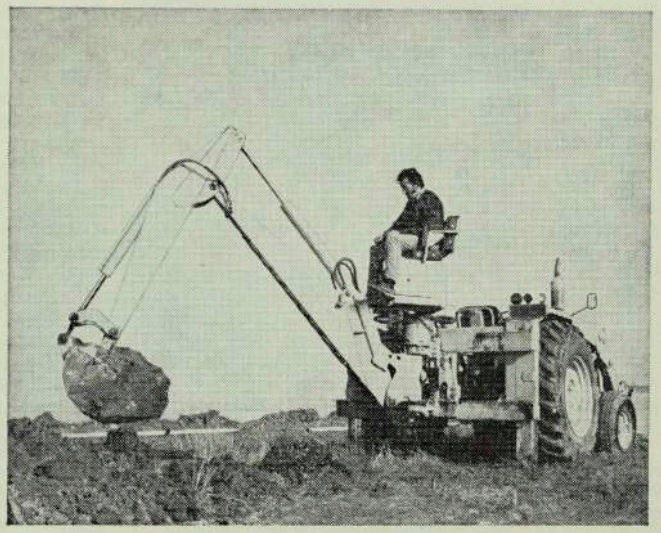

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MASSEY-FERGUSON ... WINNER OF TWO EXPORT AWARDS





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On the tarmac at Nausori Airport in Fiji—pride of the Air Pacific fleet, the BAC One-Eleven, is on the right and in front is one of the HS748s. On the left is a DC3 which was on loan and which left Fiji in 1973. Another BAC One-Eleven is leased to the African State of Malawi.

gotiating separate rights outside the untry.

Air Pacific operates a fleet of two AC111 jet aircraft (one is at present charter to Malawi), three turbo op HS748s, and four piston-engined erons. The airline operates internally om Nausori Airport, near Suva, to adi, Labasa, Savusavu and Matei Taveuni). In the GEIC it operates gular services covering Tarawa, ıtaritari, North Tabiteuea and bemama.

On regional services, Air Pacific erates twice a fortnight between ji and the GEIC, once a fortnight tween the GEIC and Nauru, once week between Fiji and Western moa, three times a week between ji and Tonga, three times a week om Fiji to the New Hebrides and e BSIP with one of those flights tending to Port Moresby, and once week between Nadi and Brisbane, a the New Hebrides and the BSIP.

For other developments on Air cific, see story in col. two.

Members of the South Pacific orum were expected to take a major ep towards creating a regional ship- ng line at the Nukualofa three-day nference beginning on August 27. llocation of three days to the meet- g suggested that ministers and their visers would come up with a final cision although both the Australian d New Zealand governments are s than lukewarm on the idea.

The need for a regional shipping e has been aired off and on for veral years, and was thoroughly bated at the South Pacific Forum at arotonga in March. The forum rected the South Pacific Bureau for conomic Co-operation (SPEC) to ke steps to form the council, and en take any further steps necessary fore the forum makes a decision on e form of a regional shipping cor- oration.

The area already has a strong base which to build a shipping line— auru Pacific Line and Pacific Naviga- on Co, of Tonga. Nauru and Tonga erate regional services now, but ey are not co-ordinated. A full-scale gional line covering all forum mem- rs could lead to a rationalisation of rvices, and subsequent economics.

## PAA INTERESTED IN AIR PACIFIC

The Fiji veto on Pan American Airways flying through Nadi could be resolved through PAA becoming a shareholder in Air Pacific. Fiji cut the number of services PAA operated through Nadi from three to one a week by the end of July, and intended then that all PAA services through Fiji should be eliminated. However, late in July, Fiji decided to allow the airline to operate one flight in the first week in August.

Fiji wants rights at Pago Pago and Majuro in return for PAA rights in Fiji, but the US Government has refused to let Air Pacific start exclusive regional services to US island territories.

The US Civil Aeronautics Board is dealing with an application by Air Pacific for a licence to fly to Pago Pago and Majuro. A judge heard the case and reported to the CAB. It was in anticipation of an early decision from the CAB that Fiji gave PAA the early August reprieve.

If PAA became a shareholder in Air Pacific a different light could be thrown on the issue. The Fiji Prime Minister, Ratu Sir Kamisese Mara, said a proposal to admit PAA as a shareholder was made before the dispute over air rights came to a head. As PAA flew into the area from which Air Pacific drew its traffic, and as a shareholder, it would be in its interests to bring more people to the South Pacific.

Meanwhile, Air Pacific continues to draw a lot of criticism. In the Senate recently, Senator Shiromaniam Madhavan said the people of Vanua Levu referred to Air Pacific as Air Pathetic because of its pathetically poor service. The government should withdraw from Air Pacific and form a wholly-owned Fiji airline.

In Tonga in July, a man who was to fly to New Zealand complained that only half-an-hour before an Air Pacific aircraft was to leave, he and 14 others were told they could not go. The man, however, blamed the agent in Tonga, rather than the airline.

There was an interesting development in Fiji Air Services in July when the Fiji Government proposed to buy 21,000 $1 shares. The Fiji Air Services board decided to recommend acceptance of the offer, which would give the government a four to five per cent interest.

Fiji Air Services, with Britten-Norman Islanders and Beech Barons, operates scheduled local services and unscheduled local and overseas services. The general manager, Mr Bryan O'Loan, said it is maintaining a 50 per cent growth rate, and is now carrying more than 2,000 passengers a month. About half that number travels on the Nausori-Ovalau service.

On August 1, the airline stepped up to 15 the number of weekly services on the Nausori-Ovalau route. The Nausori-Lakeba service went up to three a week, and the Nausori-Vatukoula service was doubled to four a week. Services to several outer islands will be started when airstrips are laid.

The Fiji Government's move could lead to Fiji Air Services taking over all internal flights, and leaving Air Pacific to concentrate on regional services—if it survives.

## TONGA'S HOPES FOR FLEET EXPANSION

Some of Tonga's hopes and aspirations for its merchant fleet were outlined recently by Captain C. Hill-Willis, general manager of the Pacific Navigation Co. High on the list is the acquisition of a third ship for the Tonga-New Zealand service, to augment those already provided by the Frysna and Aoniu.

And the Tauloto looks like being withdrawn from the Tonga-Sydney service for time-charter work elsewhere. However, this will not happen till another ship is available to replace the Tauloto, which also services Suva, Lautoka and Apia on return trips from Sydney.

Captain Hill-Willis said finance and a long-term charter were available for a 65,000-ton bulk ore carrier, which Pacific Navigation Co hoped to operate. It was hoped that as a new venture, it would lead to more ships of that type being chartered by the company.

The fleet is comprised of 11 ships on services from Nukualofa to Sydney, Tauranga, Lyttelton, Fiji, Rotuma, Apia, the Tokelaus, Ha'apai and Vava'u, and employs 183 Tongan officers, engineers and seamen. The annual wages bill is more than




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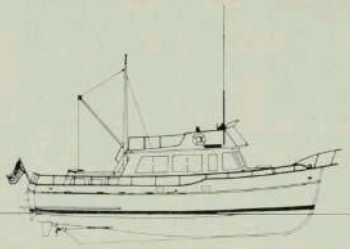
# WORLD FAMOUS RELIABILITY.

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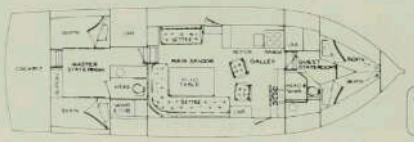


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T200,000. Another $T150,000 is ent in Tonga on stores and main-nance.

Tonga also supplied crew men for her ships for which the Pacific avigation Co was agent. These cluded the Enna G, James Cook and avlur.

He said that when a marine training hool was established, Tonga would able to supply a steady stream of amen for both Tongan and foreign ips. There was a world shortage of ained and qualified seamen.

The navigation training scheme in onga was started in October, 1973, nder the guidance of Captain Mike iles, using the old tug, Hifofua, as training ship. Sixteen cadets are in aining at present. Four of them are gineer cadets and the others are ck cadets.

## . . AND ITS NEEDS OR AN AIRLINE

Tonga needs to attend to several portant matters related to the eration of a regional or inter-tional air service before its first eing 737 arrives, Mr Yoichi ayashi, international managing rector of All Nippon Airways, said hen he visited the country in July. s visit was "accidental". He and his mpany's deputy manager of the ternational marketing section, Mr tsuo Tanaka, were in the Pacific on her matters, so he took time off go to Tonga to "look it over".

Mr Hayashi said airport facilities uld have to be improved, more tel accommodation would be re-ired, roads should be improved, d hotel catering requirements should assured.

All Nippon has earmarked two 7s for Tonga.

## ORD HOWE FLYING-BOAT INGS SWAN-SONG SOON

The last flying-boat service con-cting Sydney and Lord Howe Island scheduled for September 10. Since e passenger service was discontinued May, Airlines of NSW has main-ined a link to carry mails and other sential goods. On most flights her ssenger capacity has been fully ken up with officials connected with e laying of the air-strip. In some stances the flying-boat has had to ake two flights a week. She is fully oked right up to the last flight.

The flying-boat, which was damaged Lord Howe Island on June 9 when own ashore by strong winds, was ken back to Rose Bay hangar for pairs. These were expected to be ished about the middle of August. irlines of NSW then intended to put back on the Sydney-Lord Howe n.

The other flying-boat, which was about to be transferred to her new owners, Antilles Air Boats, in the Caribbean, was then hurriedly impressed into the Lord Howe run. She was to be withdrawn when the damaged flying-boat was repaired and back in service, and sent to Antilles Air Boats.

The new strip had an unscheduled testing on August 4, when an RAAF Caribou transport aircraft landed to pick up a man suffering from a compound ankle fracture. The plane was to make an aerial survey of the partly completed strip, but this was changed to a mercy mission before it took off from Richmond in NSW. It carried a doctor, a nurse and a medical orderly. After picking the man up the aircraft flew him to Brisbane for hospital treatment. The Caribou landed and took off in strong crosswinds.

All Nippon has earmarked two 737's for Tonga.

## SECOND LAUNCH FOR TAHITI SERVICE

A new passenger launch will go into service between Papeete and Moorea about the end of this year. Mr Pierre Sachet, who has been running a 50-passenger launch on this service for about 10 years, with the Keke II, has found it necessary because of the demand to get a bigger launch to augment the Keke II services.

The new launch, Keke III, designed by Sydney naval architect Warwick Hood, will be 100 ft long. It is a welded aluminium launch, capable of 23 knots, and will be able to carry 165 passengers in air-conditioned comfort. Keke III will be powered by two 2,500 hp MTU engines.

## SOFRANA TO LAUNCH FULL CONTAINER SERVICE

Sofrana-Unilines will launch a full container service between Sydney and Noumea about the middle of October with a Tarros class container ship, similar to the Union South Pacific. Sofrana is looking for a more economical operation. There will be continuous reception of goods at a Sydney depot, which will avoid queueing at the wharves.

Cargo from Brisbane and Melbourne for New Caledonia will be collected at depots, put into containers and railed to Sydney for loading into the ship. The ship can carry about 90 conventional containers of general and refrigerated cargo. Specialised containers will be available for shippers.

The container ship will be named the Captain Scott, and will replace a conventional cargo ship of that name, which Sofrana has on charter. Another ship chartered by Sofrana,

**Captain Drew, who was recently appointed captain superintendent in the Gilbert and Ellice Islands Development Authority. He went to the GEIC from England in 1967 to start the marine training school.**

the Captain Magellan, at present on the Australia-New Caledonia-New Hebrides service, will be withdrawn. No decision has yet been made about the future of the chartered ships.

A new ship, the Capitaine Wallis, expected to go into service in September, will replace the Capitaine Bougainville on the Sydney-Fiji run, and will offer more space. The Capitaine Bougainville will go to New Zealand to replace the Capitaine La Perouse on the NZ-New Guinea service. She has more cargo space than Capitaine La Perouse. The La Perouse will operate a service from Melbourne and Sydney to the New Hebrides, New Caledonia and Fiji, replacing the Capitaine Magellan.

## IMPROVED SHIPPING SERVICE FOR COOKS

It was announced in Rarotonga in late July that an improved shipping service from New Zealand ports to Rarotonga would begin shortly.

The recently-formed New Zealand Shipping Corporation plans to begin a fortnightly service to the Cooks using two small motor vessels the MV Lorena (1,000 tons) and the MV Toa Moana (1,600 tons). These vessels will replace the NZGV Moana Roa which has made approximately tri-weekly calls at Rarotonga from Auckland since November 1960.

The Lorena and Toa Moana (Sea Warrior) are both small enough to berth, discharge and load cargoes in the improved Avatiu Harbour. This should save costs, because the much larger Moana Roa had to anchor in the roadstead off Avarua and discharge and load cargoes by lighters, a costly procedure, especially when the weather was bad.

