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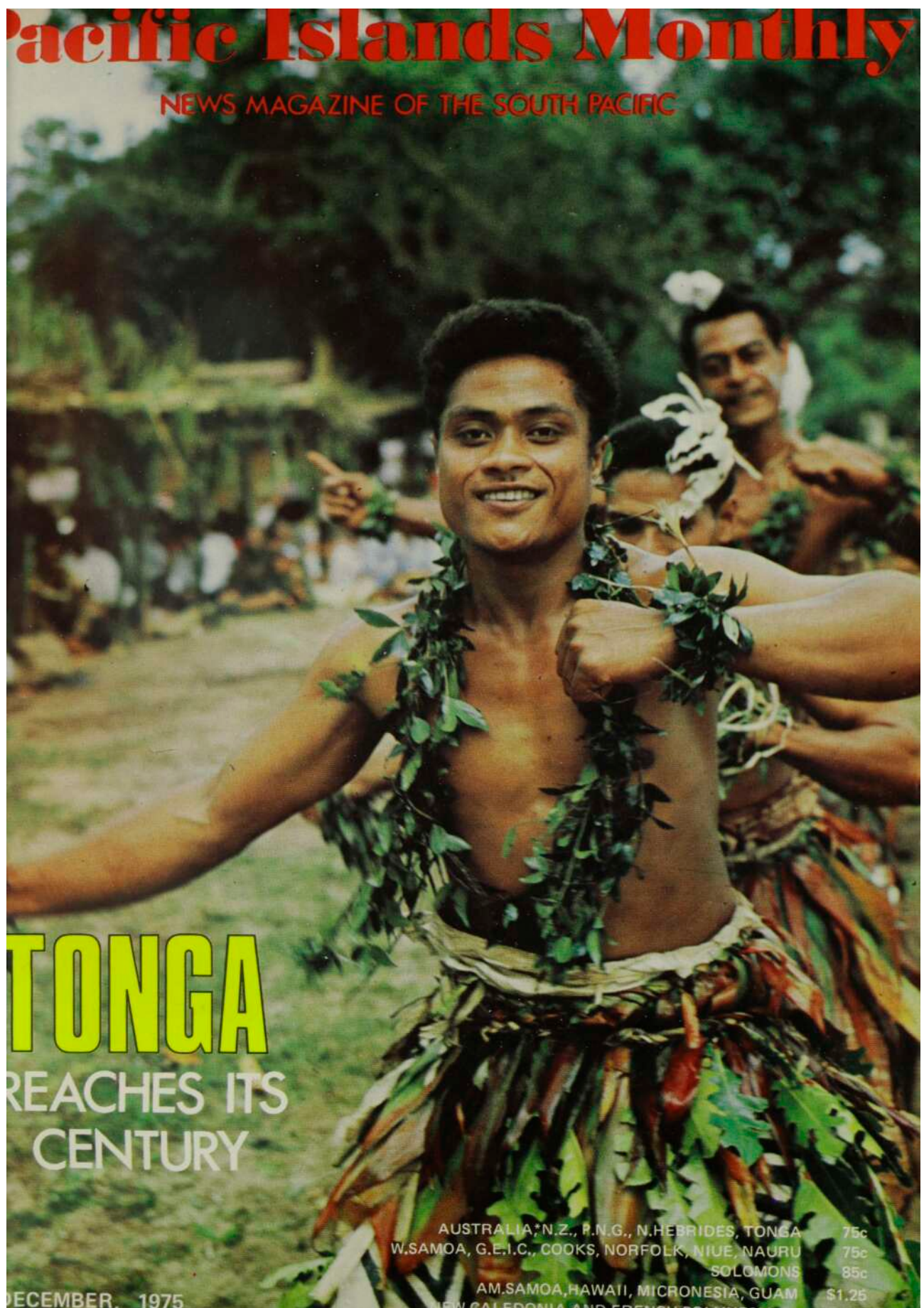
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PACIFIC ISLANDS MONTHLY—DECEMBER, 1971

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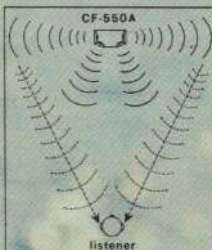
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PACIFIC ISLANDS MONTHLY—DECEMBER, 1975



Up Front with the Publisher

WE should know within a few days of publication of this issue just how many South Pacific territories and nations will be taking part in the conference that will review the role of the South Pacific Commission. The conference will be in Nauru about May next year, and each of the South Pacific countries had until November 30 to decide if it wanted to participate.

This will be one conference where the fur should be made to fly. There ought to be no holds barred. Speaking ought to be plain and to the point. If there is to be any pussy-footing around, the Nauru conference might as well not be held.

Decision to have the review meeting was made at the 16th South Pacific Conference in Nauru in October, after it had become obvious there that the SPC needed both a blood transfusion and a heart transplant. This organisation of Pacific Islands countries is near death because nobody now knows what it is supposed to do.

It has been going since 1947, and its role is advisory and consultative. Its programmes are co-ordinated with those of the Island groups in the three main fields in which it works—health, and social and economic development. The SPC is not involved with politics, nor does it have any authority to control Island development programmes. It gets its money from subscriptions and grants from its various members, who represent 4.5 million people, scattered over 13 million square miles (only three per cent of it land area).

Certainly, it is now widely agreed that the SPC has to help the Pacific Islands develop at the grass roots level—but just what does that mean in practice? More important, what should the structure of the SPC be? And, can it work alongside the South Pacific Forum, or the South Pacific Bureau for Economic Co-operation?

I believe in the need for an SPC. There must continue to be some organisation that can give a voice to the Pacific's English and French-speaking peoples. And there must be an organisation that can co-ordinate or carry out technical programmes of common interest to the Islands.

Just what such an organisation should look like, what staff and funding it should have, I confess I don't know. But I suspect it should have the lean and hungry look, with the minimum of bureaucrats and administrative overheads, and probably only a small list of worthwhile projects to carry out at any one time.

Perhaps, we should resolve the question of the SPC's future by ignoring the fact that an organisation exists, and getting right back to the drawing board.

ANDREW Peacock, Australia's caretaker government Minister for Foreign Affairs, is a man with a great regard for Papua New Guinea. When the Liberals were in government he was, during most of 1972, the last Liberal Minister for Territories, and he played a key part in preparing the way for self-government which in turn led to independence. He and Prime Minister Somare and many of Mr Somare's ministers had, and continue to have, a warm personal relationship, and it's my view that Andrew Peacock's continued interest in Papua New Guinea affairs transcends mere party politics. In short, he's stuck on the place and probably would continue to visit it even if he were not a Federal politician.

Because I believe all this, I regret a paragraph about him I included in my report of Papua New Guinea's independence celebrations in the October issue. In it, I said that he had visited Port Moresby and had left for Iran two days before independence, "to the chagrin of some of his local supporters who thought he could have organised himself better".

This was true, but my paragraph is less than fair because it fails to point out that Andrew Peacock was unhappy at having to leave before the festivities, and fails to indicate to the general reader the regard with which he is held in PNG. The supporters who were "chagrined" did not include Mr Somare, or as far as I know, his key ministers. Andrew Peacock was mightily wounded by my paragraph, and although he has not asked for an apology, I owe him one.—STUART INDER

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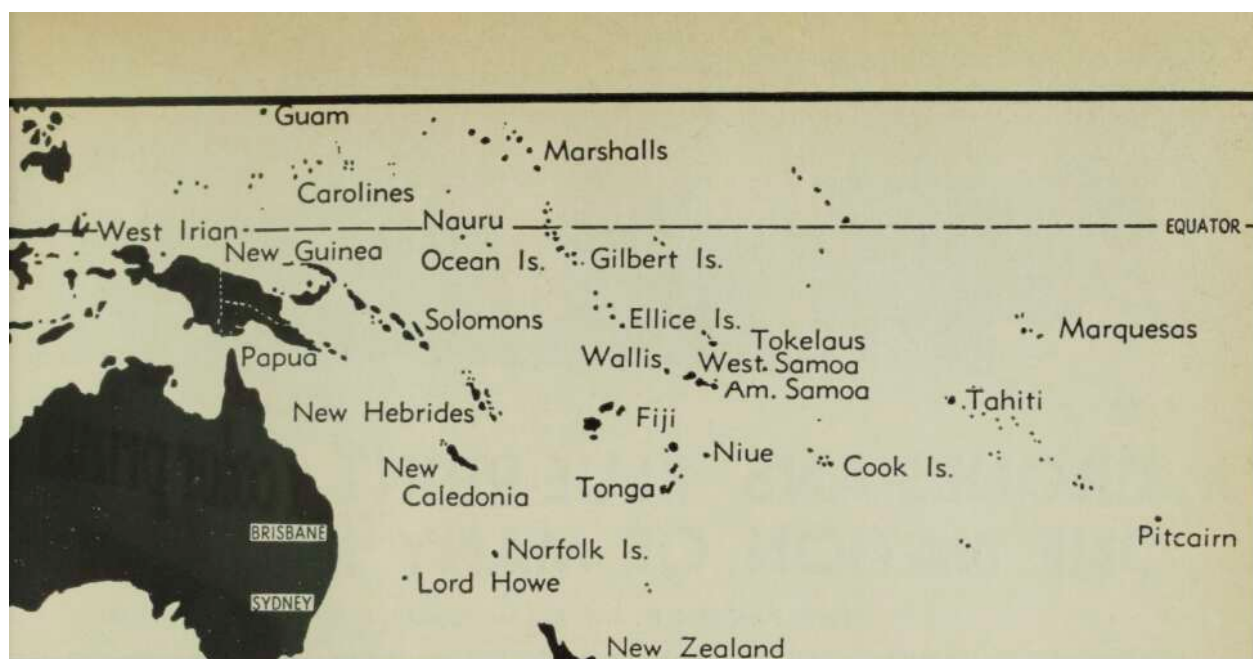
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OUR COVER

The Tongans, like other Islanders, will dance at the drop of a hat. This young Tongan, photographed by August Hettig, of Tonga, is performing at the capital, Nukualofa. Tourism, which has been blamed for many things—ruining Island culture, for instance—has given an impetus to Island dancing. In some islands, ceremonies, which had fallen into disuse, are once again being staged, this time for the benefit of the tourists.