The Moana Roa will be used by the Royal New Zealand Navy as a research vessel and it is understood




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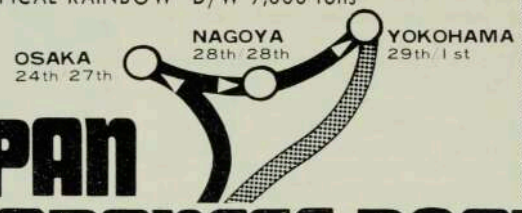
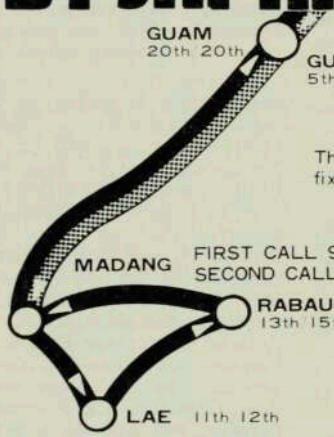



# SEE JAPAN BY JAPANESE BOAT

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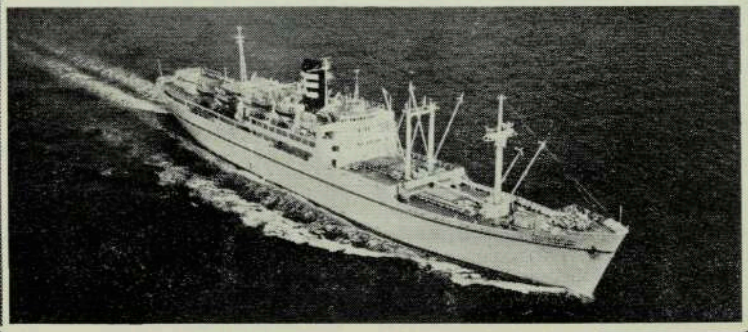

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that most of her former crew will join those of Lorena and Toa Moana. The Moana Roa made its last and 145th call at Rarotonga in late July-early August.

Captain Steve Ponsford, operational manager for the New Zealand Shipping Corporation, spent a week in Rarotonga in July. He said the corporation will provide a better shipping service for the Cook Islands than they have experienced before and that his visit to the Cooks had given him a better appreciation of what operations are needed.

## FIJI COMPANY BUYS A SOLOMONS SHIP

The Wong Shipping Co, of Fiji has bought the Coral Princess from the BSIP Government bringing the Wong fleet to four. The Coral Princess will be used mainly to trade from the Lau and Lomaiviti islands to the Vanua Levu coast. Trade along the Wainunu coast, on the south side of Vanua Levu, has increased, and there are often complaints of irregularity of shipping services.

The Coral Princess, 138 tons, is 89 ft long and is powered by two Gardiner eight-cylinder engines. She has a wooden hull and an aluminium superstructure and is equipped with a freezer. On her BSIP register she was allowed to carry 50 passengers—six in the saloon and 44 on deck. These may be changed to suit Fiji requirements.

The Tabu Soro, bought by the Fiji Government to replace the Uluilakeba, which sank in Hurricane Lottie in December, 1973, has been delayed by engine trouble on her delivery voyage. The ship, with a Norwegian crew, left Kristiansand, Norway, in May. She put into Port of Spain, Trinidad, for repairs.

## MYSTERY OF THE LOST TRUDY

A minor sea mystery surrounds the disappearance of the inter-island trading vessel Trudy, lost with nine people aboard in New Hebridean waters between the islands of Efate and Erromango.

Even after three days of intensive searching by sea, air and land—covering a total area of more than 40,000 square miles—only two pieces of ship's wreckage were found—a top cabin section and a length of broken hull timber. There were no survivors, no bodies.

The popular theory is that the ship on a routine voyage from Vila to Tanna carrying gas cylinders among its cargo, blew a hole in its bottom and sank instantly, carrying most of the five crew and four passengers




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ith it. One veteran South Pacific ilor commented grimly: "If any odies had been hurled into the ater, the sharks would soon take re of them."

It doesn't leave much for the ficial Court of Inquiry to do, except t through evidence of the ship's aworthiness, the master's compe-nce—neither of which is questioned and the formal procedure of mari-ne disaster inquiry.

The Trudy, owned by Tanna busi-ssman Bob Paul, was a familiar ht among the southern islands of e New Hebrides, picking up cash rgoes for shipment to Vila and inging supplies of tinned food, ilding materials—and gas cylin-rs.

As she slipped out of Vila harbour the evening of July 26 it was just other sea-trek along an intimately-own route, and the Pacific waters re in a kindly mood. A few miles uth of Efate, Trudy radioed her sition . . . it was the last known ntact.

It was not unknown for the ship call in at Erromango on her way Tanna, but after a weekend of ence a worried Bob Paul asked the thorities in Vila for assistance. e of Air Melanesiae's Islander air-aft was sent out, and just before sk on July 29 the pilot spotted at looked like ship's wreckage out 15 miles north-west of Dillon's y. In a first-light take off from nna next day, the Islander re-ated the wreckage and guided the ndominium vessel Navaka and the nerican yacht Silhouette to the spot. ey picked up the wreckage, and it s positively identified as being from Trudy.

One result of the Court of Inquiry y be that procedures for the re-rting of passengers sailing on inter-nd vessels should be tightened Radio Vila, the New Hebrides oadcasting Service, reported that handling agents for the Trudy Vila had not known that she was rying four passengers in addition the five crew members.

## TROL 'BOMB' T SUVA WHARF

A petrol leakage in July from a nker point at Kings Wharf, Suva, hlighted the need to relocate tanker charge and bunker facilities in i's capital city. There was a heavy ncentration of high octane petrol nes while a tanker was discharging. The fire brigade was called in. A rine Department spokesman said was likely that the fuel being charged at North Point had leaked t the valves in the lines serving South Bunker point.

All cargo work was suspended at the south end of the wharf, and the gate leading to that wharf was closed, as a highly explosive situation had developed.

Apart from inconvenience and delays to shipping, the incident pointed to the dangers of fuel lines and bunkering facilities in conjunction with a commercial port, and dangerously close to the business centre of the city. The emergency underlines the need to relocate the tanker discharge and bunker facilities on a site remote from the city.

The leak was traced at the end of July and the faulty pipe removed. Wharf activities were back to normal at the beginning of August.

## AUST TALKS MAY BRING BETTER SERVICE TO PNG

Another attempt is being made to cut down delays on the Australian waterfront so that shipping companies may give a more efficient, and cheaper, service to Papua New Guinea. Recently officials from PNG visited Australia to discuss the question of providing regular berthing in Sydney, Melbourne and Brisbane for ships in the Australia-PNG trade.

A guarantee of regular berths would not eliminate industrial trouble, which is rife, but it would ensure that ships would not have to tie up in the harbour till space was available. At present, particularly in Sydney, there


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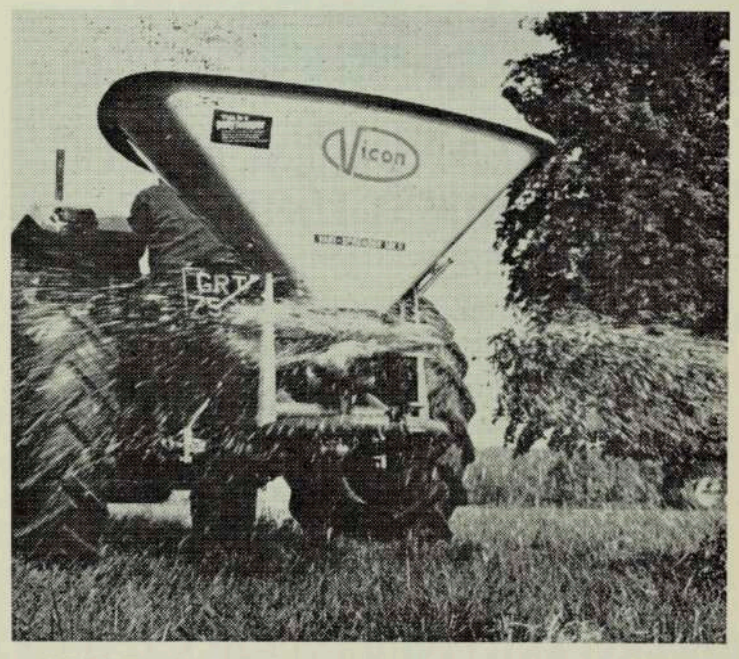


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is a glut of shipping, a result of a 25 per cent cut in the tariff on imports.

The shipping companies have tried time-slotting the arrival of trucks at the waterfront to eliminate the huge cost of having them queue and wait for several hours before accepting the cargo. This has helped, but it is a system subject to breakdown for various causes, often industrial, and often associated with the narrow streets leading to the wharves, particularly in Sydney.

The PNG team had talks with officials of the Australian Shippers' Council, the Chamber of Shipping, stevedoring interests, the Departments of Overseas Trade and Transport, the NSW Maritime Services Board and the Melbourne Harbour Trust. The four main shipping lines serving PNG, are prepared to co-operate by rearranging schedules to make the best use of the facilities should regular berths be provided. These lines are Karlander, New Guinea Australia Line, New Guinea Express Line and Conpac.

## BIG EXTENSIONS AT PORT MORESBY AIRPORT

June, 1976, is the target for completion of reconstruction of major work at Port Moresby airport. The work includes a new runway, taxiways, parking apron and associated works. The new runway will be 2,500 metres long and will be capable of handling fully loaded Boeing 727s and 707s. It will also be able to handle the jumbos—Boeing 747s.

The runway at present in use is 1,750 metres long, and was designed for Constellation-type aircraft. It is now becoming uneconomic to maintain this runway as a heavy duty pavement.

● The Air Niugini fleet will soon increase to 22 with the addition of two more 40-seat Fokker Friendships. The aircraft, which cost about $300,000 each, were bought in Japan during a recent visit by the general manager of Air Niugini, Mr R. G. Conley, and the engineering manager, Mr L. Cooper. The first aircraft is expected in November, and the second in January, 1975. There will be 10 Fokkers in the fleet when these two aircraft go into service.

● Increased fuel costs have forced Polynesian Airlines to raise fares. Recent increases have been approved by the governments of Western Samoa, Tonga and Fiji. The main new fares are Apia to Nadi or Suva, $76.15, and Apia-Tonga, $62.20 (both single). Polynesian Airlines has been appointed agents for CP Air in Western Samoa and Niue.




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# Cruising Yachts

**A happy looking bunch — the crew of the 60 ft ketch Valhala which was in Suva in July after sailing from New Plymouth and Auckland. San Diego (USA) via Rarotonga and Western Samoa, is the last place on the sailing plan. From the left are, back row, Derk Vanderbent, the owner-skipper, Perry Milderbrand, Graham Davidson, Ian King. Front row, Howard Whishaw, John Phillis and Tony Oliver.**

● **PAMINA,** 37 ft schooner registered Vancouver (BC), arrived at Rarotonga July 13 from the Society Islands. On oard were owner-captain David Pauls, s wife, daughter, Carol, and her hus- nd, Clayton Brown. The cruise started om Saltspring Island, near Vancouver, August, 1973, and ports of call were San iego, the Marquesas, Tuamotus and Society lands. Plans were to call at Tonga and ji, with a possible call at Niue en route, en New Zealand. **Pamina** is 10 years d and once, because her foremast is quare-rigged, sailed in the movie The awaiians.

● **CANTANA,** 30 ft sloop, also gistered at Vancouver, arrived at Raro- nga on July 14 from Bora Bora with wner-skipper Dave Soul and his wife, vinia. Their cruise took them from ancouver to Hawaii, the Marquesas, amotus and Society Islands. They in- nded to call at Aitutaki, Palmerston, ago Pago and then on through the cific.

● **NADEGE,** 41 ft sloop, berthed at rotonga from Papeete on July 15 with wner-captain Daniel Tardieu, and Vincent otter, both French, and Thomas Travers, merican. The yacht is from Nantes, ance, and left Rarotonga for Noumea July 18.

● **QUEST,** 52 ft motor sailer, after ding out the hurricane season in Sydney, n into rough weather crossing the Tas- an, en route for Auckland, then cruised own the east coast of New Zealand, and ross the Pacific to Rarotonga and Tahiti. fter leaving Hobart for Auckland strong inds blew her to the south, and when e did not report in by radio, air earches were mounted from Australia d New Zealand. These were called off hen the **Quest** sent a message saying e was near islands south of New ealand. **Quest** reached a NZ port late July and reported some damage in the orm. When the damage is repaired she ill sail north up the east coast of NZ, the opposite direction to that planned owner, Charles Carter. Also on board e the owner's wife and two daughters d two paying crew members.

● **PILECAP,** 30 ft sloop registered at deford, Devon, arrived at Rarotonga on July 19 from Papeete with owner-skipper Jeff Clarkson and his wife, Frankie. Their voyage started from England in 1971 with the intention of visiting cousins in Seattle (USA). This they did after calls at Spain, Gibraltar, the Canary Islands and Curacao. They were four months at sea from Panama to Seattle and ran out of food, arriving half-starved. The newspapers splashed the story with the result that a crowd of about 70 met them at Seattle and many of them became firm friends. From there the Clarksons sailed to Alaska, Vancouver, then down to Santa Barbara and San Diego and Mexico from where they threaded their way through the Galapagos to the Marquesas. There they found they had to barter clothes for bananas and other local crops. Plans were to sail to New Zealand with calls at Tonga, and perhaps Fiji, if weather permitted.

● **FAIRWINDS,** 40 ft ketch, was in Pago Pago late in July. The owner, David Taskett, of Honolulu, planned to stay there for three weeks. He sailed from San Francisco in the ketch in October, 1972.

● **CORMORANT,** 32 ft wood and fibreglass sloop, was in Pago Pago in July for an indefinite stay. The sloop, owned by John R. N. Culver, sailed from San Pedro, California, and visited the Marquesas before arriving at Pago Pago.

● **ZEW MORZA,** a 31½ metre Polish schooner, sailed from Brisbane to arrive in Port Moresby in early July. After two days stay, Captain Michalski and eight crew sailed for South Africa.

● **WILLIWAW,** a 42 ft steel ketch from Breskens, Holland, arrived in Port Moresby from Suva early in July. Skipper Willy de Roos stayed for three weeks then sailed for Torres Strait and the Indian Ocean.

● **PETER WILLEMOES,** a 33 ft fibreglass sloop from Hamburg, arrived in Port Moresby in early July from Fiji. On board were Nino Hansen, Heinz Lehmann, Rainer Habekost and Thomas Habekost who sailed for Torres Strait and South Africa a few weeks later.

● **CYGNUS A,** a 35 ft Piver-design Lodestar trimaran, with Bruce Fitzgerald, his sister Cherri and crew Steven and Michael Smith arrived in Port Moresby from Cairns on July 13.

● **ZOROYA IV,** a 35 ft Piver-design Lodestar trimaran from Victoria, Canada, sailed from Fiji via New Hebrides and the Solomons to arrive in Port Moresby on July 18. After a few weeks stay, Erni and Lee Crampton plan to sail her to Indonesia and Singapore.

● **BONADVENTURE DE LYS,** a 25 ft Virtue, carrying John Struchinsky, a Canadian, arrived in Port Moresby on July 20 from the Solomons. After a short stay, **Bonadventure de Lys** sailed for Christmas Island and South Africa.

● **WILD GOOSE,** a 32 ft Atkins ketch from California is on the way to Indonesia and Singapore. On board are Ken and Lu Matson and son Mark who stopped over in Port Moresby for the north-west season.

● **TAHIA,** a Dartmouth (England) registered catamaran, arrived at Raro-




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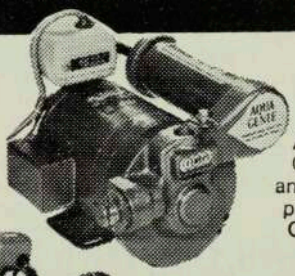

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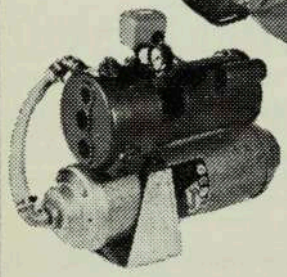

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tonga from Bora Bora on July 31 with owner-skipper-builder James Kings and Wendy Smith. They plan to complete a circumnavigation. Their voyage started from England on October 1, 1973, and they called at Madeira and Canary Islands, the West Indies, the Cocos Islands —although this put them in the Doldrums —then the Marquesas, Tuamotus and Society islands. Plans were to call at Tonga, Fiji and Darwin. Mr Kings hopes to do another circumnavigation in another vessel in a few years time.

● **GULL,** 27 ft fibreglass auxiliary cutter, arrived at her home port, Guam, on July 15 after a leisurely maiden voyage from Taiwan with extensive visits at Okinawa and Yap (West Carolines). On board were skipper-owner Dick Justice and crew member Koko Heide from Japan. In December, after the typhoon season, **Gull** will continue her leisurely circumnavigation via Oceania.

● Honiara was "alive" with cruising yachts recently—nine of them in harbour was an all-time record according to yachtie Bram Pieterse writing from the Point Cruz Yacht Club. They came from Germany, Honolulu, Australia, Canada and the USA. A remarkable coincidence was the simultaneous presence of three Lodestar trimarans—**ZOROYA IV,** from Canada (Lee and Ernie Crampton), **YACHT KRANICH,** Germany (Berliners Vera and Eckart Lutke), and **VUMA** from Sydney (Nan and Bram Pieterse). Other visitors included **NEPTUNE** from Hamburg (Gerard Diekov and Robyn Gras), sloop **SEVEN SEAS** (Berliners Bridgette and Hans Wolf-Sternig), sloop **CAMELOT,** from Los Angeles (former deputy sheriff Charley McCain and wife Laura), **CHRISTIAN ROSE** from Honolulu, **RENEGADE** and **WESTERWIND.** The arrival of so many German visitors, writes Bram Pieterse, brought the remark from the local club wit that the anchorage was "becoming a little 'overkrauted' ".

● **CAMELOT** came to grief only hours after leaving Point Cruz. At 2 am the following day, a waterspout tossed her on to a reef near Tagula island in the Louisiade Archipelago. Holed above the waterline, **Camelot** was high and dry on the reef in a short time. Canoes from a nearby village rescued Laura and Charlie McCain and their tortoiseshell cat, B-1, their ratguard and companion through two years of sailing. A Taiwanese fishing boat took them to Misima air strip where they got transport to Samarai. Hope of salvaging **Camelot** was abandoned and they transferred salvage rights to Nimoa Catholic mission station where "we had received so much assistance", wrote the McCains to PIM. They eventually arrived in Brisbane via Port Moresby en-route to America and, having learned that B-1 was banned from entry, they attempted to smuggle her through but Customs found the cat. They told PIM in their letter, in which they asked for help to save B-1, that "no one seems to realise what she means to us—she is part of the crew, part of the family". By the time PIM got the letter, it was all over. According to a message from the Courier-Mail in Brisbane, B-1 had been destroyed. A Customs Department spokesman said officers had merely applied quarantine laws. The McCains are now at home in Duarte, California.

● Among the many yachts which called at Suva over the past couple of months were: **MAHLISH,** ketch (Don and Esther Brown) on way from Vavau to New Zealand; **SILHOUETTE** (David Morine, Keith Caldwell, Jeff and Gay Rose) from Auckland; **WAYFARER,** ketch (Ron and Margaret Sharp, E. Manning, L. Chalfield) bound for Australia from Bay of Islands (NZ); **BELINDA,** sloop (Kember and Pat McMaster) from Whangarei (NZ); **CAVIAR,** sloop (John and Dianne Borrachough) from Auckland; **PETER WILLEMOES,** sloop (Niko Hansen, Thomas and Dianna Haberost and Hernk Lehmann) from Apia; **SULA,** sloop (Frank and Con MacNamara) from Vavau; **KARLOO,** sloop (Geoffrey and Ruth Goodman) from Whangarei; **KARIE,** Blyth Spirit design sloop (Wayne Smith) on way to Vila; **ARWEN,** yawl (Adrian Hickey and Anne Hill) from Samoa on way to Sydney; **TANGERINE,** sloop (Geoff Croga, Dirk Hess, Gary McKay and Gloria Kegg) from Vavau; **PRINCESS,** yawl (Manfred E. Schmidt, Annie Christonsen, Alison Warren and Ron Hash) from Honolulu.

● **FLAMINGO**—PIM recently had a note from Ron Herrick, owner-skipper of **Flamingo**, a 31 ft cutter (NZ built of Kauri). For the last couple of years he has been in the Solomons and Bougainville with wife Dorothy, daughter Lindy and crewman Jim Kingston. They left Kieta in October 1973 for Australia, visiting Sterling Island, Samarai, Cairns, the Barrier Reef islands, before reaching Mackay for the hurricane season, where **Flamingo** is undergoing a face lift before the next trip. Present plans are to leave Mackay mid-September with a NZ crewman Chris McNair, calling at New Caledonia, New Hebrides, Fiji, Tonga and reaching Auckland in time for Christmas. Ron's wife and daughter won't be going on this trip—too much open water, they say!


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Hong Kong is the location for an creasing number of international mpetitions in such diverse fields as -karting, tennis, sailing, and golfing. ebruary this year gave visitors and sidents of Hong Kong the chance see top international golfers display eir skills in the Hong Kong Open olf Championship at the Royal ong Kong Golf Club, Fanling. The ro-Am Tournament was held in conction with the big competition and e four day event attracted large owds.

The Fanling Golf Course which in ct has three 18-hole courses is open visitors from Monday to Friday at moderate charge, and can be ached easily by car or by train. n Hong Kong Island the Deep ater Bay Golf Course with only ne holes offers an exciting afterpon's golfing in a spectacular setting st by the beach.

For those who want to keep up eir handicap while on holiday the lf-driving range at the South China thletics Association in Happy Valley open each evening from Monday Friday. Visitors become associate embers for a nominal charge of out $A1 and can then enjoy the cilities at the Caroline Hill Stadium hich also include a ten pin bowling ley and a billiard room. There are so two bowling centres in Kowloon sily accessible to visitors, one in ar House and one at the Brunswick entre near the Sheraton Hotel.

Last year Hong Kong hosted the 505 World Yachting Championships and this year's China Sea Race proved to be more than usually competitive with several international teams participating. Members of other yacht clubs around the world may make use of the sailing facilities at the Royal Hong Kong Yacht Club, and non-members can hire a motorised junk or cruiser for a day's outing to one of Hong Kong's many islands.

A motorised junk can also be hired for a deep sea fishing trip in Clear Water Bay at approximately $A7 for one day. Here there is a great variety of fish with plenty of catches for lucky fishermen. Other fishing areas include Tsing Lung Tau and Tai Po Kau, and sampan fishing in Tolo Harbour. Hong Kong also has a number of reservoirs well stocked with fish. During the winter season it is possible to fish in these reservoirs but a licence is required from the Waterworks Department.

Still in the area of aquatic sports, skin divers will find excellent conditions in Clear Water Bay and Mirs Bay in the north-eastern part of the New Territories where visibility ranges from 25 to 50 feet and occasionally as much as 90 feet. The season is from April to October, and a wet suit is recommended as water temperature varies considerably and jelly fish can be a problem. Equipment is available for rent and purchase. Members of the World Diving Federation can get discounts on purchases and are also welcomed as temporary members of local skin-diving clubs. The Sea Dragon Skin Diving Club has a long-range diving boat which carries up to 100 passengers for short trips and less for longer excursions. All facilities are available on board including under-water

chts participating in last year's 505 orld championships are seen here off Repulse Bay.




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# British airways pacific jet news

scooters, and in the near future there will also be a decompression chamber. At the moment there is only one decompression chamber at the Royal Navy Base, HMS Tamar.

Water-skiing can be arranged at Deep Water Bay, where the Water Ski Club charges $A9 an hour for a speedboat with operator and skis.

The Happy Valley Race Meetings held through October till May are popular events on Saturday afternoons, and now also on some Wednesday evenings. Off-course betting has recently been introduced and intensified the interest in these races.

It is also possible to go riding on your own at several stables near Fanling. You can go for a steady trek round the valley or for a more exciting ride on hillside paths if you are an experienced rider.

There are tennis courts at Bowen Road and Victoria Park on Hong Kong Island and at Kowloon Tsai Park in Kowloon.

For spectator sports there is also football, with many international games against visiting teams. Cricket can be enjoyed on Hong Kong's sedate cricket field in the middle of Central.

British Airways has some exciting new cheap holidays to offer in Hong Kong. There is the two day stopover (not including the air fare) which is available for as little as $A20.30 per person (sharing a twin room and depending on the hotel chosen) and includes hotel accommodation, airport transfers, continental breakfast and a sightseeing tour.

Complete holidays are available from Sydney and cost from $A847 for 13 days in Hong Kong, including the air fare. For those with more time available a tour embracing Bali, Singapore, Bangkok, Macau and Japan as well as Hong Kong, taking 35 days, can be bought for $A1,625 per person. This includes the economy air fare from Sydney, accommodation in fully air-conditioned budget class hotels, table d'hote meals, airport transfers, gratuities and local taxes.

More information about Hong Kong may be obtained from offices of the Hong Kong Tourist Association at: PO Box 2597, Hong Kong; Bligh House, 4 Bligh Street, Sydney; or Hong Kong Bank Building, 160 Sansome Street, San Francisco 94104.

# THE VALE OF EVESHAM

*By RONALD WEBBER*

SHAKESPEARE'S Avon—its clear, fish-abundant waters flowing through willowed reedy banks—catches the ancient town of Evesham in a noose of water before twisting and turning its 26 miles to the Severn at Tewkesbury. In and around the noose lies the Vale of Evesham. To the west it stretches as far as the city of Worcester and its eastern boundary is formed by Warwickshire.

Looking at it from across the low banks of the Avon one sees that the Vale is give over to market gardening, an industry that forms the character of the whole area. The deep, black earth is ideal for the raising of vegetables: above all it grows asparagus supremely well. Evesham "grass" as the local people call it, when eaten fresh during the months of May and June is an experience even to the most discriminating palate. Most of the asparagus is grown in small, individually-owned pockets of land which have to be hand-worked during the season from dawn to dusk. Badsey is one of the main centres for asparagus.

Belts of orchards break up the flatness. In early summer the plum trees erupt for a short while into a mist of whiteness as millions of buds burst into blossom and give the valley a snow-like covering. This doesn't last long, but there is always a good chance of seeing it: the local authorities get together each year and designate a "Blossom Sunday" when motorists in particular can view this wonderful work of nature at its best. Usually it is round about Easter time.

The recommended "Blossom Trail" is to the north and northwest of Evesham through the hills of the Lenches, along the Evesham-Pershore road and to the north and west of the town of Pershore itself. The finest view of all is perhaps from the top of Hipton Hill, reached by taking the road through Church Lench and on past the crossroads leaving Sheriffs Lench on the right. But for detailed information about the "Blossom Trail", inquire at any Royal Automobile Club Service Centre in the area: the RAC helps to organise the event.

But even if you should miss the "blowth" as they call it around here, it's worth coming to the orchards in August and September when people swarm in to harvest the yellow and purple Pershore Eggs, the Victorias, Belles de Louvain and other plums. If you come across a notice inviting you to enter and "pick your own" don't turn the offer down if you want fresh plums at bargain prices. There are also apple orchards.