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MICRONESIANS' BLUE-PRINT MAKING 'ONE NATION OF MANY ISLANDS'

From PAMELA G. HOLLIE on Saipan

The preamble to the constitution of the future government of Micronesia espoused all that Micronesia hoped to gain from its 90-day, \$1 million constitutional convention (Con-Con).

When the nearly 50 delegates filed past the table to sign the document on the closing day, November 8, they completed a significant step toward the territory's goal of self-government.

Micronesia is a United Nation's trusteeship, which has been administered by the United States since 1947. It is the last of the original 11 UN trust territories, and the only one which is expected to opt for some kind of "close association" with its trustee instead of independence.

Now in the last stages of the 28-year administration by the US, Micronesia is nearing the termination date of the trusteeship.

The constitution of the Federated States of Micronesia is the outline for the future government of Micronesia after the trusteeship is terminated around 1981. The constitution states that it will become effective not more than one year after the document is ratified by the Micronesian people. Because this may precede the termination of the Trusteeship Agreement, the constitutional provisions in conflict won't come into effect until the trusteeship is terminated.

The 23-page document contains 16 articles. The government will consist of a one-chamber legislature, each of the six districts electing one representative for a four-year term and other representatives, according to state population, for two-year terms. The executive will consist of a presi-

dent and vice-president, who will be chosen from among the six or seven representatives serving four-year terms.

The government will be composed of loosely-federated states (now called districts under the trust territory). The three branches of the government are the executive, legislative and the judicial. The greatest power rests with the districts. The central government will be weak, and relatively small. Power not expressly delegated to the national government is automatically a state power unless otherwise prohibited.

A prominent concern of the Con-Con was the use of Micronesia's land, which is limited. The constitution is silent on the right of eminent domain. Micronesian land will remain in the hands of the people—Micronesian citizens only. A non-

citizen, or a corporation less than 100 per cent owned by Micronesians, may not acquire title to land or waters in Micronesia.

The territory's experience with the US led to sections in the constitution calling for the "renegotiation of any agreement for the use of land to which the Government of the United States of America is a party".

The US holds long-term land agreements—some taken with its right of eminent domain—for use as military bases and testing sites.

The constitution also prohibits the testing, storage, use or disposal of radioactive, toxic chemical or harmful substances on Micronesia's land or waters.

These provisions are expressly aimed at America's use of Micronesia as a "strategic trust" under its trusteeship. In isolated instances,

PREAMBLE TO A CONSTITUTION

We, the People of Micronesia, exercising our inherent sovereignty, do hereby establish this Constitution of Micronesia.

With this Constitution, we affirm our common wish to live together in peace and harmony, to preserve the heritage of the past, and to protect the promise of the future.

To make one nation of many islands, we respect the diversity of our cultures. Our differences enrich us. The seas bring us together, they do not separate us. Our islands sustain us, our island nation enlarges us and makes us stronger.

Our ancestors, who made their homes on these islands, displaced no other people. We, who remain, wish no other home than this. Having known war, we hope for peace. Having been divided, we wish unity. Having been ruled, we seek freedom.

Micronesia began in the days when men explored seas in rafts and canoes. The Micronesian nation is born in an age when men voyage among the stars; our world itself is an island. We extend to all nations what we seek from each: peace, friendship, co-operation, and love in our common humanity. With this Constitution we, who have been the wards of other nations, become the proud guardian of our own islands, now and forever.



Tosiwo Nakayama . . . "If we fail, the idea of Micronesia may die". Opposite page, the delegates pictured at the start of their 90-day convention.

Some islands have been rendered uninhabitable through US nuclear testing or disposal of wastes.

The constitution is a relatively simple document. It calls for unity, incorporates the concepts of democracy and a representative form of government, and still recognises the rights of traditional leaders in the new government. It is the best compromise a widely-divergent nation like Micronesia could hope to produce.

Until the last four days of the 90-day convention, it was not certain whether the Con-Con would produce a document. Indecision over major issues in the formation of the government forced the convention into three days of closed-door sessions.

When the negotiators emerged, the Con-Con had miraculously reached compromises that the six districts—Palau, Yap, the Marshalls, Ponape, the Marianas, and Truk—could live with. Every district signed the constitution including Kusaie, now part of Ponape, which will become a district in 1977.

From the beginning the Con-Con faced what seemed to be heavy odds against its success.

It was hoped that the Con-Con could revitalise the political status talks between the territory and the United States. Talks between the two broke down in December, 1974, over land disputes after seven years of negotiations.

Lazarus Salii, chairman of the Congress of Micronesia's Joint Committee on Future Status, was one who had hoped that the constitution could be clear on the question of status. For the last five years, he had headed talks with the US on "free association", a status which is a transition towards full independence, but

requires that some duties, such as defence and foreign affairs, be handled by the US in return for some other benefits in Micronesia.

The US has been under pressure from the UN to terminate its administration, but the US maintained that it had not completed its responsibilities to the territory and that for national security reasons it must retain military bases in the area.

The constitution, it was decided, would provide instructions for the next round of talks, but it would not indicate status.

From the outset, the biggest challenges confronting the Con-Con were: Could it bring unity? Could a constitution be written before the territory's status was settled? Many delegates were dubious.

"There are some who expect we will fail here", Tosiwo Nakayama, Con-Con president, told the delegates on opening day, adding, "If we fail, the idea of Micronesia may die". The 44-year-old president from Truk warned, "It is now or never for Micronesia. Let it be now".

Tosiwo Nakayama, also president of the Senate of the Congress of Micronesia, was one of several long-time politicians at the convention. In fact, the delegations and convention officers closely corresponded with those members at the founding of the Congress of Micronesia 10 years before. The opening day of the Con-Con, July 12, was the 10th anniversary of the founding of the Congress, the legislative branch of the trust territory.

Nakayama's experience and optimism may have been the most significant ingredients in the production of the document.

In the last week of the Con-Con, when the convention's hesitancy to come to grips with major issues spelled failure, Nakayama organised and headed a special committee that "ironed-out" the convention's most difficult problems. Those closed-door committee meetings, Nakayama called the "Micronesian decision-making process".

The Micronesian Constitutional Convention began with high hopes for unity. Although the end-result seems to support the convention's success at achieving unity, the Con-Con had many doubtful moments.

Just weeks before the convention began on the island of Saipan in the Marianas, the Marianas district overwhelmingly voted to become a US commonwealth. Only US delay of a Secretarial Order, which was to separate the district from the rest of Micronesia, drew the disgruntled Marianas delegation to the meeting.

The Marianas—then in limbo, half in Micronesia and half out—notified the Con-Con that they were "without an alternative but to participate". The delegation had expected the Secretarial Order by July 1 and had informed the Con-Con that it would not attend.

The Marianas presence and participation was a constant reminder of the fragility of Micronesian unity. Also present were delegations from the Palau Islands district and the Marshall Islands district, each of which had requested separate negotiations with the US before the Con-Con began. The outcome of the Con-Con would weigh heavy on the US decision to enter into status talks with the two districts, observers felt. Unity became crucial.

"The only real difference between the possible separation of other districts and that of the Marianas may only be one of timing", said Palau senator Lazarus Salii.

The Con-Con got off to a cautious start. Antagonising one another would defeat the purpose of the meeting. Still, the districts did not immediately pull together.

"Unity", the convention's watchword, was quickly modified to "unity in diversity". Only six days into the convention, the Palau delegation took a tough take-it, or leave-it position, which nearly drew the whole process to a halt.

In seven non-negotiable demands, Palau announced "the terms and conditions on which the Palau delegation and the people of Palau are willing to commit themselves to the unity of Micronesia".

Failure to accept the points might



Lazarus Salii, of Palau . . . "We'll be better off separate".

have resulted in a walk-out, delegates feared. The demands, and a subsequent constitution drawn up by the Palau delegation, became the chief obstacles to the convention's progress.

"Palau will be better off separate than in a united Micronesia", delegate Lazarus Salii warned. "We know this and others should also know it".

Dodging the Palauan ultimatums slowed the convention's work to a crawl. The delegations' goal of unity seemed so tenuous. Confrontations and debate were avoided at all costs. By the time the convention took a 23-day break in August, only the preamble was approved.

In answer to attacks that the Con-Con dragged its feet for the first 40-days, Marshalls delegate John Heine said, "We have approached our work not in the white man's way, but the Micronesian way. It may be slow but very firm".

Well into the last few weeks of the convention, delegates began to lose their enthusiasm. It was difficult to get a quorum. Meetings were short. Everything was postponed, deferred, referred and re-referred. The major issues of governmental structure, taxation, admissions and succession of states and eminent domain were still unsettled.

When the time for confrontation was practically unavoidable, it was not the Palauans who staged a boycott, but the traditional leaders, over their role in the new government. A few lines, attached to a measure in the Declaration of Rights banning discrimination, were designed to protect the rights of traditional leaders. The entire measure failed, mostly because of the part about traditional leaders.

Young Micronesians, educated in American-style schools, have become less and less respectful of traditional customs and laws. When the measure failed, about a dozen of the traditional leaders and supporters boycotted.

Only after the lines protecting the chiefs were removed from the Declaration of Rights, and approved for inclusion in another section of the constitution did the traditional leaders return.