Right in the middle of all this lushness is the town of Evesham itself. A pleasant country town with the Avon running through, it has a few timber-framed and Georgian build-

## Stopover in Hong Kong

*Many travellers like to spend a few days in Hong Kong on their way to Britain. Apart from seeing this beautiful island and the fascinating New Territories, it gives the opportunity of a wonderful shopping spree.*

*Hong Kong, which is on British Airways routes from Sydney and Melbourne on the way to Britain, can be visited on a special cheap stopover package which has been produced by the airline for its passengers.*

*This gives the choice of five hotels and the price includes accommodation for two nights, continental breakfast, service charges, transport between airport and hotel 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 and further information is obtainable from any office of British Airways or from your travel agent.*




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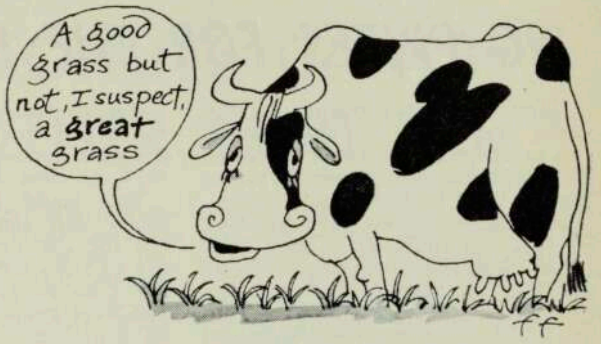
British airways **pacific jet news**

## CHEDDAR GORGING

*There's more to a piece of cheese than meets the eye—unless the eye belongs to someone like Mr Charles Plenty. Mr Plenty comes from the lovely little cathedral city of Wells, in Somerset, so the cheese he really knows about is, of course, Cheddar. When I chatted with him, he was deftly cutting up a 60 lb cheese which, he told me after studying its texture, was made in August. He has been dealing with Cheddar cheese for nearly half a century, and assured me he can tell the month in which a cheese has been made. Best of all, he says, is June—"when conditions are just right with regard to grass for the cow."*




ngs and an almonry, but more notably the precincts of a ruined abbey in which two churches have been built side by side. Of the abbey —*recorded* history goes back some 1,200 years. But *legend* has it that here, in what was known as the Black Wood, the Virgin Mary and two attendants were seen by a swineherd who was feeding his pigs on acorns in the wood. When the local inhabitants heard about it they built a great abbey in her honour. Oliver Cromwell laid the abbey low. The two churches, much rebuilt in the 16th century, and since restored, have chantries with superb fan vaulting.

An obelisk just outside the town commemorates the Battle of Evesham of 1265 when Prince Edward, later Edward I, defeated the barons under Simon de Montfort.

The monks of Evesham Abbey are believed to have been responsible for the start of market gardening in the area, and from this nucleus horticulture has spread far into the Vale to Badsey, Childswickham, Offenham, Harvington and Cleeve Priors. At the time of the Domesday Survey 38 vineyards were recorded: today they are being planted again.

Quiet Pershore, seven miles from Evesham, is also concerned with horticulture, and holds a regular auction market to which the market gardeners bring their vegetables and fruit to be sold. Pershore, like Evesham, has the ruins of a mighty abbey in which a new church has been built with lantern tower, Norman arches, a vaulted roof and a presbytery. At Pershore, too, is a medieval stone bridge of six arches. A "Great June Fair" used to be held in the abbey grounds: today a Festival of Arts takes place each year just before plum picking time.

Above all, the Vale of Evesham is the valley of lovely names. Not many other areas can come up with a selection of parish names as fascinating as White Ladies Aston, Rous Lench, Flyford Flavell, Norton-Juxta-Kempsey, Upton Snodbury and, most evocative of all, Cow Honeybourne.

You must seek out the villages, for many are well hidden. My personal choice would always include Cropthorne, sloping down to the Avon, with its thatched cottages and bright gardens, a church with a wall painting and Saxon cross. And Fladbury (across the river from Cropthorne) with landing stage, watermill and a church surrounded by yew trees and containing many notable brasses. Nor can Wyre Piddle by the Piddle brook or, just below the village, Wyre Lock with its curious diamond-shaped chamber, be left out.

Add to this the group of villages embracing Bretforton, the three Littletons, Cleeve Prior and Wickhamford, all with gabled manor houses, timbered cottages, dovecotes and medieval churches, and you will have seen much beauty.

And when you have had your fill of the villages of the valley then make your way to Bredon Hill, to see from its top nine or 10 counties (on a fine day) and to savour the words of the poet A. E. Housman, who wrote of the hill:

Here on a Sunday morning
My love and I would lie,
And see the coloured counties
And here the larks so high
About us in the sky.

See the Roman-British earthworks and the ancient tower Parson's Folly. Then perhaps it'll be time for tea at the foot of the hill in the picturesque village of Bredon with the Avon flowing unhurriedly by.

### BUILDING TOWARDS THE SUPERSONIC REALITY

*"The sooner the better," stressed British Airways Chairman David Nicolson recently, describing his attitude towards getting Concorde into service.*

*His remark was no idle piece of wishful thinking. In fact, it embodies the spirit of British Airways over many years.*

*Already hundreds of staff and many millions of the airline's money have worked towards ensuring that Concorde goes into triumphant service just as soon as the routes permit and the aircraft are handed over.*

*Following a Paris announcement by the British Prime Minister that Britain and France had agreed to go ahead with the production of 16 Concordes, Mr Nicolson said: "I am very pleased to hear this good news. We have always wanted to pioneer supersonic travel.*

*"We have been preparing seriously for the Concorde for several years and we are on the point of setting up a special British Airways Concorde Division—something we have not done for any previous aircraft. Its purpose will be to give as powerful a sales boost to Concorde as possible."*

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# British airways pacific jet news

## BIG PRIZES FOR THE B.A. JUNIOR JET-SETTERS!

Uncle Peter asks British Airways Junior Jet-Setters to write stories about their holidays, real or imagined, and is offering some wonderful prizes. Here is what he has to say:

Do you sometimes have the feeling that you could tell a good story (other than the ones you make up especially for Mum!)? Perhaps when you are older, you will write a book or . . . on the other hand maybe you are more interested in reporting the way things really are.

Well, here's a chance to try yourself out. I'm not judging your spelling or grammar (enough of that at school I guess), only how well you make up a story or how well you report an incident, picking out the principal things that interest more people.

Here is an idea to get you going: you could write a story of a family going on holiday in the year 2000 or 1974, or even 1674!

You could talk of the places, people and animals that they meet and see and you should do all you can to read and learn about the different people and use the facts that you have gathered together to build up your story.

What I need to know about you is: your name and address; your age; your junior jet club mileage; and whether the basis of your story is true or imaginary.

Prizes are the same for those who enter for the true story competition as well as for the imaginary story competition. They are:

1st. A Li-lo airbed 72 in. x 29 in.

2nd. A black leather writing case complete with notepaper pad and envelopes.

3rd. The Travellers Digest—an interesting guide book covering six continents.

4th. There are 20 fourth places of a pack of playing cards.

Every entry will be acknowledged.

The closing date for this competition is September 30, 1974. You should mail your entries either direct to me:

Uncle Peter,
British Airways,
PO Box 1361
Suva, FIJI

or to your travel agent who will send it to me.

## COMING EVENTS IN BRITAIN

### Some highlights of the next few months

### 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.
5 **National Brass Band Championships** Royal Albert Hall, London.
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.
19 **Rugby: Wales v Tonga (Union)** Cardiff Arms Park, Cardiff.
21 **Kensington Antique Fair** Kensington, London to 26 October.

### November

3 **RAC Veteran Car Run** London/Brighton, Sussex (provisional).
7 **International Caravan & Camping Show** Earls Court, London to 16 November.
9 **Lord Mayor's Procession & Show** Guildhall to Royal Courts of Justice, London.
10 **Queen's University Festival** in and around Queen's University, Belfast to 23 November.
10 **Remembrance Service** Westminster Abbey, London.
11 **Tennis: Dewar Cup** Royal Albert Hall, London to 16 November.
16 **Rugby Football: Ulster v New Zealand** Ravenhill, Belfast.
25 **Churchill Exhibition "Churchill the Writer"** Kings Library gallery, British Library, British Museum, London to January.
30 **National Cat Club Championship Show** Olympia, London.

### December

2 **Royal Smithfield & Agricultural Machinery Exhibition** Earls Court, London to 6 December.
4 **Richmond Championship Dog Show** Olympia, London and 5 December.
16 **D'Oyly Carte Opera Company** Sadler's Wells Theatre, London to 22 March.
18 **Dunhill International Show Jumping Championships** Olympia, London to 21 December.

### January, 1975

**European Architectural Heritage Year** Throughout Europe January to December.
1 **International Racing Car Show** Olympia, London to 11 January.
1 **International Boat Show** Earls Court, London to 11 January.
1 **Camping, Outdoor Life & Travel Exhibition** Olympia, London to 12 January.
4 **The Holiday '75 Show** Olympia, London to 12 January.

### February

1 **Rugby: Scotland v Ireland (Union)** Murrayfield, Edinburgh.
1 **Rugby: England v France (Union)** Twickenham, Middlesex.
7 **Cruft's Dog Show** Olympia, London and 8 February.
14 **English Folk Dance & Song Society Festival** Royal Albert Hall, London and 15 February.
15 **Rugby: Wales v England (Union)** Cardiff.

### March

1 **Rugby: Scotland v Wales (Union)** Murrayfield, Edinburgh.
4 **Daily Mail Ideal Home Exhibition** Olympia, London to 29 March.
15 **Rugby: England v Scotland (Union)** Twickenham, Middlesex.
15 **Rugby Football: Wales v Ireland (Union)** Cardiff Arms Park, Cardiff.

### May

21 **Chelsea Flower Show** Royal Hospital, Chelsea, London to 23 May provisional.
23 **Bath Festival** Bath, Somerset to 1 June.
28 **Bath & West Show** Shepton Mallet, Somerset to 31 May.




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# Business and Development

## EXPERTS SAY COCONUTS CAN BE MILKED FOR ANOTHER $100 MIL

The coconut industry, with outlets eight of the world's major markets, could earn at least $US100 illion a year more by 1980. This gure, based on 1971 prices, is what perts came up with in a United ations survey made at the request the governments of 10 countries cluding Papua New Guinea, Fiji, onga, the GEIC, the Solomons, estern Samoa and the Philippines.

Coconut oil consumption could be creased by up to 250,000 tons—out 40 per cent—for edible use by 80, and by about 130,000 tons (a arter) for inedible use. Desiccated conut use could rise by about a ird (35,000 tons), and copra cake d meal consumption by more than 0,000 tons, if supplies were avail-le. The prospects for shell char-al were less clear, with growth rgely dependent on Japan to offset ssible losses elsewhere.

To realise opportunities, the edible le of the market would depend on sitive action by the producers to velop their markets. On the in-lible side, virtually all the growth as "natural", inherent in the ex-cted development of the "end-uses" arket.

Strictly on the marketing side of conut selling—which was in the nds of individual countries and oducing enterprises—some specific eas of possible action were clear:

- Concluding long-term supply reements with major importers to otect the market and ensure buyers supplies at relatively stable prices;
- The development of the market r the methyl esters of coconut oil, be sold to fatty alcohol acid and kylolamide producers (or direct to tergent companies) instead of ude oil;
- The development (as by Monte-gro in the Philippines) of carbon tivation on a contract basis for rbon activators in the importing untries. (This is only a possibility; conut-activated carbon is not arketable on its own to end-users.)

The prospects for sales of fatty acids, fatty alcohols and glycerine to the eight countries surveyed appeared to be virtually nil. In the case of the acids and alcohols, that was because there was almost no market in bulk products to end-users, while processors were not interested in buying semi-finished material in that form.

The survey, dealing with market development and strategy, said an opportunity clearly existed to stimulate consumption in the eight markets of edible coconut oil and copra cake by joint promotional activity within the framework of the Asian Coconut Community.

- An attempt had to be made to stabilise prices, which could include collection and dissemination of better information on supply conditions, long-term contracts with key buyers, and by producer country governments adopting clear, consistent policies on export supplies;
- As in the long-term increased supplies would be required, new plantings should start immediately as a guarantee to buyers of continued supply. In the short-term, supply conditions could be improved by better handling in the producing countries;
- Effective grading standards and better quality control would considerably increase buyers' confidence and the return to the producers;
- Continued development of new coconut products was essential to the strength of the market. Producing countries should concentrate on new uses, either entirely new as in the case of coconut protein products, or new to export trade, as in the case of coconut milk or water products.

A coconut promotion board could be established by the Asian Coconut Community to control, co-ordinate and direct promotional and market development programmes. In selected end-user markets, local bodies should be established, in co-ordination with

## Tonga's trade in the red

Tonga had a huge trade deficit of more than $T4.75 million in 1973-74. Imports cost $T7,996,601, while exports, mainly copra, earned $T3,244,594. Food accounted for about one-third of the import bill—$T2,287,052. Frozen and preserved meat ($T680,000) and flour (more than $T630,000) accounted for more than half of the food imports.

Other big import items were machinery, motor vehicles and parts, about $T2 million, petroleum, $T581,251, and liquor, cigarettes, cigars and tobacco, $T707,874. The major suppliers were New Zealand and Australia, who provided goods worth more than $T5 million. Other main import sources were Britain, Japan, Fiji, Iran, Hong Kong and the US.

Tonga's copra exports in 1973 rose only marginally on the 1972 figure—from 12,250 tons to 12,362 tons—but the value more than doubled, from $T1,064,570 to $T2,175,461, reflecting the buoyant world market. Other earners of export income were desiccated coconut, $T371,068; bananas, $T306,435; water melons, $T157,341; handicrafts and curios, $T33,889; ground food, such as taro, yams, etc, $T27,074; and tomatoes, $T23,089.

Tonga's major markets were Holland, $T827,925; Australia, $T731,966; New Zealand, $T672,730; Norway, $T348,331; Britain, $T188,525; Denmark, $T165,711; West Germany, $T165,656.

Revenue collected by the Customs Department on dutiable imports valued at $T4,821,824, was $T1,244,004.

In 1972-73, there was a surplus of about $350,000 in the balance of payments.




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**Melbourne** – GPO Box 528E, Melbourne, Vic. 3001.
**Tokyo** – Mr G. Scott, Bank of New Zealand Representative Office, Japan, Suite 240, New Tokyo Bldg, 3-1, 3-Chrome, Marunouchi, Chiyoda-ku, Tokyo 100.
**Singapore** – Mr R. F. Warren, Bank of New Zealand Representative Office, South East Asia. 4th Floor, Ramayana Bldg, 45/47 D, Robinson Rd, Singapore.
**London** – PO Box 402, London EC4.
**Fiji** – 25 Victoria Parade. Also at Labasa, Lautoka, Nadi, Sigatoka, Ba.

Bank of New Zealand





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cal users, to plan and execute arket development programmes. hose local bodies should appoint rofessional advisers to carry out the etailed work of public relations, dvertising and market research.

The activities of the coconut pro-notion board could be financed by a vy on coconut exports by members f the Asian Coconut Community. hat would be about half of one er cent of the fob value provided utline programmes suggested in the rvey were adopted in full.

The promotional budgets suggested talled less than $US1 million in the rst year, rising to about $US3 illion in the fifth year. In addition the specific promotional budgets, dministrative and other expenses ere likely to be about $US750,000. Vithout that expenditure the poten-al growth might be about $US30 illion, compared with the $US100 illion envisaged. Even then the rospects for $US30 million growth ould be uncertain.

## Clamp down on Fiji money

The Fiji Government has clamped own on the movement of money out f Fiji in an effort to conserve bout $2 million in overseas funds. he controls are aimed at cutting the nnual amount spent by Fiji people n overseas trips, education, invest-ent, gifts and allowances from $8 illion to $6 million. These are the ain measures:

- A resident migrating to another ountry may take no more than 30,000 on departure. The remainder ay be withdrawn in the next three ears after departure;
- A limit of $2,000 for an over-as holiday, but the amount may be ccumulated for two years;
- Limit of $300 on cash gifts previously $500);
- Remittances to overseas de-endants now $1,000 a year (pre-iously $2,000), but $2,000 may be ent in cases of special need;
- Overseas education allowances emain at $4,000, but more support-ng documents will be needed;
- Purchase of shares in foreign ompanies banned;
- A resident may not invest in a ouse overseas, unless he plans to ve in it permanently.

Spending on overseas business trips ill not be curtailed, but will come nder tighter official scrutiny.

The Finance Minister, Mr Charles tinson, said there had been a worry-ng fall in foreign reserves and a rise n import costs. It was not a very appy situation for a developing ountry.

## Islands agree on Air Pacific

Civil aviation ministers and representatives from 11 countries including Fiji have agreed that additional capital should be made available to Air Pacific to ensure "a firm base for continuing and viable operations to provide reliable services". The agreement came at a four-day meeting which ended in Suva on August 22.

Most ministers gave assurances that the necessary money would be forthcoming. They also considered proposals for restructuring the airline to increase the degree of ownership by Island governments, including Fiji, said a joint communique.

The meeting decided a consultative body should be set up to achieve broad policies on regional co-operation in civil aviation in the best interests of the island nations; explore practical ways and means of co-operation between Island airlines operating in the region and consider means of restructuring air services either in single airline concept or to allow for the varying interests of the Island nations.

After the meeting Fiji's Minister for Communications, Works and Tourism, Ratu Sir Penaia Ganilau, who was chairman, said the future of Air Pacific "had been discussed at some length". A "satisfactory solu-

# Paris treads warily over New Caledonia plans

From a Noumea correspondent

As the French Sixth Plan draws to an end, marked by dramatic failure as far as the objectives for New Caledonian nickel are concerned, Noumea authorities are now warily setting up goals for the Seventh Plan, through 1976-80.

Whereas previously, it had been predicted that New Caledonia would be exporting up to 200,000 tons of nickel metal by 1976, latest cautious estimates call for the production of just 120,000 tons by 1980. This would be made up of about 80,000 tons from the SLN, 18,000 tons as the initial level of output at the factory to be built in the north around Poum-Koumac and some 20,000 tons from a factory planned to treat lateritic nickel ore in the south of the island around Goro-Port Boise.

To achieve this target, the plan prescribes that there must be assistance with the building up of necessary infrastructure, as well as an effort to limit price rises and wage increases while improving productivity and allowing suitable tax concessions to the French companies involved. All of this is much more cautious than the optimistic 1969 assertions that by 1976 New Caledonia's nickel would be earning annually for France enough foreign currency to equal one third of the nation's (low) foreign reserves at that time.

As far as future nickel ore exports are concerned, the object would be to meet Japan's needs of around 3.5 million tons a year. At the same time, the French would continue prospecting for other minerals, especially searching the seabed for oil.

After mining, the second main industry treated by the French Plan for New Caledonia is tourism. Here it is hoped that the number of overseas visitors to the island will reach 85,000 by 1980, compared with 12,000 in 1973 and an expected 24,000 this year. The 1980 goal depends on a high inflow of Japanese tourists, together with an increase in hotel capacity of international standard from the current 1,000 to an eventual 1,500 rooms.

The poorest Caledonian sector, that of agriculture and livestock, underlines the need for the territory to reduce the expenditure of valuable foreign currency for imported foodstuffs. It is hoped that local production should thus satisfy 70 per cent of local demand for beef, 100 per cent of pork and poultry needs, 75 per cent of fresh vegetables and 100 per cent of tropical foodstuffs. Judging by agricultural performance to date, great strides would need to be made in the organisation of local production and sales distribution to achieve these goals, as New Caledonia currently relies on the outside world to supply about $A30 million worth of foodstuffs annually.

No-one can blame the Caledonians, after seeing the outcome of the Sixth Plan, for being highly sceptical about the Seventh. Yet, judging by the rapid expansion of port, airport and general construction works around Noumea, Paris planners are obviously prepared to invest heavily in projects for the island.




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tion" on the airline's future seemed imminent.

Ratu Sir Penaia said the composition of the consultative body proposed at the meeting would probably be decided at another high-level meeting outside Fiji before the end of this year.

Delegates included President Hammer DeRoburt, of Nauru and Prime Minister Fiame Mataafa of Western Samoa and aviation ministers from Tonga, New Zealand and PNG with other ministers and delegates representing Australia, Britain, the Cook Islands, BSIP, the GEIC and Mr Mahe Tupouniua, Director of SPEC.

At the Nukualofa meeting the previous week (see p 73) Island leaders agreed on a long-term aim of having a single Pacific airline instead of separate carriers based in Fiji, Tonga, Western Samoa and Nauru.

## Fishing rights hold up Fiji projects

A number of development projects along various coastlines in Fiji are held up while the legal position over customary Fijian fishing rights is examined. Developers want to extend a number of beach sites by reclamation. However, this involves destroying mangrove swamps, reefs and beaches from which Fijians living nearby have gathered seafood.

Several years ago a company which destroyed a mangrove area through reclamation agreed to pay thousands of dollars compensation to the Fijians affected. This inspired other Fijians to seek compensation for projects elsewhere. There are now doubts about the legality of their claims, but the Lands Department is holding up the issue of foreshore leases.

## A 'doctor' for Fiji firm's parent

Construction activities in Fiji of Mainline Fiji Ltd will not be affected by the decision announced on August 19 to appoint a receiver for the parent company, the big Australian construction group, Mainline Corp Ltd.

A spokesman for the Fiji company made this clear in an announcement a few days after the Australian group had said it had requested its principle creditor, the ANZ Banking Group Ltd, to appoint Mr J. H. Jamison as receiver and manager.

## More tourists for Norfolk

Tourism continues to be the mainstay of the Norfolk Island economy and the number of tourists continues to rise each year. In the year ended June 30, 1974, there were 14,708




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sitors, compared with 12,476 in 73, and 11,054 in 1972.

The Administrator, Air-Commodore E. T. Pickerd, addressing the st meeting of the seventh Island uncil, said that in the current year, e bicentenary year, there was a ong indication that the current el of tourists would, at least, be aintained.

He told the council that the import ll for 1973-74 was expected to be ore than $5 million. As the island d to rely increasingly on imports, was only natural that both the pub- and private sectors had felt and flected the impact of price rises and flation.

In 1973-74, revenue was expected exceed $1 million—final figures re not yet available. All the main urces of revenue, except company s, were above estimate. The main ceipts were: Customs, $313,000; mps, $169,600; company fees, 44,500; liquor profit, $121,000. The ommonwealth Government grant s $120,000.

Expenditure for 1973-74 was estiated at $829,700. There was some mmitted, but unspent, money from 73-74, which would need to be reted for 1974-75. There were inases in some of the major items expenditure, in particular educan, health and social welfare, areas here there was little local control. Air-Commodore Pickerd said that r 1974-75, revenue was estimated be $950,600, and expenditure 62,400.

## More in Pacific pay packets

Pay packets became heavier in veral parts of the Pacific in July d August. In Western Samoa, the vernment ordered a minimum rate $1.50 a day for all wage earners tside the public service.

Men working on the new Suvadi road in Fiji won a rise of 20c hour to 72c. But fellow workers ployed by other Fiji construction mpanies were on strike for higher y.

In Papua New Guinea, the salaries all national public servants receivg not more than $7,015 a year, re lifted by $225 a year, subject variation when the Consumer Price dex figures for the June quarter e published. The Public Service ssociation has agreed that no furer salary increases based on the st of living will apply before July 1975.

The minimum urban wage in pua New Guinea was raised to $15 week, and a hike in the rural wage s been granted. (See p 94.)

## An Arabian nights' dream?

King Taufa'ahau Tupou returned to Tonga in July from Saudi Arabia talking in terms of a million dollar project—carrying cement from Taiwan and South Korea to Saudi Arabia. Saudi Arabia imports two-thirds of her cement from those countries.

He said Saudi Arabia had asked the Pacific Navigation Co, of Tonga, to submit estimates for the service and to say how regularly it could operate. Two-thirds of Saudi Arabia's cement requirements could run into hundreds of thousands of tons. With an agreed rate of $10 to $15 a ton, a million dollar project could result. When all expenses were deducted the profit should be considerable.

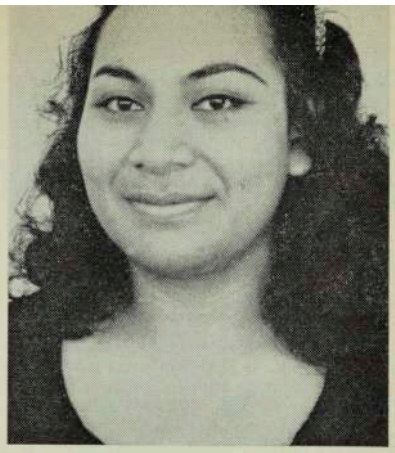
The king said the present indications were that the activities of the Pacific Navigation Co would increase to a stage where opening of an office in London would be warranted.

The prime reason for his visit to Saudi Arabia was to ensure that Tonga would not be affected by any sudden oil shortage, by making arrangements for larger Tongan ships in the class of bulk carriers to be refuelled in Arab ports. Negotiations, however, were not yet complete, as Tonga had not confirmed the size and type of bulk carrier it would use. When it acquired its first carrier Tonga would make definite submissions.

Saudi Arabia knew very little about Tonga. When it was known there that he was to make a visit, the Saudi Arabia authorities asked about Tonga at the office of the British High Commissioner, and read all that was possible. But they were mystified about Tonga's wish to make contact, and also about what Tonga might need.

They thought that Tonga might be after a $100 million grant, and were very surprised when the king told them that what he wanted was a simple business negotiation for help, or an assurance, over a continuous oil supply. He believed it was the first time Saudi Arabia had negotiations with a small country like Tonga.

The king said it was hoped, while the Suez Canal was being cleared, to acquire the ships Tonga needed. Once the canal was opened, Tonga would be able to go ahead and meet its obligations with its fleet. If plans for a bulk ore carrier and the carriage of cement to Saudi Arabia came to fruition it would mean that the centre of gravity for the activities of the Tongan fleet had been transferred from the Pacific to the Indian and Atlantic Oceans.



**Princess Pilolevu, the only daughter of King Taufa'ahau Tupou, of Tonga, who will play a full and active role in the Tongan tourist industry as education and training officer of the Tonga Visitors' Bureau. One of her first tasks is to help a group from the United Nations, visiting Tonga in September, to run a three-months hotel and travel agency training course. Legislation to create a tourist board to regulate, maintain and control the tourist industry in Tonga has been prepared. Under the legislation the board will control licensing of agents, hotels and tourist enterprises. The legislation is aimed at giving local people the chance to take part in all tourist enterprises and developments.**

## Now Fiji has a Woolworths store

The Carpenter group in Fiji engaged in a public relations exercise when it asked Mrs Grace Deoki to open its Woolworths store in Suva in July. Mrs Deoki, president of the Fiji National Council of Women, received a table of groceries from the managing director of Carpenters Fiji Ltd, Mr Lyle Cupit, which, she said, she would hand over to the St Christopher's Home for Children.