All along, the chiefs had fought to retain Micronesia's tradition against heavy odds in favour of its increased Americanisation. Ponape delegate, Heinrich Iriarte, was one who maintained that some Micronesians "are born to rule". Others, he said, "are born to serve".

The Declaration of Rights was the first part of the constitution to be completed and approved. Based on



Luke Tman, strong advocate of a united Micronesia.

the United States' Bill of Rights, it includes freedoms of assembly, of religion and of expression. The 13-part Declaration of Rights is Article IV of the constitution. It also prohibits capital punishment, slavery and involuntary servitude and imprisonment for debt. It prohibits discrimination because of sex, race, ancestry, national origin, language, or social status.

As the Con-Con inched into its last week, the pressure of decision-making brought on flares of temper at some delegates' support of postponement.

On the last Monday of the convention, the delegates went into the closed-door sessions, barring spectators, press, pages, clerks, even its own lawyers and advisers. Though the unity of Micronesia was most certainly preserved in those meetings, the proceedings were lost to history.

While the constitution contains the essentials of the future government of the Federated States of Micronesia, there are issues that some delegates felt strongly about that were omitted. The constitution is silent on eminent domain. Silent on succession. Silent on status.

What the constitution does speak loudly for is unity. The fact that the document exists seems to be proof enough, for some, that unity exists in Micronesia.

"There is no such thing as disunity in Micronesia", said Yap delegate Luke Tman, a strong advocate of a united Micronesia.

Throughout the convention, the Yap delegation proved the most willing to compromise and conform to the demands unity made on the district.

"We do have our differences", Tman said, "but that does not mean disunity. The unity in Micronesia is viable. It can survive".

CALEDONIANS ACCEPT PARIS PROPOSALS

A swing in power within the autonomist ranks of the New Caledonian Territorial Assembly has resulted in the approval of Paris proposals over slight changes in the political statutes, relating especially to the Governor's Advisory Council (Conseil de Gouvernement). The changes still leave executive control in the hands of the Governor, a public servant appointed by Paris.

The Paris project was voted by 18 out of the 35 members of the Territorial Assembly, after the autonomists walked out when they saw none of their amendments was being approved. The new shift in power in the assembly came about when certain former followers of Yann Celene Uregei, having broken away from the Union Multiraciale to join the Union Progressiste Multiraciale, voted with the so-called Anti-Autonomists.

Members of Uregei's Multiraciale party were, of course, elected on an autonomist platform and after breaking off from the Paris talks earlier this year, Uregei who lost the Assembly presidency, has since called for the independence of New Caledonia. In the meantime, the breakaway pro-administration group of Progressive Multiraciale has made a press statement explaining that inevitably the island must have autonomy, since history cannot turn backwards. But, in the meantime, they think it better to accept whatever Paris offers rather than to rudely break off the dialogue and demand too much at once.

But although the Paris political proposals were approved by one vote in the Assembly, two strongly-worded protests were voiced by Melanesian autonomist leaders. In a call for 'Kanaka Independence', immediate-past-president of the Assembly, Mr Uregei, denounced colonialist exploitation and concluded "We say 'no' to the French Government and to France, 'yes' to Canaque independence and long live a free New Caledonia".

New Caledonia's Deputy to the Paris National Assembly, Roch Pidjot, claimed that after many weary years of discussion with Paris, "the talks have not advanced" and warned of the "grave consequences for the future". He vowed the Caledonian Opposition parties would not take any part in "this pretence at democratic consultation".

MR. SOMARE AHEAD ON POINTS IN THE BOUGAINVILLE CONTEST

From a Port Moresby correspondent

Bougainville secessionists' leaders, Fr John Momis, Dr Alexis Sarei and Mr Leo Hannett are clever, well-educated men, but they are finding out rapidly in their campaign against the PNG Government that Prime Minister Michael Somare is well ahead on points.

Every card they have put on the table so far—a solemn declaration of an independent Bougainville under the new name of the Northern Solomons, demonstrations, moves to take over police posts, a new willingness to parley, tours abroad to obtain support—has been trumped by Mr Somare.

He obviously feels that he, working from a position of strength, can dictate the main events. Undoubtedly, he will be worried, but those around him are surprised at his self-assurance and his conviction that the secessionists will fail.

The trio seemed almost pathetically eager to accept the promise of another round of discussions, even though they had said earlier that Bougainville's future was non-negotiable. Some observers were sur-

prised that Mr Somare, with the chance to sit round the table with the secessionists, turned it down. While he was overseas, the belief arose that he had sanctioned talks, which he would attend.

Whether the secessionists upset the apple cart by making conditions, that the talks would have to be on neutral territory and that future operations of the copper mine would have to be on the agenda, is unclear, but, when he returned to Port Moresby, Mr Somare made it clear that he hadn't agreed to any talks; that if talks were held, the Bougainvilleans would have to go to Port Moresby for them.

His new, hard line surprised everyone. And it became harder. The secessionists decided to continue their campaign and warned that there might be violence for which they said they wouldn't take the blame.

Mr Somare responded with a recital of his own terms.

He would talk to them but not about secession. His actions were more persuasive. On November 10 he invoked the Public Order Act

banning public gatherings at 72 key areas on Bougainville, including the copper mine, government offices, wharves, airports, some roads, bridges and the radio and communication centres.

Under the act, no processions, demonstrations, meetings or gatherings of any kind can be held without a permit. It had the effect of cooling a situation which had begun to warm up and, at the time of writing, all was quiet on Bougainville.

Earlier, Mr Hannett had visited Solomons Chief Minister Mr Solomon Mamaloni and managed to get an opinion from him that he and his companions were in the right. But that opinion was voided shortly afterwards. Mr Somare called on Mr Mamaloni. No one has said what transpired and Mr Somare isn't talking, but, after Mr Somare left, Mr Mamaloni announced that the Solomon Islands were neutral and that he wanted to make it quite clear that Bougainville is still part of Papua New Guinea.

There's been little else to worry Mr Somare, although his government had a defeat in the House of Assembly in November. A motion to impose a K400 fee for those attending A schools, the high schools which use the Australian curriculum, was rejected. It was hardly a matter for gloom except, perhaps, for Dr Reuben Taureka, the Education Minister.

There were calls for his resignation but he sat tight.

Lae City is going broke

Papua New Guinea's second city, Lae, is running out of money. Lae City Council has announced that, unless it finds new sources of revenue, it will be unable to meet any commitments after next March.

The commitments include staff salaries and rentals, maintenance of council services and new works.

The council plans to petition the Prime Minister, Mr Somare, for aid. It blames government financial policies towards local councils as a major ingredient in its plight.

Lae, population 42,000, is on the north coast of the PNG mainland, 180 miles across the central ranges north of Port Moresby. In common with all urban areas in PNG, it was directly managed by the central administration of PNG until several years ago.

But, also in common with other urban areas, Lae has experienced continual problems since local government powers were granted. Councillors blame lack of experience and traditions in local government

management and restricted avenues of revenue-raising as major contributing factors.

The "transplant" of urban rating and charging systems as used in developed countries has not proved successful in PNG, they say. They believe this is because only a comparatively small proportion of the PNG urban population falls into a rateable section of the community.

Many councillors in other communities as well as in Lae believe that urban government should get a direct share of central government income tax.

The chairman of the Lae Council Finance Committee, Mr G. Goudie, said the central government was not giving local government the support it needed. He believed a revision of local government revenue-raising methods was overdue.

Lae was developed in the 1930s as the airport town to serve the PNG goldfields, and in one period of two years more airfreight was carried out of Lae than out of all the other world airports combined.

MAMALONI OUT

Mr Solomon Mamaloni, first Chief Minister of the Solomon Islands, and his ministers resigned on November 18. A statement from his office said his government had been dissolved and the government of the country was now in the hands of the Governor, Mr Donald Luddington. The reason for the resignation, announced as PIM was going to press, was obscure but it was believed that Mr Mamaloni had been under pressure from his ministers to resign over an American report about the minting of commemorative coins for the Solomons independence. Apparently, some regulation had been breached. Attainment of self-government in December is not expected to be affected.

Tonga celebrates its century of freedom



The constitution of Tonga, one of the oldest in the Pacific, given to it on November 4, 1875, by King Tupou I, has easily stood the test of time. This was brought home during eight days of centenary celebrations in November as people gathered in Nukualofa in their thousands to remember stirring events of the previous 100 years, to pay their respects to King Taufa'ahau Tupou IV, to attend special church services, and to enjoy themselves.

During the last few days, the local people were joined by hundreds of overseas visitors, eager to see what was happening. It was a gay occasion, and even heavy rain during the first few days failed to damp enthusiasm. Feasting, dancing, kava ceremonies, all part of South Pacific traditions, were to the fore.

The Rev Dr Sione 'Amanaki Havea, President of the Free Wesleyan Church of Tonga, and Royal Chaplain, preaching the sermon to mark the opening of the celebrations, said it was up to all, the King, Prime Minister, the government and the people, to ensure that what Tupou I had established remained—that the people might be free; that they shared all benefits from the land; that education was developed to ensure appropriate learning for the people; that no one be made destitute; and that the government and Church work together to ensure a powerful country. Stirring words indeed, which should never be forgotten.

One of the highlights was the *taumafakava* ceremony, a Tongan custom preserved for many years for which the people from Crown Prince Tupouto'a's estates brought their pigs and kava to *Male'a Pangai* in Nukualofa to pay tribute to the prince on his installation as Crown Prince. Hundreds of roast pigs were laid out for the ceremony.

The Tonga Police Force and the Tonga Defence Force had their mo-



Centenary highlights . . . At the top, some of the 2000 overseas guests at a gargantuan feast. Middle, Prince Uluvalu, son of Prince Tu'ipelehake, in the centre of a *lakalaka*, and, bottom, Crown Prince Tupouto'a lays the King's floral tribute on the grave of King George Tupou I. Following is Princess Pilolevu, the king's daughter, with her floral tribute.

—Photos by courtesy of the Tonga Chronicle.

Fiji party leaders' quarrel threatens race relations

From ROBERT KEITH-REID in Suva

An old and cosy relationship between the Fiji Prime Minister, Ratu Sir Kamisese Mara, and the Leader of the Opposition, Mr Siddiq Koya, appears to have been ended.

King Taufa'ahau Tupou IV unveils a striking memorial to his mother, Queen Salote who died in December, 1965. The statue of the Queen towers above the Royal Tombs in Mala'ekula.



ent of glory with a military display during which new regimental colours were presented by King Taufa'ahau upou to the Royal Guard. The king, during a short speech, referred to the colours as a symbol of peace which should be preserved forever.

A singing competition, the longest ever held in Tonga, which started during the evening of November 7 and continued till 3 am next day, held attention right to the end. There were few spectator "drop-outs". A sports day, which included almost everything from rugby to bicycling, and a torch procession brought the festivities to an end, but the populace still had enough strength to attend thanksgiving church services on November 9.

Tonga minted four gold and three silver coins to mark the centenary.

All coins depict a monarch. The present monarch, King Taufa'ahau upou IV appears on the obverse side of the \$100, \$10 (with the 'a'amonga) and \$5 (together with scroll) coins. Queen Salote is on the \$75 coin, Tupou II on the \$50 and Tupou I on the \$25. All four monarchs appear on the obverse side of the \$20 coin. The Tonga coat of arms is on the reverse side of all coins.

The obverse and letterings were signed by Mr Norman Stillman, Collingham, England.

Ratu Sir Kamisese, boss of the Alliance, the Fijian-European-Chinese and "other races" political combine that has run Fiji for 10 years has had a falling out with Mr Koya, who runs the primarily Indian-supported Opposition, the National Federation Party.

Their romance ended abruptly in October amid a furore in parliament that probably did more damage to race relations in Fiji than anything since by-elections in 1968, when some stirring by the NFP nearly got some Fijians out on the warpath against Indians.

For years, despite their political differences, the two leaders have had a close working relationship. Ratu Mara has frequently taken Mr Koya into confidences that prime ministers in other countries might not care to let their opposition counterparts know.

Mr Koya has responded with a measure of co-operation from his party on several matters, mainly tied up with the sugar industry, the base of the Fiji economy.

The motive of both was that such co-operation was helpful in the crucial task of building up good relations between the hotch-potch of races that make Fiji.

But Mr Koya has paid a price. Criticism from within the NFP has been that he has been too often nice to the PM and his party when it would have been useful for the NFP if he had been nasty.

This sniping has been heard again recently during an NFP power struggle culminating in the recent resignation of one of its most respected members, Mr Raojibhai Patel.

Word has been out that some of Mr Koya's colleagues have been after him from behind and have been using his matey dealings with Ratu Mara as a weapon against him.

Just how much truth there is in this tale is difficult to gauge. But if it is only partly accurate, Mr Koya might well have decided that the opening of an evident rift between him and the PM might be expedient.

The rift came during a House of Representatives debate on one of the

most dangerous motions ever introduced into it—that Fiji's 283,000 Fiji Indians should be turfed out of the country and settled in India, which few of them have seen, at British expense.

The motion came from the House's only independent member, Sakiasi Butadroka, founder and leader of the recently-formed Fijian Nationalist Party. Since he had made sure it got a lot of advance newspaper publicity, the Alliance decided the motion would have to be debated so that it could be unanimously condemned by every other member of the house, government and opposition, and kicked out.

This course of action together with a counter motion from the government would demonstrate to Indians that Butadroka was a one-man band whose views were of no consequence, the government reasoned.

But the debate got out of hand, sailed off on an eight-day trip never intended for it, and set up a wave of uneasiness that ran right through Fiji.

In the middle of the debate the NFP held a public meeting in Suva. It was thought that the party was going to try to repair the damage it had suffered from the resignation from it, and from the House of Representatives of which he was Speaker as well, of Raojibhai Patel.

At the meeting in the Suva Town Hall, Mr Koya, after firing some return broadsides at Mr Patel, rounded suddenly on the Alliance with an accusation that was to cause another parliamentary furore.

Sections of the Alliance Party, he claimed, were planning secretly to later achieve legally what Butadroka was trying to do immediately illegally—to have Indians kicked out of Fiji.

The accusation made a newspaper banner headline next day and was seen by Ratu Mara after his return from Tarawa, where he had been mediating in the Banaban versus Gilbertese dispute over Ocean Island, its phosphate and political future.

It infuriated him, since the whole platform of the Alliance is built on

the concept of inter-racial co-operation and harmony.

He entered the debate on the Butadroka motion with a special ministerial statement.

"Apart from the gravity of the charge itself, the nation will not be satisfied, even after the defeat of the motion (Butadroka's) at present before the House, if there is any substance to the Honourable Leader of the Opposition's allegation", he said.

Ratu Mara gave Mr Koya until the end of the day to prove his claim or retract it.

"If he can satisfy this House that there is substantial evidence to support the validity of his statement then

I am quite prepared to resign from office, not only as Prime Minister but also as a Member of Parliament", he said. "This is not an idle or irresponsible offer".

Mr Koya neither produced proof nor retracted. On the contrary, he shouted angrily at midnight as the House wrapped up its latest-ever sitting: "It is my, my, my observation on what I have seen".

He challenged the government to set up a Royal Commission to check his accusation out, and promised some irrefutable evidence for it.

He went on to berate the Alliance for imagining that the Opposition Party was subservient to it.

It was nothing of the sort, he said, and warned that, in future, relations between the two parties would not be nearly as cosy as they had been.

At a news conference after a routine cabinet meeting a few days later Ratu Sir Kamisese was asked what his relations with Mr Koya now were.

"Not very good", he said, and attributed the deterioration to Mr Koya's story about the secret plot to get Indians out.

He complained that the Opposition Leader had repeated the charge at a meeting at Nadi, again without supporting it by a shred of evidence.

Ratu Sir Kamisese counter-charged that the NFP had broken its word by breaking an agreement to treat all sugar industry affairs at the bipartisan level of a standing parliamentary select committee on sugar.

The NFP, which gets much of its support from sugar industry farmers and workers, was busily and harmfully making capital out of an argument about whether farmers should contribute to a sugar cane price insurance scheme, he said.

Mr Koya quickly hit back by calling the only news conference that Fiji journalists can recall him holding.

"If they (the government) need co-operation to solve national problems, especially in the sugar industry, land inflation and other constitutional problems, then they must first realise that we are an equal partner", he said.

The NFP would not, he declared, play second fiddle to the Alliance.

In suggesting that the NFP might have been playing a second fiddle, Mr Koya was being unfair to himself.

For the dalliance with Ratu Mara has not prevented him from assailing the Alliance on many other issues some hardly less important than sugar.

There could be some serious consequences for Fiji if the split between Ratu Mara and Mr Koya is not patched up.

An end to the dialogue between them would be the destruction of one of the most important bridges that there is across the racial chasm dividing the two chief political parties.

● Fiji Finance Minister Charles Stinson has announced that his 1976 Budget "was the nicest" he had been able to produce. There are no duty or tax increases and the taxi industry has been given big licence and permit fee reductions.



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STRANGE STORIES OF LAND DEALING AND WHEELING IN WESTERN SAMOA

From an Apia correspondent

Some rather strange procedures in dealing with land leases in several parts of Western Samoa were revealed during a Commission of Inquiry into the affairs of the country's Lands and Survey Department and the Land Board.

One example was an admission by a departmental head that he was unaware there was a right of appeal against unfavourable decisions on lease applications. Thus unsuccessful applicants were not advised of their rights. If they appealed now and were successful, the government could be up for hundreds of thousands of dollars in compensation from those who were granted leases and had built.

Then there was the failure of Pola-taivao Fosi, former Minister of Lands and Survey, and chairman of the Land Board, to appear before the inquiry, in spite of several invitations. Mr Fosi decided he would explain matters in Parliament, claiming he could not attend the inquiry because he was chairman of the Bills Committee of the Legislative Assembly. The committee was sitting at the same time as the inquiry, and it was imperative that he be at the committee meeting.

He was given another time-slot at the inquiry, which was headed by Mr Justice Donne. Again he pleaded he had to attend a Bills Committee meeting. A sceptical Mr Peter Graham, counsel assisting the commission, said a quorum of the committee was half its members, and in absence of the chairman and vice-chairman, the committee had power to elect a protem chairman.

Mr Justice Donne remarked that Mr Fosi had been grossly discourteous, and in the result it could be he was manifestly foolish.

Mr Graham in his final address asked Mr Justice Donne to set out in detail allegations against Mr Fosi, so that when Mr Fosi stood up in the *Fono* he knew exactly what he was answering for.

Those questions were:

- How did he become a successful applicant for land that was not advertised?
- Why should he pay less rent than others?
- Why was his rent payment postponed while others were not postponed?

● Was the land ever cultivated?

The Director of Lands and Survey, Mr Patu Saena Afa Hunter, in reply to a series of questions by Mr Graham, said he did not know till the previous morning that an unsuccessful applicant for advertised government land for lease had a right of appeal against an unfavourable Land Board decision.

Mr Graham said the law gave an unsuccessful applicant 28 days to lodge an appeal. The department

failed to notify unsuccessful applicants of that right. Now the government might have to pay substantial compensation should successful applicants have to be removed from the land given to them and on which they had built expensive houses, if unsuccessful applicants appealed their cases and won.