The official opening was several months after the store opened its doors for business on December 1, 1973. It is a wholly-owned Carpenter operation with no connections with Woolworths chain stores in the USA, Australia or New Zealand, although it operates on similar lines. The US and the Australia-New Zealand Woolworths are also independent of each other.

Carpenters registered the name Fiji Woolworths in 1963. Mr Cupit said the group was considering opening more Woolworths stores in other

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parts of the country. The stores cater for middle to low income earners and specialise in quick, large-scale sales of goods householders need for everyday use. Mr Cupit expects sales in the first year to realise more than $3 million.

## Nauru enriching its riches

The Nauru Phosphate Corporation is installing a calcination plant designed to produce the highest quality phosphate in the world. It is being erected on the southern side of the drying plant. Calcination reduces the excess carbonate and organic matter in phosphate, which can then be converted into clear phosphoric acid.

This premium grade phosphate is used to produce a number of industrial products and complex fertilisers.

The plant was designed by West's (A'asia) Ltd after tests on a scaled down pilot plant in Australia. A subsidiary company, West's Nauru Ltd, is erecting the plant. West's Nauru has sub-contracted the steel erection work to Steel Mains Pty Ltd, which is also erecting a new one million gallon fresh water storage tank near the NPC Staff Club.

## Killing the goose?

The Fiji tourist industry has been told to pull up its socks, or face hard times. Advocates for promotion of the industry throughout the 1950s told of the benefits Fiji would gain from the tourist industry. No doubt there have been many financial benefits, but at a cost.

Mr Raj Singh, from the Fiji Ministry of Tourism, told a recent meeting of the Fiji Visitors' Bureau board that letters of complaint from visitors already filled two files, and a third file had been started. The FVB manager for western Fiji, Mr Radike Qereqeretabua, in his monthly report to the board, also listed a number of complaints.

He said three Nadi duty-free dealers did no good to the name of their town or to Fiji by their activities. These included brandishing weapons and swearing at visitors.

## Planters will feel the squeeze

Lean times are ahead, say Papua New Guinea's planters and farmers as they contemplate future profits whittled down by the latest award of an $8 a week minimum wage for rural workers.

It was the second attempt by Minister for National Development, Mr Gavera Rea, to create a new basic figure for the rural workers. His first wages board recommended a $6.40 minimum, a 50c rise on the previous rate, but that wasn't enough. He appointed a second board and its recommendation of a basic $8 has dismayed the primary producers.

Some planters are talking of falling sales, of unemployment and even plantations closing down. But they have failed to frighten the workers, who, according to one representative, would be happy to take over any plantation which closed.

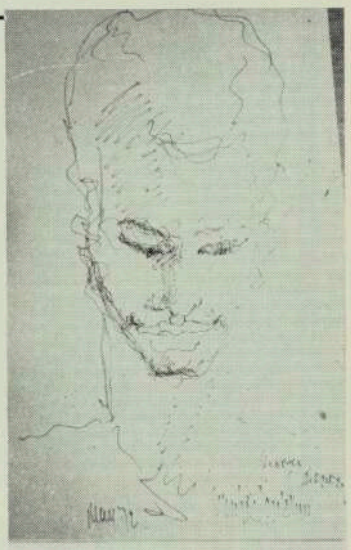
Biggest wages bills will have to be footed by expatriate planters but some point out "localisation" is fast approaching and indigenous plantation owners will find themselves saddled with a wages burden. The people of four villages in the Madang district now own Militat plantation which was recently handed over to them by the government under a scheme for "rural people to secure a more equitable share of wealth".

But world prices for copra and cocoa are likely to remain high, the optimists say. There's not the same hope for the tea, coffee and rubber planters.

Some planters, with fingers crossed, are hoping the industrial registrar will disallow the award, as he can do if he feels it is not in the national interest. If he doesn't, they say, primary food prices will shoot up.

Meanwhile, a minimum wages board is considering a new basic wage for urbanites.

*In Vila visit the studio-museum of French painter N. Michoutouchkine*



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# Produce Prices

**(Unless otherwise stated, quotations are in ıstralian currency. Australian dollar (August ) equals New Zealand $1.0353 (buying), .0311 (selling); Fiji $1.2020 (buying); estern Samoa $0.9094 (buying), $0.8952 illing); US, $1.4900 (buying), $1.4850 illing); UK, 62.95 np (buying), 62.45 np illing); French Pacific 129.34 francs (buying), 7.52 (selling); Tonga, $T1.0258 (mid rate).**

## COPRA

Copra industries are controlled through copra ards in PNG, the Solomons, the GEIC, both moas, Fiji, Tonga, the Cooks and the US Trust rritory. New Hebrides, French Polynesia and w Caledonia don't have boards and copra is her sold individually by growers to overseas yers or used locally.

**NEW GUINEA:** — The board, with planters' ps, directs distribution and sales and pays anters. Shipments are made to UK, European rkets and to Australia and Japan, and coco- t oil mills on New Britain.
Latest prices per metric tonne, delivered ain ports, were: hot-air dried, $370; FMS, 67; smoke-dried, $365.

**FIJI:**—The board fixes prices on Philippines ora, taking into account freight, taxes, selling sts, shrinkage, etc. Prices recently were: grade, $453.50; 2nd grade, $443.50; sub- ndard (ss), $80.

**WESTERN SAMOA:** — The board makes pay- nts to producers through its agents—local ms—and sells the copra on the open market th a portion to Abels Ltd, NZ. Recent ice per ton fob: 1st quality, $334; 2nd ality, $320.

**TONGA:** — All copra is sold to the board ich sends it to Europe and the open rket. Recent prices to growers were T$344.40 grade, and T$332.40 2nd grade, per ton. r coconut 4.6 seniti.

**SOLOMON IS:**—All production through board prices based on Philippines rates. Output es to the UK, Japan, Australia and the rest the open market. Recent prices were: $336 r ton 1st grade, $268.80 per ton 2nd grade d $257.60 per ton 3rd grade.

**GILBERT AND ELLICE.**—6c per lb (1st grade); per lb (2nd grade).

**NEW HEBRIDES:** — Copra sold direct by nters to France and Japan. Official market ice on August 8, Marseilles, was 310 French ncs (per 100 kilos).

**COOK IS:** — Copra goes to Abels Ltd, of ckland, who operate NZ's copra crushing ll. Prices for July-September, packed shipping ights f.o.b. were fixed at $NZ501.89 premium ade and $NZ499.11 standard grade.

**NIUE:**—All copra is sold to the Niue Develop- nt Board which sends it to Abels Ltd, of ckland. Prices for July-December 1974 .b. per ton will be $NZ497.21, 1st grade, t air-dried; $NZ495.63, 1st grade, sun-dried; d $NZ494.45, standard grade.

**US TRUST TERRITORY:**—Price per short ton S 252.50 (grade 1), $US 242.50 (grade 2), S 232.50 (grade 3), delivered district centres; 40 (grade 1), $230 (grade 2), $220 (grade 3), cked up outer islands.

## OTHER PRODUCE

**BECHE-DE-MER.** — Chang Sing Loong Co, va, quote 60c Fijian per lb (4 in. to 10 in.). **Honiara.**—Best price paid is $1 per lb dried, r 1st grade; 70 cents per lb for 2nd grade.

**CHILLIES.**—Solomons, Honiara, long red dried cents per lb, Tabasco 22 cents per lb first ade.

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

**COCOA.**—Islands rates are based on Ghana prices. Ghana price on August 12 was spot £stg 982.5 ton, c.i.f.; UK, Continent.
August 14, in store Rabaul, export quality, $1180 per ton; delivered ex wharf Sydney $1300.

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

**COFFEE.**—PNG: Good quality. A grade, 46c, per lb; B grade, 44c, C grade, 42½c, Y grade, 41½c (ex-store Sydney).

**W. Samoa.**—Recently, WSTEC ground and dried beans, 60 sene per lb wholesale.

**CROCODILE SKINS.**—Honiara: $1.89 to $2.25 per inch.

**GREEN SNAIL SHELL.**—13-14 cents per lb.

**LIMES.**—Niue Development Board pays growers NZ3½c per lb for 1st grade fruit and NZ2c per lb for 2nd grade fruit.

**PASSIONFRUIT.**—Niue Development Board pays growers NZ7c 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.

## EXCHANGE RATES

**FIJI.**—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank, Aust $ on Fiji $ buying $A0.8307 = $F1.

**COOK IS., NIUE.**—New Zealand currency is used.

**NEW HEBRIDES.**—Through Bank of NSW, ANZ Bank, Commercial Bank of Australia, National Bank of A'asia, Barclays Bank, Hong Kong & Shanghai Banking Corp, Mosbert Bank. $A1 = 116 New Hebridean francs (buying); 114.47 (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 August 14, quoted: $A1 = 130.49 CFP (buying), 128.78 (selling). Paris-London: £1 = 11.33 francs (buying), 11.27 francs (selling). Pacific franc—London: £1 = 206.02 CFP (buying), 204.93 CFP (selling). 5.50 CFP to 1 metropolitan franc.

Banks should be approached for daily quotes.

**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.

**SIRATRO SEEDS.**—Seeds are hand-harvested and available for export Sept to Dec.

**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.


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# Shipping & Airways Information

## SHIPPING

### AUST - WEST IRIAN

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

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

### SYDNEY - NZ - FIJI/TAHITI - UK

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

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

### 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 (232-3844).

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, cruises the Pacific from Sydney, 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 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 28 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).

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 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

Conpac Pacific Express (Burns Philp and AWP Line) operates four-weekly cargo service from Melbourne (direct) Sydney and Brisbane to Port Moresby and Lae. Tenos calls at Brisbane southbound.

Details from Conpac, 51 Pitt Street, Sydney (241-3816).

### AUSTRALIA - PNG - BSIP

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 - MARSHALL ISLANDS - GUAM

Nauru Pacific Line operates four weekly conventional/container service Melbourne/Sydney to New Guinea, Guam and Micronesia.

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 NZ Shipping Corporation, 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.

### 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).

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### NZ - FIJI TONGA - SAMOAS - TAHITI

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

service is operated Auckland, Lautoka, a, Apia, Nukualofa, Auckland approximately ry two weeks.

28-day service is operated from Auckland Papeete.

two-weekly service is operated from kland to Suva and Lautoka.

etails from any office of the Union Steam Co, Fiji, Tonga, Samoa, Auckland.

### NZ - NORFOLK

SS Co vessels operate 26-day cargo service kland, Suva, Norfolk Is, Auckland.

etails from Union Steam Ship Co of NZ PO Box 12, Auckland.

### NZ - N CALEDONIA - N HEBRIDES - FIJI - WALLIS IS - NG - BSIP

ofrana Unilines with four ships operates Vila and Santo; to Honiara and New nea; and to Noumea.

etails from Sofrana-Unilines, 42 Customs et, Auckland (73-279), P.O. Box 3614. x: NZ 2313.

### NZ - FIJI - US

rusader cargo ships call at Levuka and olulu on NZ-US west coast trips and at and/or Lautoka on US-NZ southbound

etails from Blue Star Port Lines (Manage- t) Ltd, P.O. Box 192, Wellington (7-0179).

### NZ - FIJI

jian Swift and M.V. La Bonita operate a lar 18 day service from Auckland to Suva Lautoka.

etails from Reef Shipping Agencies Ltd, Box 13-315, Onehunga, NZ. (Phone 663-663-928).

### UK - PANAMA - SAMOA - FIJI

he Fiji Direct Service, cargo only, is main- ed by Conference vessels, sailing at regular thly intervals out of London, via Panama, Apia, Suva and Lautoka.

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

### K - PNG - BSIP - GEIC - N HEBRIDES - N CALEDONIA

nk Line operates a monthly direct cargo ice from Europe, via the Panama Canal to ete, Noumea, major PNG ports and ara, occasionally to Tarawa, Vila, Santo, a, Jayapura and Yandina.

etails from Bank Line (A'asia) Pty Ltd, ork St, Sydney (27-2041).

### US - SAMOA - AUSTRALIA

cific Far East Line operates a three weekly hter service from Pacific coast ports to Pago, Sydney, Melbourne, Tasmania and bane, returning via Auckland, Pago Pago, Pacific northwest ports, Vancouver, San cisco and Los Angeles. (No passengers ed).

etails from PFEL, 50 Young Street, Sydney 4272).

### US - SYDNEY - GEIC - HONOLULU

olumbus Lines operates a three weekly ainer cargo sailing from West Coast, US to ralasia, returning via Tarawa, GEIC and olulu to Nth America.

etails from Columbus Overseas Services Pty 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 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. The Tues service Syd/Akl is by DC8, thence DC10.

### 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 service Sydney/Nadi Tues and Sat and return.

British Airways with VC10s, operates from Melbourne and Sydney to Los Angeles and return five times a week.

### SYDNEY - US (via NOUMEA, FIJI, NZ or TAHITI)

UTA operates out of Sydney on Thu, Sat and Sun, return on Sat and Sun.

### 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.

### BRISBANE - NZ - HAWAII - US

Air-NZ with DC8s and DC10s operates weekly from Brisbane 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, 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 Wednesdays, returning to Suva on Thursdays via Honiara, Vila and Nadi.