Mr Graham said that because of the department's failure to comply with the law, the deeds of sale and leases held by people living in the sub-divisions concerned were not worth the paper they were written on.

Labour strife in Solomons

From a Honiara correspondent

The labour laws in the Solomon Islands may be changed following an inquiry by a tribunal into a dispute on the Honiara waterfront which led to an 11-day strike in August. The main issue for the tribunal was whether the 50 stevedores concerned should be paid for the period they were on strike.

The tribunal, presided over by Mr Fred Osifelo, was also required to decide whether the Ports Authority should pay more to stevedores. The stevedores asked for an increase of 25 per cent for seniors and 30 per cent for juniors.

Members of the tribunal were not in complete agreement, and it was left to Mr Osifelo to use his powers to make six awards and recommendations. First, he ruled that the stevedores were not entitled to any wages for the time they were on strike. Then he came up with an odd one—that money paid to them by the Commissioner of Labour, would not have to be paid back. (Apparently the stevedores were entitled to some sort of relief while they were on strike.) Mr Osifelo said the money paid by the Commissioner of Labour should become a charge on public funds to preserve good relationships between the government, the union concerned, and the Ports Authority.

Mr Osifelo then decided the union demands for increased wages were too great, but he still gave them a whacking rise—20 per cent up for seniors and 25 per cent for juniors.

He decided that the Ports Authority had treated the workers fairly. This

ruling was on one of the terms of reference—whether employers followed the government's advice that all workers who went right back to work after the strike should get their jobs back without loss of seniority.

Mr Osifelo indemnified the Ports Authority and the union on costs—neither could claim from the other any money it spent on the strike.

He strongly recommended that the government act urgently to change the labour laws to protect the rights of both employers and employees, especially the law covering strikes. Both sides should be told clearly what was involved in compulsory arbitration and compulsory negotiation. He suggested that the government set up a committee to work out the changes. The committee should comprise three members of the union, three from employers and three from the government.

The general secretary of the Solomon Islands General Workers' Union, Mr Bartholomew Ulufa'alu, was not altogether happy about the recommendations. He claimed Mr Osifelo was "scared" to award some sort of compensation to workers dismissed on the ground that it lacked the power, as the government had failed to consult the Ports Authority on conditions which led up to the strike. The tribunal failed to consider the social consequences of an award which affected those workers who lost their employment with the Ports Authority.

Mr Ulufa'alu also questioned the tribunal finding that the workers had been fairly treated.

An article by David A. Joffick, of Vila, UCNH's assistant secretary, on "A rout for nationalists in New Hebrides elections" and a letter by David Curtis, of Vila, "The Church is wed", both in the October PIM, have brought replies from New Hebrideans but because of space pressures only one appears this month. The others will appear in the January PIM. Below, George Kalkoa, a well-known member of the National Party, gives his views. The article has been curtailed.

'Sound and friendly' words to New Hebrides expatriates

Why can't some foreigners close their traps and leave the indigenous people of the New Hebrides to decide their own future. What have Joffick and Curtis done for the New Hebrides or even the inhabitants in the very short time they have been in the group, to be so concerned about the political developments in the New Hebrides?

The Municipal Council elections were a first test of universal suffrage and it goes to show that it is a turning point for those who have long endeavoured to make the fairy-god mothers follow a right and democratic road that would eventually lead to Nationhood for the Hebrideans. It was a victory for UCNH but at the expense of others. What about the allegations of BRIBERY in the form of commodities given to some New Hebrideans living in the town areas of Vila to vote for UCNH, the government's decision for a re-election in one of the wards due to irregularities, the oppressed not knowing what was happening being threatened by their oppressors to participate in the UCNH procession through Vila 48 hours before the polling began or be dismissed from their jobs, the financial aid from Lafleur in New Caledonia and the UDR Party in France and the use of a plane for propaganda purposes. The electoral system used in the municipal elections was designed so as to ensure that the Europeans had a representation on the councils in excess of their numerical strength within the urban areas. A closer analysis of this system will show you that New Hebrideans did not get a fair deal.

The National Party is very pleased that six of its candidates are able to have seats in the Municipal Council in Vila and the party has not lost face at all. It is a pity that, for the sake of party lines, in a minor election such as the municipal council election the UCNH choice of indigenous candidates depict one picture, that of white minority's absolute eagerness for POWER of domi-

nation. Is that the acclaimed reason for a "rout for Nationalist" in Mr Joffick's article?

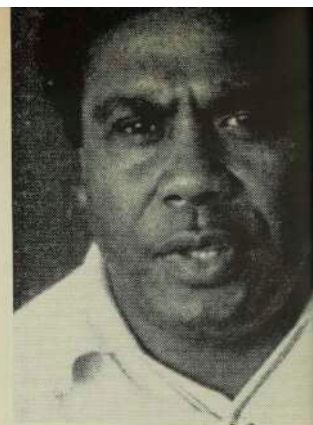
Mr Joffick may be happy to learn that the three former members of the NP now firmly established in UCNH have been known to "be sitting on the fence" all along and it was no surprise to see them switch their allegiance to another party. They were not, and I repeat they were not, founder members of the NP. So make sure about your facts, Mr Joffick.

The NP approached the French Government with a request that it should help in printing its publicity literature and posters, but was told it could not be done. It approached the British Government and was told it could be done provided payment was made and I am sure it would do the same for UCNH or any other political party provided payment was made for the service.

The National Party has very limited funds and it cannot afford the cost of printing firms in Vila. Unlike UCNH it does not have wealthy overseas supporters and it cannot afford to distribute free "T" shirts, etc. I do not believe that the campaign funds of UCNH were do-

NP LEADS

Incomplete results declared in the New Hebrides elections for the new-style Representative Assembly give the New Hebrides National Party 17 seats, the UCNH 10 and MANH-Nagriamel two, the National Party, therefore, having a clear majority over the other combined parties, which, however, are likely to vote with the "foreigners"—six representing the chambers of commerce and three the co-operative societies. There are also four representatives from the customary chiefs. Control of the 42-seat Assembly, however, will be in the hands of the two resident commissioners, who can refuse to accept any resolution.



George Kalkoa

nated by "sympathetic friends" such as the French community or the European population. Indications are that the NP will be victorious in the forthcoming Representative Assembly elections.

The NP, when first formed, was a CULTURAL ASSOCIATION but when more thought was put into it, a political party was born. Mr Joffick claims that for the last two years the NP has endeavoured to break the power of the hereditary and elected chiefs. He must be joking or is he trying to get on some peoples' nerves. What does he know about the power of hereditary chiefs, custom, culture or tradition. To be in Vila for five years does not qualify one to be a spokesman on New Hebridean culture and tradition especially if one is an expatriate.

The Nagriamel movement has lost its true identity as a pressure group of the Melanesians who wish to get their land back from the Europeans. It is now a puppet of Mr Peacock, the French Government and some French planters in Santo.

UCNH claims to have succeeded in turning the John Frum towards their cause. It may be through sacks of rice and other stuffs that this support has been acquired. However, I doubt very much if John Frum will support UCNH in the elections. The MANH party was formed in Santo from a group of people who opposed the NP's efforts to secure the release of two brothers unjustifiably gaoled by the French Police. Its supporters live in the main town of Santo only.

To speak of the American interest in the New Hebrides perhaps one should remember that it is not the Government of the United States who is interested, but individuals who wish to make fast money. I recall that I was asked to cut short a university course to return to the

New Hebrides to discuss a regulation on land speculation.

I remember vividly a planter who praised the Americans for having protected the group from the Japanese during World War II and because they have a lot of money would help the New Hebrides in its development. I told the planter and others who were present that "Peaceful exploitation is different from land speculation". The Joint Administrations enacted the regulation and that was it. It is unfortunate for those Americans who bought land from Mr Peacock because this regulation will not be amended or repealed for some considerable time.

Perhaps Mr Joffick would be well advised to seek facts from the British Education Department in Vila before he starts saying things about the British output in literacy. The British Secondary School in the New Hebrides has established some good records overseas and proof from private students overseas shows that the education level in the New Hebrides is quite high, as a number of students have returned from the University of the South Pacific and are now working and soon others will follow suit from the University of Papua New Guinea and the University of Technology in Lae. Just in passing, I would mention that an ex-student of BSS has completed an aircraft engineering course in UK and is also licensed to fly. A European ex-student of BSS now attending Auckland Grammar school finds himself placed higher in the form in Auckland than he could maintain at BSS. Does that make any sense to Mr Joffick? I doubt very much that the French language will predominate here in the years to come. It is a second language to a New Hebridean like English and it will remain thus.

The National Party is a nationalist movement and will struggle on to achieve its aim in 1977, come rain or hail. There is no turning back. I doubt very much whether the coalition by UCNH-MANH-Tabwenasana and Nagriamel will achieve anything as far as the future of the New Hebrides is concerned and they are no threat to those who seek JUSTICE and FREEDOM. The New Hebrides is not going to be another South Africa, that is definite, and make no mistake about it.

Let me give a sound and friendly word to those expatriates who wish to make loud noises in the New Hebrides political front "BETTER TO BE SEEN AND NOT HEARD".

Tuvaluans lose a 'safety valve'

The Tuvaluans, known before October 1 as the Ellice Islanders, lost a safety valve when they separated from the Gilberts—the opportunity to move further afield when they tired of life at home.

The Queen's Commissioner in Tuvalu, Mr Tom Layng, warned them of the possible consequences of that loss when he opened the first sitting of the Tuvalu House of Assembly at Funafuti at the end of October.

In modern times, he said, Tuvalu had been a small part of a much larger whole. The able, the energetic, the restless and the misfits had been able to leave their small island homes and seek a degree of escape and anonymity in Tarawa, Ocean or Nauru. All that was now changing, and with separation the world for Tuvaluans would inevitably contract. Many of the safety valves would be blocked, and that might cause difficulties which the people had to be ready for.

From January 1, when Tuvalu would finally be on its own, horizons would contract, job opportunities would be reduced, there would be much less racial dilution, people would be very much more on top of one another, and there would be greatly increased scope for friction.

Mr Layng reminded the people that before they complained, or criticised, they should remember that nearly all voted for separation. Their vote showed they considered the advantages outweighed the disadvantages. They should stand by the decision

uncomplainingly; they should be tolerant.

Visitors to Tuvalu, particularly the outer islands, noted the outstanding local pride in doing things well, the staunch team spirit, and the "so very manifest friendliness, goodness and niceness all round".

But there was a reverse side of the coin. Too often those unsuccessful in their applications for jobs in Tuvalu had levelled accusations of favouritism or malpractice at the Appointments Board instead of standing back and admitting that better men were selected. At one stage, the petty rivalries and jealousies between individuals seemed likely to disrupt seriously the work of forming a new civil service.

"We still see, too often, those disappointed in their ambitions, commercial, administrative, scholastic or political, turning sour, revengeful and disruptive, rather than pausing to take a long hard look at themselves to see what personal failure or error had been the cause of their lack of success", Mr Layng said.

He urged all to try and think of the good side of things and people, put aside petty differences, and think first of the national interest, and the good of the people as a whole.

Mr Layng said political independence meant very little without economic independence. Tuvalu had asked Britain for a grant-in-aid of \$A840,000 for 1976; of that about \$440,000 could be clearly identified

Continued on p 82

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Tahiti Letter

FROM AL PRINCE IN PAPEETE

Political muddle and a Royal stomach ache

POLITICS played a dominant role in the affairs of French Polynesia in September, October and right through the early part of November. The only certainty emerging from the exchanges between Tahiti and Paris was that there will be no new law going into effect on January 1 as originally scheduled, changing the relationship between France and her overseas territory.

However, the debate, sometimes heated, that has occurred since March over the so-called "new Statute" got side-tracked during the first week in November, and, despite the efforts of French Polynesia Governor Daniel Videau to set the record straight, the new year may arrive with the principal officials locked in a discussion of two possible courses for Tahiti—*independence* or a 'Department'.

The new debate stems from a seemingly-innocuous statement by Olivier Stirn, the French Minister for Overseas Departments and Territories. At the very end of Mr Stirn's Overseas Territories' budget presentation for next year, he was quoted as saying that a regional statute and the status of a French Department is preferable for those territories that have not considered their ties with the French Republic irreversible.

Mr Stirn was describing the three developments he has found in 1975 emerging from Overseas Territories. One was a territory becoming a Department of France. The second was a territory having a regional statute with the status of a French Department. And the third was the statute proposed for French Polynesia and New Caledonia, permitting more decentralisation from France administratively and economically, but rejecting internal autonomy, or self-determination.

The newspapers here immediately had a field day, along with the local politicians. *Le Journal de Tahiti* interpreted Mr Stirn's remarks to mean that a regional statute and departmentalisation are the best solutions the French Government can propose to Overseas Territories.

The local politicians immediately interpreted Mr Stirn's remarks to mean a choice for Tahiti between independence or a department. Obviously, these are two extremes, independence meaning a complete break with France, and a department meaning the purest form of French status possible, putting Tahiti in the same category as Martinique and Guadeloupe in the Caribbean—as much an integral part of France as any part of the country.

In effect, however, what the local politicians did was to reject Mr Stirn's proposed new statute, independence, for the time being, and the status of a department.

But Governor Videau, concerned over how the debate had become sidetracked to include the possibility of Tahiti becoming a department, wasted no time in trying to set the record straight. He said the interpretations by the news media and politicians of Mr Stirn's

statement did not conform with the truth. Governor Videau said that the statutory text presented by France and himself as recently as the October 31 meeting of the French Polynesia Territorial Assembly has not contained anything indicating a regional statute or departmentalisation.

But the debate continued, nevertheless, over Mr Stirn's remarks. French National Assembly Deputy Francis Sanford, leader of the autonomist movement, was touring the United States as a guest of the American Government.

Upon returning to Tahiti on November 12, Mr Sanford noted that Mr Stirn had told the French parliament and the press that "We can have our independence when we want it. Thank you. We have already known it for three years, it having been set up as a right written into the Constitution. The only alternative he offers us to rushing into independence is departmentalisation, which no one here wants. Why then does he put before us such an absurd choice?"

"Since Mr Stirn doesn't want to explain it to us, I will do it in his place. The reason for it is that he wants to assure peace (excuse the word) for the CEP and CEA military personnel and technicians in the years to come. Because President Giscard d'Estaing has given the green light for an excessively ambitious military programme he intends to develop a third generation of nuclear bombs, supplying multiple warheads, consequently resulting in continued underground tests at Mururoa at least until 1982—if all goes well, which rarely is the case.

"The withdrawal of the CEP and the CEA from the Tuamotu sites would not constitute the first step of this programme. The best would then be for Paris to transform French Polynesia as quickly as possible into a department".

Then, without the Territory Assembly and the Government Council there would be no one to effectively protest the decisions made sovereignly by Paris.

"There would also be, certainly, some income taxes as in France, as well as all the other metropolitan legislation, paralysing and unsuitable for specific local conditions", Mr Sanford said.

But the Deputy then wondered what might happen if the electorate in Tahiti turned the scales and voted for independence, in effect, calling Mr Stirn's bluff.

But Mr Sanford rejected both independence and departmentalisation as the course for French Polynesia. Instead, he repeated his long-standing demand for internal autonomy as the most acceptable course for the territory.

Mr Stirn probably did not realise at the time he was amplifying his Budget for the Overseas Territories that he was opening up a can of worms in Tahiti that has only added fuel to the political fire in the debate over exactly what will be French Polynesia's future relationship with France.

THREE of the seven munitions thieves of 1972, who were sent to France's maximum security prison near Marseilles, returned to Tahiti in late October as free men. Robert Cahn, Charlie Ching and Felix Teheura were greeted at Tahiti-Faaa International Airport by Tahiti's Senator to France, 76-year-old Pouananaa a Oopa.

After three years in prison, much of the time in solitary confinement, Cahn said upon his arrival, "We shall continue our fight". Ching was a little more precise about what fight. "Tahiti belongs to the Tahitians. The French are not here to throw the Tahitians out of Tahiti. It's up to the Tahitians to throw the French into the sea".

Cahn also complained about the stand taken by local politicians, claiming they were too wishy washy.

The trio was released under a general amnesty granted all except serious criminals, such as those convicted of murder, when France elects a new President. Valery Giscard d'Estaing was elected more than a year ago.

* * * *

GIRARD Gilloteaux spent his 60th birthday and last official day with the Tahiti Tourist Board on November 5 escorting British Princess Margaret to the Tahiti-Faaa International Airport. For Gilloteaux, it was a fitting last official duty after 14 years of work in the field of tourism in French Polynesia.

For Princess Margaret, it was the end of a 14-day official visit that left a lot of ruffled feathers and not much in the way of goodwill. Shortly after the Princess

arrived from Sydney and had been greeted by Governor Videau, she and the small staff travelling with her moved into their suites at Tahiti Travelodge Hotel. The Princess stayed in her room the whole time with a reported Royal stomach ache.

The ailment prevented the Princess from attending a lavish picnic that was arranged for her on the nearby island of Moorea. But it was only at the very last minute, when Governor Videau came calling for her, that the Princess declined the invitation. The picnic went ahead as scheduled while the Princess slept in her room.

If some officials here were upset by the Princess's stomach ache, Qantas Airways was even more upset when it found out that Princess Margaret's private secretary was telling journalists here that he and the Princess had upset stomachs "probably because of some of the food we ate on the flight". The Royal group was flown from Sydney to Tahiti on Qantas.

As for Gilloteaux, he was feeling a different kind of pain, knowing that his very last day was also the final day for a hotel apprenticeship school that he helped set up in Tahiti. In both cases, it was a matter of officials in Paris deciding not to continue budgets—either for Gilloteaux's salary or the operation of the school.

Gilloteaux arrived in Tahiti in 1961 to become head of the government tourist bureau, a job he held until the present Tahiti Tourist Board was created in 1966. At that time, Gilloteaux became manager of promotion, publicity and public relations. He was director of public relations when he left the Tourist Board on November 5. His position will now be filled by Patrick Robson.

Asked the day after he officially left his post what his plans are, Gilloteaux said, "I'm looking for a job".

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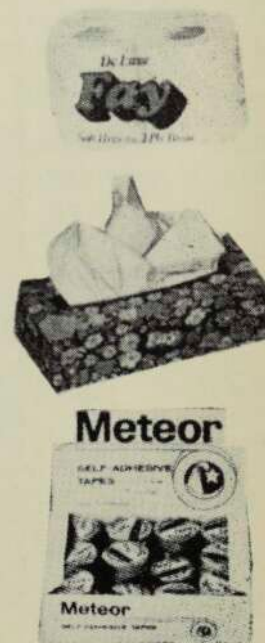
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The Editor's Mailbag

PICTORIAL HISTORY OF PNG

Further to your recent review of 'A Pictorial History of New Guinea' (PIM, Nov, p 61), I would like to qualify your reviewer's comments by saying that this volume could have been a fascinating addition to everyone's library, had it not been thrown together without full knowledge of the material used or available.

I should add that in December, 1973, I was privileged to inspect more than 14,000 photographs in the DIES files in Port Moresby; and in the course of a book recently completed, have obtained a fair idea of what is available in Sydney and London.