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**SYDNEY - LORD HOWE IS**
Airlines of NSW, with flying-boat, operates temporary return service from Rose Bay, Sydney, to Lord Howe. Service ceases September 10.

**SYDNEY - NEW CALEDONIA**
Qantas and UTA operate Sydney to Noumea four times weekly and return.

**AUSTRALIA - NEW ZEALAND**
British Airways with VC10s, operates weekly Brisbane to Auckland and return, and a weekly service Melbourne to Auckland and return.

**AUSTRALIA - NZ - AM SAMOA - HAWAII**
PanAm, with 707s, operates two flights weekly, one from Sydney and one from Melbourne, to Auckland, Pago Pago and Honolulu and return.

**SYDNEY - NORFOLK IS**
Qantas, with DC4s, operates three times weekly. More in holiday periods.

**AUSTRALIA - PNG**
TAA and Ansett, with 727s each operate 7 times a week from Brisbane, Sydney or Melbourne to Pt Moresby.
On Tues, Thurs, Fri, TAA Fokkers fly Townsville, Cairns, Port Moresby and return same day to Brisbane, Sydney and Melbourne.
Ansett, with Fokker, operates Cairns, Port Moresby, Cairns, Townsville, Sun and Wed.

## 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 with DC8s 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 on Fri and return on Wed.
Air-NZ, with DC8s, operates from Auckland to 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. Qantas service returns every Saturday and Wednesday.

**AUCKLAND - SYDNEY - SINGAPORE**
Air-NZ DC10 leaves Auckland via Sydney for Singapore twice weekly and returns same day.

**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.




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## ITER - TERRITORY SERVICES

**FIJI - TAHITI - EASTER IS - CHILE**
AN-Chile, with 707s, operates from Santiago Papeete Sun via Easter Island and Santiago Fiji Thurs. Return flights Fiji to Santiago Sat Papeete to Santiago via Easter Island Sun.

**FIJI - GEIC**
ir Pacific, with BAC 1-11s, operates from a to Tarawa via Nadi on alternate Fridays, rning to Nadi the same day. Also operated 748s, from Suva to Tarawa via Nadi and afuti on alternate Wednesdays and return- same route on alternate Thursdays. The service also extends to Nauru.

**GEIC - NAURU**
ir Pacific and Air Nauru each operate fort- tly between Nauru and Tarawa.

**NAURU - MARSHALL IS**
ir Nauru makes a twice-weekly flight Nauru- uro and return with a Fokker F28 jet. etails: Air Nauru, 227 Collins St, Melbourne.

**NAURU - WESTERN SAMOA**
ir Nauru operates a weekly flight Nauru- with return the next day.

**FIJI - WESTERN SAMOA**
ir Pacific, with 748s, operates one service eek from Suva to Apia, returning the same . This flight crosses the International date-

olynesian Airlines, with 748s, operates services a week.

**APUA NEW GUINEA - SINGAPORE**
antas, using 707s, operates once weekly Port Moresby to Singapore via Darwin and rn.

**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 and Wed, via Nadi to Vila and Honiara, the Sunday service extending to Port Moresby, returning same day to overnight in Honiara. The Wed service extends to Brisbane, returning Thurs. Flights depart Honiara Mon and Thurs for Suva. Air Pacific also operates from Nadi a weekly BAC 1-11 terminator to Vila on Fri and return.

**FIJI - TONGA - NZ**
Air Pacific with BAC 1-11s operates from Suva to Nukualofa on Mon, Wed and Sat, the Sat service extending to Auckland returning same day to Suva via Tonga and 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 Johnston, Kwajalein, Majuro, Ponape, Truk, Guam and Saipan; weekly to Okinawa from Guam and Saipan.

**NEW CALEDONIA - FIJI**
UTA operates out of Noumea to Nadi and return twice weekly.

**NEW CALEDONIA - NEW HEBRIDES**
UTA, with Caravelles, operates five return services a week, out of Noumea to Vila.

**NEW CAL - WALLIS IS - NEW CAL**
UTA, with Caravelles, operates on the first, second and fourth Sat of each month from Noumea.

**NEW GUINEA - IRIAN/JAYA**
Air Niugini operates DC3s Madang via Wewak to Jayapura and return Jayapura to Madang alt. Tues.

**PNG - SOLOMONS**
Air Pacific, with BAC 1-11, operates Sundays Honiara to Port Moresby and return.
Air Niugini operates to Honiara from Rabaul via Kieta and return on Sat, and from Port Moresby on Thurs, returning Fri. These services are under licence from Qantas.

**TAHITI - US**
UTA, with DC10 and DC8 operates from Papeete four 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 18 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.


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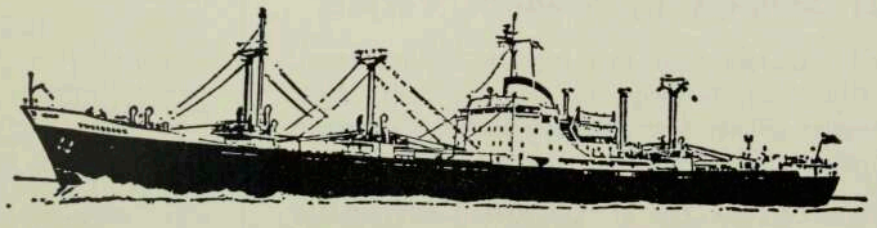

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## INTERNAL SERVICES

### FIJI

Air Pacific, with HS748s, BAC 1-11s and Herons operates regular services to Labasa, Taveuni, Nadi, Suva and Savusavu.

Fiji Air Services, with Britten-Norman Islander and Beechcraft Baron aircraft, operates services to Castaway and Plantation village resorts, The Fijian hotel, Korolevu Beach hotel, Flagship Beachcomber hotel, Levuka, Lakeba, Vatukoula. Charter flights operate to anywhere in the Pacific.

Details: Fiji Air Services, P.O. Box 1259, Suva (telephone 22-666).

### FRENCH POLYNESIA

Air Polynesie, with Fokker F27 Friendship, Twin Otters and Islanders, operates to Bora Bora, Huahine, Moorea, Rangiroa, Raiatea, Manihi, Takapoto, Hiva Oa, Ua Huka, Maupiti and Tubuai, Rurutu.

Details from Air Polynesie, P.O. Box 314, Quai Bir Hakeim, Papeete, and UTA offices.

Air Tahiti, with light aircraft operates shuttle service from Papeete to Moorea and charter service to Raiatea, Bora Bora, Huahine, Rangiroa and Manihi.

### GUAM - US TRUST TERRITORY

Continental-Air Micronesia with 727s operates regular service connecting Honolulu, Okinawa and Guam with Saipan, Rota, Yap, Palau, Truk, Ponape, Kwajalein, Majuro and Johnston Island.

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 Widgeons, 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.

Talair (Tourist Airlines of New Guinea)—operates scheduled service and charter flights from Port Moresby, Goroka, Kundiava, 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 Talair, P.O. Box 108, Goroka, Papua New Guinea; also Papua New Guinea House, 225 Clarence St, Sydney.

Melanesian Airline Company Pty Limited (Macair) operates extensive commuter and charter services. Head office, PO Box 556, Lae. Branches at Port Moresby, Alotau, Popondetta, Wau, Daru, Mt Hagen, Mendi and Goroka.

Crowley Airways Pty Ltd operates throughout Papua New Guinea. Details: P.O. Box 34, Lae. Offices also in Rabaul, Kieta, Kavieng, Hoskins, Port Moresby.

Bougainville Air Services operates daily throughout Bougainville. There are nine regular services Kieta-Buin. Details: Arawa, Phone 956-159; Buka, Phone 16. Box 298, PO, Kieta.

### NEW CALEDONIA

Air Caledonie with Twin Otters, and Islanders operates regular services to Houailou, Isle of Pines, Isle Ouen, Kone, Koumac, Lifou, Mare, Noumea, Ouvea Touho, Mueo, Belep, Tiga.

Details from Air Caledonie, Noumea.

### NEW HEBRIDES

Air Melanesiae with Britten-Norman Islanders and Trislander operates to Santo, Malekula, Norsup and Lamap, Aoba (Walaha and Longana), Pentecost (Lonorore), Erromanga, Tongoa, 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 sightseeing 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. Scenic flights over Rarotonga and its reefs are also available.


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## 'OVERNOR RESIGNS

m p 7

of historical data, which would ve made for interesting writing th future historians of the territory. His accomplishments have been ny. The budget for the territory s grown considerably during his vernorship, but so has local infla- n. The legislature has grown, es- cially after becoming a full-time v-making body under Haydon. blic services and facilities have en expanded, but are still not able keep pace with demands. Much re private enterprise has entered territory, but the ranks of the vernment have grown also.

Haydon's two most outstanding complishments are probably the ation of the Community College American Samoa and the fact that people of American Samoa are wly moving towards more internal f-government.

Haydon, single-handed, created the mmunity College, even after con- tants said that there was no local ire for such. Today it has almost 00 students and will open at its wly-acquired Mapusaga campus in tember.

Haydon's insistence that Samoans put into top positions wherever possible has not always been for the best. However, a number of very good administrators have come out of this, including Public Safety Commissioner Tufele Li'a, the new Director of Education Mere Betham and others.

This has helped build faith in the Samoan's ability to govern and has helped lead to more willingness to be more responsible for internal government. Although the idea has yet to be fully accepted, a beginning has been made.

"I'm only human," Haydon said recently, "and I hate to leave things undone, but I feel that a good start has been made on many projects during my administration."

Haydon, in his five years, has been only human, and he has made beginnings. For that he will be remembered.

His wife Jean will also be remembered, not for anything controversial, but because of the leading part she played in Samoan affairs. To her must go most of the credit for the Museum of American Samoa, fast becoming a repository of Samoan culture and history. She was also active in social and sociological circles but in all her activities she was careful never to stray into her husband's domain and kept herself aloof from the political scene.

## NATURE LOVER RULED THE SOLOMONS

m p 59

nething that the Solomons can al- ys be counted on turning out. at must have been almost unique ong official reports was detailed ormation on coconut cultivation, ughing of the grass plains on adalcanal and even descriptions of ne of the important insect pests— written from first-hand knowledge. As would be expected, many prob- ns arose during these pioneer days, the least being strong representa- ns from Lever Bros (the fore- ner of the Unilever combine) to allowed to import coolie labour om the teeming millions of India". rtunately this attempt was turned vn flat by Woodford's chief in Fiji e High Commissioner for the stern Pacific) aided, one can be e, by emphatic dissent from lagi. Another problem was to cover and stop the illegal importa- n of arms and ammunition, this ng a matter in which visiting war- ps greatly helped by policing.

Woodford's term of office ended ly in 1914 by which time he was rly 62, having been born at avesend in 1852. Besides the ard of a CMG, Woodford was also recipient of the Gill Memorial Medal from the Royal Geographical Society for his services to travel. During his official service he visited the virtually unknown Rennell, Bellona and Sikaiana islands—the home of rather primitive peoples of Polynesian ancestry far from the main islands.

The unveiling, in Woodford's memory, of a bronze plate on a memorial surmounted by a lamp standard was performed on the Tulagi waterfront by the then Officer Administering Government, Mr J. C. Barley who had served under him. One can be sure that Woodford, as a stickler for historical accuracy, would not have been amused at the inclusion in official reports (after his time) that Mendana had given the name Ysabel after his wife when it was well written up that it was to commemorate their departure from Peru in November, 1567, on St Ysabel's Day. Woodford lived to the age of 75, dying at Steyning, Sussex, in October, 1927. How pleased he would be to know that the Advisory Council is rapidly giving place to a cabinet government with nearly all its members full-blooded Solomon Islanders.

## Storming the Bastille

From p 11

to survey the sea approaches to New Caledonia and detect submarines or other vessels.

However, amid the drinking of this holiday weekend, various disturbances resulted in clashes with the police and some $15,000 worth of damage, with smashed shop windows, battered cars and French flags torn from public buildings. Governor Eriau then insisted that he would not tolerate public disturbances by "irresponsible kids", but some locals countered that the incidents were "provoked" by the authorities. That such damage was allowed to occur, despite the number of police and others available, again suggested, as in the 1970 Naisseline affair, that the French administration must find such events useful. The whole affair was certainly timely, to frighten the locals over the autonomists, shortly before the September senate elections.

Several days later came the bullet traces on the residence of Secretary-General Levallois. This was followed by the news conference of a visiting military chief of staff from Paris, General F. Maurin, who stated that present military strength on the island was considered sufficient, so there were no immediate plans to bring in reinforcements from the Foreign Legion. However greater mobility was required and for this purpose the Puma troop-transporting helicopters were awaited. Local army and naval installations are also to be extended at Plum and Pte Chaleix.

The militant autonomists of the Union of Caledonian Youth (UJC) had been planning a public demonstration downtown on July 27 to protest over rising prices, increasing unemployment of Caledonians and racial discrimination. However, in view of the preceding events Governor Eriau promptly took out an edict prohibiting the public meeting, under threat of severe penalties. The UJC called off their outdoor rally, while denouncing "the anti-democratic nature of the colonial regime we endure, which forbids us to demonstrate in public". Still the authorities remained on the alert, and at the appointed time three columns of gendarmes and riot squad police were at the ready on the scene. Equipped with helmets, arms and cameras they were left to spend several idle hours in the sun without incident.

It all added up to the sort of stuff making French national day the kind of Pacific celebrations tourists will really want to pay to see.




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# Deaths of Islands People

### T. T. Suatipatipa II

Tuiaana Tuimalealiifano Suatipatipa II, Deputy Head of State in Western Samoa, died on July 24, aged 67. Except for a brief period, he was the only deputy to the Head of State since Western Samoa became independent in 1962.

He was educated by the Marist Brothers in Western Samoa, and in New Zealand. He succeeded to his father's title in 1952, and in 1954 married Taalefili Sooaemalelagi. He was elected to the Council of Deputies in 1962 and re-elected in 1968. Outside his official life, he was a senior deacon of the Congregational Christian Church for the Aana District.

He leaves a widow, five daughters and five sons.

An official period of mourning followed his death, during which government offices and private businesses were closed.

### Mr Goya Henry

Mr Goya Henry, aviation pioneer, shipsmaster, conversationalist, died in Manly, Sydney, in late July at the age of 73. He had two careers—in Australia and New Guinea. He was one of Australia's early aero pioneers, with barnstorming flights in the 30s, including an unscheduled flight beneath Sydney Harbour Bridge. In New Guinea after World War II he was a colourful master of coastal smallships, and widely known and liked, especially in the Sepik. A magazine story on some of his exploits will appear in next issue of PIM.

### Mr Francis Hagai

The untimely death following a motor accident on Bougainville in July of Francis Hagai ended the career of a leading Bougainville personality. Only 36, but he had done much to draw attention to the early dissatisfaction of the Buka people on Bougainville with the neglect of the then Administration. He was one of the leaders, until his death, of the Hahailis Welfare Society, which expounded commune living and a do-it-yourself approach, in opposition to the government in the 1960's.

He was one of those who went to gaol for his beliefs, later to be released on a technicality and be acclaimed by his supporters and won new strengths. There is no doubt that because of the activities of Hagai, and John Teosin, more government aid and attention was given to Buka—and the government also saw clearly the results of its neglect on smaller communities.

Francis Hagai was educated at St Joseph's, Rigu, and became a Catholic mission teacher before establishing the welfare society and falling out with the church.

He was given the funeral of a clan chief.

### Dr M. Sapolu

Dr Maka Sapolu, leader of the tuberculosis eradication project in Western Samoa, died recently at Apia, aged 56. He graduated from the Central Medical School, Suva, in 1944. He is survived by his wife and five children.

### Dr S. M. Tapani

Dr Sione Mangisi Tapani, of Ha'avakatolo, died in Tonga in July after a short illness, aged 58. He attended the Central Medical School, Suva, and in 1938 became a Native Medical Practitioner. He served in every district in Tonga before retiring on health grounds in December, 1970. In retirement he was active in church and community affairs.

### Mr M. T. Khan

Mr Mohammed Tahir Khan, Registrar-General and Registrar of Titles in Fiji, died recently in Suva, aged 58. He was educated at schools in Fiji, the Punjab University and New Zealand, where he completed a law degree. He held a number of appointments in the Fiji civil service. He was active in soccer administration. He leaves a widow and three sons.

### Mrs W. Reddy

Mrs Wardamma Reddy, a prominent social worker at Nadi for many years, died recently, aged 80. She helped to build temples at Nadi. She was president of the South Indian Women's Association of Fiji for several years.

### Mr C. D. Brownhill

Mr Clive Douglas Brownhill, a director of W. R. Carpenter Holdings Ltd, died recently, aged 77. His father, Mr D. J. Brownhill, was a director of the original W. R. Carpenter Co, and his son succeeded him on his death.

### Sitiveni Lauhingoa

Sitiveni Lauhingoa, 21, a Hihifo Rugby player, was drowned when his team, the Tongatapu inter-district champions, was returning from Vavau. He apparently tried to disembark from the Olovaha by the stern mooring line, slipped, fell into the water and disappeared. His body was found next morning.

# Postscripts

Sinake Giregire, founder of Papua New Guinea's Country Party and MHA for Daulo in the Eastern Highlands, was gaoled on July 20 for a month on a charge of having obstructed a police constable, who tried to serve a warrant of commitment for a traffic offence on one of Giregire's employees. But, four days later, he was released on bail pending an appeal against conviction and sentence.

His release, on a $100 bail, cooled the air in Goroka and averted a threatened clash between police and tribal leaders from Giregire's region of Asaro and other areas around Goroka led by Giregire's father.

### NAURU DIPLOMAT

Mr T. W. Star, who has been at the Nauru office in Melbourne since March, 1969, has been appointed the republic's first Consul-General in Australia. He will remain in Melbourne. New Zealand has also named a High Commissioner for Nauru, Mr G. K. Ansell, who presented his credentials to President DeRoburt in July.

### SOVIETS BARRED

A Soviet ship, the Fedor Shalayapin, carrying 700 Japanese tourists on a cruise in Micronesian waters was barred by the US Navy from berthing at Guam. A US Pacific Command spokesman said the line was denied harbour facilities on the orders of the US State Department. The ship was later allowed to dock at Saipan. The Fedor Shalayapin is scheduled to call at Rabaul.

### CONTROLLING PROFITS

All Fiji businesses with an annual turnover above $400,000 will have to give the Fiji Prices and Income Board details of their profits under new regulations made in August. These will include a calculation of "profit margin reference level" for the best two of the five financial years ended before June 30, 1973, together with the financial accounts for the two selected years. The information is required so that the PIB can enforce its rule that prices cannot be increased except to recover the amount by which allowable costs have increased.




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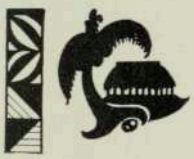

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## Line Advertisements

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# SAMOA WATERGATE

From p 11

ward of the decimal point or misstating the country of origin of the imports.

"Yet another company owed $24,326.83 representing short-payment of import duties which arose because of subsequently disallowed claims. But again collusion between the customs examiner and the importer was suspected. Other firms owed $8,899.42 all of which had been paid since so that only $3,670.51 was still owing by firms, other than the ones already mentioned.

"Thus, the Customs Department failed badly in the administration of the law affecting import duties. Some unethical practices were resorted to and worst of all, top Customs officers had apparently colluded with importers in falsifying the records".

Because of the inefficiency of the Customs Department in controlling the bonded warehouses, and the lack of complete honesty in those responsible for their operation, the committee recommended the immediate closing of all licensed bonded warehouses except those in the sheds at Apia Wharf.

With regard to the movements of inter-island ships, the committee said it felt that a considerable amount of smuggling was going on because there was little, if any, check made on whether the cargo discharged agreed with the manifest.

It, therefore, recommended that ships arriving from Pago should be cleared in daylight hours only and that cargo from those ships should be handled as was other overseas cargo.

The committee pointed out that having a separate Comptroller of Customs and a Collector of Customs, with the relevant Act providing for the latter post only, caused internal misunderstanding as to degrees of responsibility of the two officers concerned, thus providing an excellent escape valve for either to "pass the buck" to the other.

The committee recommended that a senior officer be sought from the NZ Department of Customs to head the local department.

The Commission of Inquiry had begun its work at the time of writing. Government officer members are Laufili Time (chairman), Amituana'i Vili, David Hull (Attorney-General), Eddie Meredith (PSC) and Martin Kleis (Commissioner of Labour) who are sitting with private company representatives and an employees' representative.

The commission will report its findings to the Public Service Commission, so that the PSC, it is pointed out with scrupulous attention to the maxim that no-one's guilty until it's proved, may decide either to fire the people responsible or give them a salary rise!

## Index to Advertisers


| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Adams | 18, 29 | Daiwa Line | 98 | Interocean N.Z. Ltd. | 96 | Samoan Hideaway | 10 |
| Aggie Grey | 103 | Dunlop N.Z. | 65 | International Dateline Hotel | 103 | Shannon Investments | 9 |
| Air N.Z. | 14 | | | | | Sofrana Unilines | 9 |
| Allied Manufacturing & Trading Industries | 49 | Fisher & Co. | 112 | Kambara Kissen | 78 | Southern Pac Ins | 10 |
| Arnotts | 56 | Frigate Rum | 43 | Karlander Line | 83 | Sunbeam | |
| | | | | Kerr Bros | 79 | Suzuki | 5 |
| | | Gas Supply | 70 | Kikkoman | 51 | Swire, John | 34, 6 |
| Bacardi | 54 | George Hudson | 22 | | | | |
| Bain Dawes | 37 | General Corp | cov. iii | | | | |
| Bank of Hawaii | 16 | Gillespie Bros | 38 | Macquarrie Industries | 35 | Tatham, S. E. | 2 |
| Bank of N.Z. | 90 | Goodyear | 46 | Massey-Ferguson | 74 | Tonga's Port of Refuge | 10 |
| Bank Line | 99 | Grasslands | 30 | Michoutouchkine | 94 | Toshiba | 4 |
| B.A.C. | 85-88 | | | Nedlloyd | 76 | Toyota | 52, 5 |
| Butterfly Co | 103 | | | Nelson & Robertson | 31 | Turners | 103, 10 |
| | | Halvorsen | 76 | Nissan | cov. iv | | |
| | | Harris Book Co. | 69 | | | | |
| | | Hastings Deering | 84 | | | | |
| C.I.G. | 41 | Harveytile | 10 | Pacific Line | 100 | | |
| Clae Engines | 28 | Hawker Siddeley | 26, 27 | Park View Motel | 103 | Union S.S. Co. | 10 |
| Clarion Shoji | 36 | Honda | cov. ii | Pioneer Electric | 50 | | |
| Com. N. G. Timbers | 24 | | | PNG Printing | 30 | | |
| | | | | | | Warburton Franki | 2 |
| | | I.B.C. | 82 | | | Wild | 6 |
| Daiwa Bank | 25 | Intercapital Realty | 92 | Q'ld. Insurance | 80 | Wunderlich | 4 |


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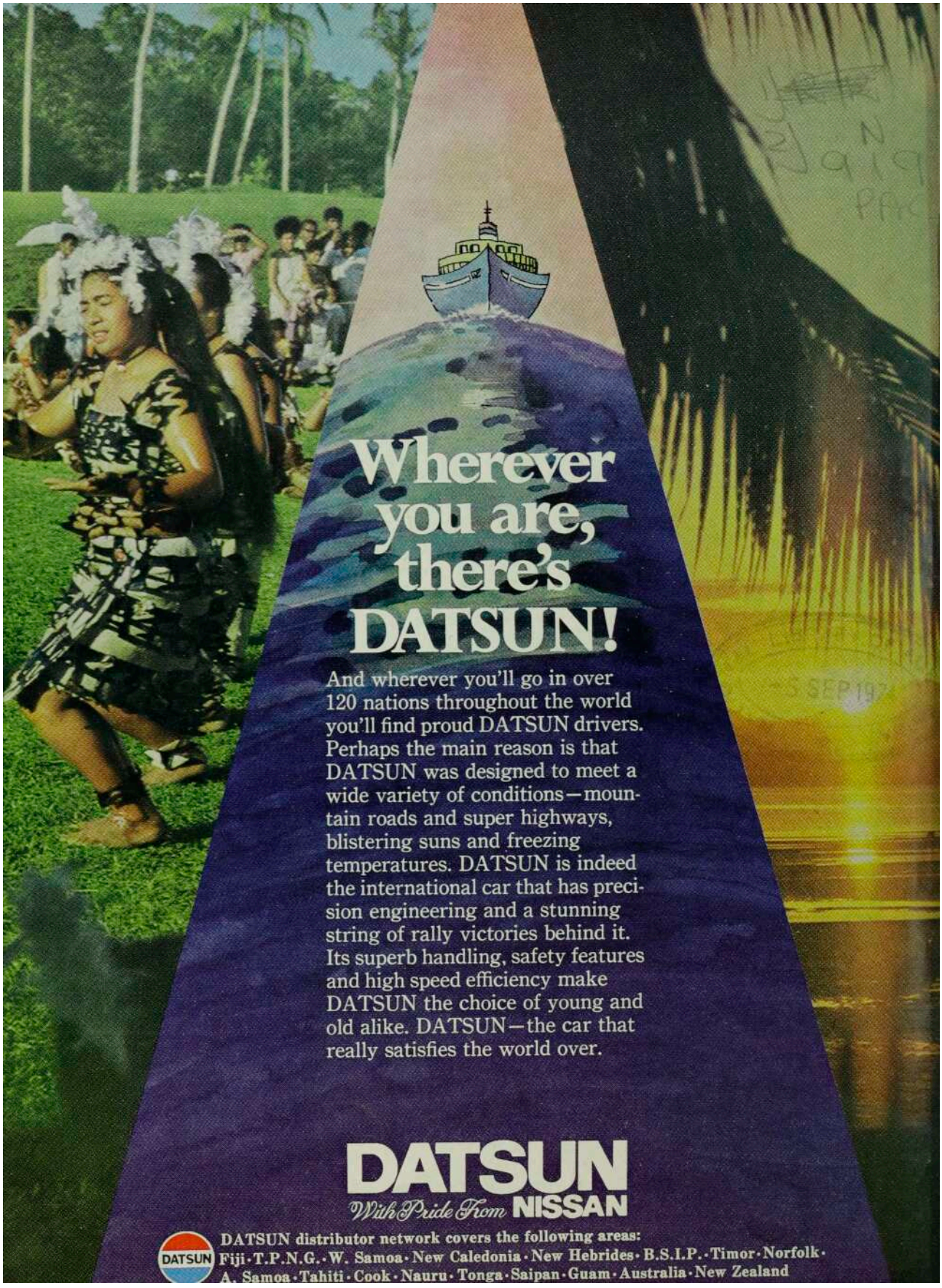



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