I feel that the seven pages devoted to the first people are contemptuous. I am in favour of archaeological data being included, but not the omission of a wealth of material on the Papua New Guineans (I hate the term 'Indi-ines' used in the index) recorded on camera for very many years. This shows the people in the natural surroundings, 'doing their own thing' in their own way—such as the fantastic sing-sing photos from the Oroko District in the 1930s. Then there was no attempt to show the diversity of forms of native architecture: J. Beete Onckel's and D'Albertis' 150-yard long longhouses in the Fly Delta area; or tree houses in O. C. Stone. . . .

Why was it necessary for most maps to be redrawn by Edgar Ford? Detailed maps of W. Irian are extant and out of copyright) in 'Verslag van de Militaire Exploratie van Nederlandsch Nieuw Guinee, 1907-1915' published in 1920 and there is a magnificent map with sketches superimposed showing the forms of architecture used in various areas of the west of the island.

Instead, we find pages and pages of posed groups (whether they are German, Queen Emma's multitude of relations or the whites of the Kikori River Station in 1926 is irrelevant). There are just too many static pictures of meaningless groups of people, of interest only to an individual who by chance, might see someone he knew.

But I must not neglect the text. On p 59 there is an illustration which all Australian school children should appreciate. John Moresby raising the flag. They also know that he discovered the port, which bears his

family name, on February 20, 1873. But turn to the top of p 68 (Plate 127) and there is a portrait of Andrew Goldie. Much to my astonishment, the caption says that he 'came to Port Moresby in 1872 as a botanist'. I am amazed that such a revolutionary discovery by the compilers did not receive greater prominence and that Goldie's picture did not precede Moresby's; or could it be that Ian Stuart in Port Moresby, Yesterday and Today was correct when he said that Goldie actually arrived in POM in 1875?

It is also surprising that although the caption to Plate 41 states D'Albertis and Beccari spent 'most of 1872-73 in the Arfak Mountains' the Italian explorer in his book wrote that he arrived at Mansinam between August 2 and 5 and left there on November 7, 1872. In other words, the total period in the area was just over three calendar months; and the period D'Albertis was in the mountains was from September 4 to October 1.

Then, as a last example of such accuracy, on p 113 there is a drawing of 'The Rev and Mrs Lawes crossing the Laloki River in about 1875 as depicted in the Illustrated Sydney News'. The edition when this was published happened to be March 3, 1876, and had the compilers looked a page or two further on and read the text, they would have learnt that the ladies pictured were the wives of the Polynesian teachers. In Lawes' diary, they would have learnt that Mrs Lawes, after bearing the first white child to be born in New Guinea, earlier in 1875, did not accompany her husband inland. On this expedition, incidentally, the organiser was O. C. Stone; they left Port Moresby on December 7, 1875 (see his book pp 149-151) and they were accompanied by Hargrave, Broadbent and Petterd. Hargrave's diary indicates that he was probably the man illustrated on the end of the rope, pulling the others across.

What is of much greater interest would be the location of a photograph which Lawes claimed he took of the expedition members, which is neither in the Mitchell Library collection, nor in the LMS Archives in London.

In conclusion, I also find it strange

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Letters

at Lindt's first photographic book of New Guinea does not receive mention in the shockingly laid-out bibliography.

JOHN GOODE
Bondi Junction, NSW

THE LOST CARAVEL

Robert Langdon's book *The Lost Caravel* (PIM, Oct, p 63) has, if anything else, brought creeping once again into the light of day everyone who has an axe to grind about Pacific migrations. Not particularly caring to provide an exception to the general rule, I may as well add my two cents.

A criticism brought against Langdon's "Spanish" theory is that it is patronising of the Polynesians. This is true but irrelevant. Also it is, to a degree, understandable.

Four hundred years before the start of our era, the mathematicians of Alexandria measured our planet and set it spinning among the fixed stars. It had to spin almost 2,000 more times, however, before the efforts of Hellenistic expertise could devise clocks accurate and reliable enough to provide navigators on this globe with a ready means of determining longitude.

Thus equipped with the finest products of our civilisation, the great navigators at last sailed into the Pacific . . . only to discover a people who had been navigating the Great Ocean with ease and accuracy for at least several centuries. To the European eye, the navigational techniques of the autochthons seemed so "primitive" as to be beneath notice, much to the emulation. (A notable exception to this attitude—as to so much else in Pacific history—was shown by the singular man James Cook, who was genuinely interested in Polynesian navigation and might have learned a good deal about it except for the secrecy of the navigators' tools.)

The Polynesian system seemed too "mathematical" to provide nice rational discrimination to European navigators who were themselves thematically unsophisticated (book, again, excepted). (What is, I think, not, the preserve of mathematics depends on the point of view; in this area—the mathematical history of Polynesian navigation—that

I hope, in a paper now in preparation, to resolve some of the current confusion.)

The entire attitude of denigration bespeaks profound cultural shock, a malady which some Europeans, including, apparently, Langdon, haven't recovered from yet. This runs to such extreme cases as that of Andrew Sharp, who chooses to ignore the evidence and insist that the Polynesians couldn't navigate at all.

But a more serious criticism of Langdon's argument, it seems to me, is that, like Heyerdahl's, it is psychologically unsound. Castaways simply do not found dynasties, no matter how "culturally superior" they may assume their own civilisation to be. There are reports of Japanese fishing vessels which became disabled and drifted to Hawaiian beaches during the century that preceded European contact; while their crews interbred with the local populace and certain characteristics noted by early Hawaiian writers were presumed to be results of these unions, the cultural impact of this forced immigration was so slight as to be subliminal.

It is possible—even likely—that some of the European ships that disappeared in the Pacific during the era of exploration found hospitable islands where their crews survived and eventually reproduced. But the probability that these survivors attained any cultural or political hegemony in the established hereditary order seems vanishingly small. And if—by dint of their iron cannon or Roman Catholic God or by the force of some really outstanding personality—they overcame these almost impossible odds to become founders of an important sub-branch of the Polynesian civilisation we would certainly know about it in less ambiguous terms: the Polynesians are not exactly noted for being overly modest about important ancestors.

DAVID CALL
Greenslopes, Queensland.

CHIPPER-AUSTIN TRAVELMILL

It is noted you featured an article covering the Chipper-Austin Travelmill which this company exhibited at the Forest Industries Machinery Exposition in Victoria.

It is also noted that you indicate that inquiries should be directed to Austin Engineers, Rabaul. This is incorrect. Inquiries should be directed to this company who now manufacture the Chipper-Austin Travelmill and have worldwide sales rights.

J. L. CHIPPER
J. L. Chipper & Co. Pty. Ltd.,
Rabaul, PNG

MANA

The section MANA was missing from your October issue, owing to some foul-up in communications. In its present form it could well be omitted more frequently.

There are two main deficiencies in MANA. Firstly, it does not represent the contributions of the full spectrum of Pacific Islands Monthly reader and writership. From the various commentaries accompanying articles, stories and poems in the past, one can only conclude MANA is the sole preserve of the people of islander ethnic identity. While such an exclusionist policy may have been necessary in the early days of MANA, surely, as the Island states are now shedding their "Protected" and dependent status, it is time that the protective editorial policy was modified.

Secondly, with the wealth of material now available from writers, poets, and students perhaps a more critical approach by the editor could be attempted. A lot of what has been published in the past is excellent, but, in my opinion, a great deal deserves to be re-worked and some filed in the waste paper basket.

I am not only voicing my opinion in this, but have discussed it with a number of other people.

It would be interesting to ascertain the opinions of your other readers.

J. A. BENNETT
Suva, Fiji

COUNTRY WOMEN'S HELP

Regarding an item (PIM, Oct, p 28) which alludes to the Country Women's Association study of Pacific Islands as its Annual International Project for 1975, you mention that a "whip around" might be a good idea.

Well I would like you to know that the CWA of NSW does give help to Island women though not by a "whip around". Each year we sponsor an Island scholar to do a course in cooking, nutrition, health, hygiene and the art of making practical use of materials at hand in a native village.

This knowledge the student acquires at a suitable institution in Suva, Fiji. She then returns to her particular home village to disseminate the knowledge and techniques gained, thereby promoting its general welfare. As an example, our 1966 scholar Kala Kila, has now risen to be Vocational Centres Supervisor in Port Moresby. She has formed 100 centres, 35 of which are for young women.

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Letters

Aid", which is dispatched to Papua New Guinea. This comprises sewing materials, dress lengths, cottons, scissors, saucepans, even an occasional sewing machine—in fact anything which can be of use to our darker sisters who "want to learn now". So you see, in our modest way, we do try to help.

Just recently this writer spent a month in Samoa and Tonga where she visited sister associations in Apia and Nuku'alofa and was most kindly received in both towns. Incidentally, this writer could settle in very easily to the unfurried tempo of Polynesian life, plus a few comforts, of course, like electricity in the home.

I love the Pacific Islands and have also a great affection for PIM as a regular reader.

CHRISTINE BROWN (Mrs)
Cumut, NSW.

SOUTH PACIFIC LITERATURE

A literary association with a lengthy, but accurate, name has recently appeared in the Pacific Islands region. It is the South Pacific Association for Commonwealth Literature and Language Studies, set up after consultation among writers, editors, scholars, teachers, and students in the South Pacific region.

Its aim is to bring together people concerned with the writing, reading, and study of literature in the region and with the study of the language in which it is written. It is affiliated with a world-wide association concerned with the reading and study of literature in English, the association for Commonwealth Literature and Language Studies, having its headquarters at present in Mysore, India.

The new South Pacific Association will publish a newsletter for members, containing information about grants available to creative writers and about facilities for the study and teaching of Commonwealth literature and languages. The newsletter will provide information, in particular, about what is being written and published in the South Pacific region.

The association will also act as a clearing-house for information about travel and exchange between one Commonwealth country and another. And it will hold conferences to bring together writers, scholars, and students of 'Commonwealth' literature and language.

Information about the association

is available from the Honorary Secretary, SPACLALS, Department of English, University of Queensland, St Lucia, Queensland, Australia 4067.

K. L. GOODWIN
(Interim Chairman, SPACLALS)
Department of English
University of Queensland
Brisbane 4067.

ANY OFFERS?

I am 29 years old, a civil building engineer living in the Western Bohemia region of Czechoslovakia, and my really big hobby is the collecting of coloured view cards from the Pacific Islands. I study the history, geography and architecture of the area and am very much interested in the life of the Islands.

However, I haven't in my collection any view card in colour or black and white of Norfolk, Pitcairn, Wallis Island, Guam, Saipan, Rota, New Hebrides, Canton, Enderbury and the Line Islands.

I am looking for contact with people on these islands to exchange correspondence and view cards. I have received several editions of your magazine.

ING. JOHN KOSTALEK.
Susice 147/111,
342 01 Susice,
Czechoslovakia.

BOUGAINVILLE

I would have some understanding for UN to ignore Fr Momis and Teosin's request that Bougainville separates itself from Papua New Guinea, the reason being that the UN or member countries were instrumental in making Bougainville artificially part of PNG, but I cannot see any reason whatsoever for PNG Government to force Bougainville to stay as part of PNG except that PNG Government is being a puppet of some foreign influence.

PNG Government knows very well that the foreign idea of unity it aspires for, cannot be achieved by force if islands that are not part of PNG wish to stay out. Experience has shown and continues to show that countries forced to unite in this way almost always fall apart; we really never learn, don't we?

I think I would be speaking on behalf of a lot of my countrymen when I write to say that the PNG Government should let Bougainville go the way it wishes to go. The PNG Government should act according to facts but not on artificial notions which have no lasting values and have no lasting binding force.

PNG Government knows very well that in the islands from long ago we have been independent. Islands or

tribes have their own leaders and manage their own affairs. There was trade between the islands and so forth, but they were not united under one government or one leader. This unity under one leader is a foreign concept and it works only in societies such as ours when kingdoms or islands voluntarily opt to be governed by one government and under one leader. But there has been proof that although we are separated yet we had elements of unity among islands. Can't the PNG Government see this kind of unity? Or should we still follow whiteman blindly even though we are independent. Michael Somare are you starting another Ireland here? Please look at the example of Tuvalu and the Gilbert Islands, learn from these little ones.

In my little way I would plead to the islands of the South Pacific to assist in solving this problem or are we going to repeat with, Cain's "Am I my brother's keeper?"

D. KANE.

Honiara.

SOLOMONS' BIRTH PANGS

I write to put the record straight with regard to a passage in the article by Ken McGregor entitled Birth-pangs of a new Solomons (PIM, Oct, p. 37).

The Chief Minister is quoted as saying that a scheme for appointing Solomon Islanders to understudy departmental heads was turned down by the Governor and the Public Service Board.

I am authorised by my board to say that no scheme has been referred to it.

J. A. JONES
(Secretary, Public
Service Advisory
Board)

Honiara,
Solomon Islands

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Tropicalities

One that got away

Sharks are being made the heroes, or the baddies, in books and on the screen these days, but none of the stories will be as thrilling, or chilling (at least for one Gilbertese) than this story sent to PIM by Mrs Victoria Conrad, of Ocean Island.

Early one morning in October, Teburetau, a slightly-built Gilbertese from Tamana, working as an R.B. operator on Ocean Island, went fishing. Mrs Conrad relates.

The weather was fine, with a light easterly wind. The sea was moderate with a low swell, and the sky was lightly overcast.

Storing his fishing gear in his canoe, he paddled away from the shore at Anteren village, heading to the west of the island where the old boat harbour is. About 1½ miles off shore he let his canoe drift with the current, and began fishing, using a 14 bamboo pole with line, to the end of which he had attached a lure-type hook (*Kaneati*) he had made out of *Baeao* shell.

Teburetau did well, and by about nine o'clock he had caught nearly 10 bonito, all roughly a foot in length. Suddenly, while he was hauling in yet another catch, a dark shadow torpedoed through the water. HARK. Seeing that he was in danger of losing the hooked fish, Teburetau, with a swift movement of the whipping bamboo pole, landed his prize in the canoe.

Cheated out of a free meal, the shark turned and attacked the canoe, smashing through the ¾ inch planks. With a seven-inch hole in its side, the canoe began to sink fast, and Teburetau called for help.

He was lucky. The only other canoe in the vicinity was about 15 yards away. Its occupant, Itamaeli, so from Tamana, heard his cries and paddled furiously towards him. Teburetau's canoe had by now disappeared beneath the surface.

Danger still lurked. More than a dozen other sharks, all about six feet long, attracted by dozens of dead

bonito which had floated away from Teburetau's canoe, were wildly snapping and churning the water around him in a feeding frenzy.

Swiftly pulling Teburetau into his own canoe, Itamaeli quickly paddled away from the swirling waters, to the distant shore and safety.—Phew!

Which doctor is genuine?

An examination system qualifying witch doctors to practise in Papua New Guinea has been advocated in the National Parliament.

In a private member's motion, Mr Gideon Arpeng said that witch doctors should be called before medical authorities to give practical demonstrations of their skills and knowledge. If they weren't up to scratch they should be barred from practice, Mr Arpeng said.

Some authorities in PNG have already conceded tacit recognition of

the value of witch doctors in certain illnesses involving psychological factors. There has been limited research into some of the natural drugs occasionally used, but most PNG witch doctors work by magic spell and incantations backed up by supernatural imagery.

A former Health Minister, Dr Reuben Taureka—he is now Education Minister—once advocated consultations between witch doctors and hospital doctors in some illnesses.

But Mr Arpeng told the National Parliament in Port Moresby that the witch doctor system was developing into a large scale rip-off of the gullible public. Many so-called witch doctors, with no tribal traditions behind them, were falling back on cheap conjuring tricks to impress their patients, he said.

A common trick was to pretend to remove foreign objects from a patient's body through the mouth.

Mr Arpeng, 52, who was born in a northern mainland village in PNG, is a former medical orderly, school teacher and Lutheran church official.

He said he believed sincerely that



Nauru, which left no piece of phosphate rock unturned to entertain delegates to the South Pacific Conference in October, issued these attractive stamps to celebrate the occasion, and the stamps are a real mixed bag. At top on left is the new Civic Centre, which housed the conference and below it the famous Domaneab, the Meeting House at State House where Nauru's Parliament met. The others are different types of canoes representing the areas covered by the SPC, Melanesia, Polynesia and Micronesia, with the Micronesian outrigger (top left), the Melanesian outrigger (bottom left), the Polynesian double hull (top right) and the Polynesian outrigger (bottom right).

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witch doctors had the power to heal some sicknesses which still defeated western doctors. But too many false pretences were creeping in, and the government should approve and register witch doctors before permitting them to practise.

Parliament adjourned debate on Mr Arpeng's proposal.

Girl with a golden smile

Somewhere, in the environs of a Fiji overseas mission headquarters, a Fiji officer's wife is flashing a glittering smile. Heck! It's a golden smile worth \$728. And it's causing a headache or two in the corridors of Fiji's Foreign Affairs Department.

It's like this. The regulations governing service conditions overseas provide, among other things, for the payment by the poor Fiji taxpayer of the dental expenses of the officers and their families.

Well, one officer's wife has got her teeth into the regulations. According to Fiji's Auditor-General, Mr T. Bhim, in his annual report, the officer's wife had some dental treatment. The bill, included in Foreign Affairs expenses, came to \$1,140. It included an item for three ceramic gold crowns—you know, gold-topped teeth—gold post and some other treatment at a cost of \$728.

Mr Bhim says it appears to be a doubtful charge to public funds and Foreign Affairs is looking into it.

Here's a happy story from NZ

There's a lot being said about Islanders going off the rails in New Zealand but here's the other side of the coin.

Samoan Methodists in Grey Lynn, Auckland, one of the biggest Polynesian centres in New Zealand, have built a three-storey church—with their own hands and their own money.

Sixty men and 45 women contributed all the money they could afford and backed that up with money raised through dances and other social functions. Their minister, the Rev Feagi Opelu, banked about \$1,600 a week.

Their wages bill while the church was being built was limited to the wages of one foreman who supervised the job over the last two years. Two carpenters worked for nothing and the congregation did the labouring for nothing, digging the found-

tions, ditches and drains, hod-carrying and all the other jobs. The only machinery was a crane which was used to hoist the roof.

The church was opened near the end of October by the president of the Samoan Methodist Church, the Rev Lele Milo, who flew from Samoa with 400 other people. Fourteen choirs from all over New Zealand provided the music and there was a huge pile of Island gifts, fine mats and other articles, as well as money.

Of the \$250,000 needed to build the church, all but \$50,000 had been raised before the doors were opened, and it won't take them long to raise that.

So all the spending money isn't going on booze, or horses!

Miracle on a Tongan mountain

In 1837, Jean Baptiste Francois Pompallier, the Roman Catholic Bishop of Oceania, sailed into Vavau harbour hoping to establish his church in that northern group of the Tongan Islands. However, George I, the King of Tonga, influenced by the Wesleyan missionaries, who had recently converted him to Christianity, refused to let the Catholics stay and they were forced to sail away. Before they left, however, a young French priest, Father Peter Chanel, whom Bishop Pompallier had hoped to leave in Vavau, walked up Talau mountain and left there on a tree a medal expressing the hope that, in the future, priests of his faith could work in Vavau.

Father Chanel went on to work on the island of Futuna where, in 1841 he was murdered by the natives. He has been canonised and is, to-date, the only Roman Catholic saint of Polynesia.

This October, the Vavau Catholic community celebrated two events which seem to them to be the result of St Peter Chanel's faith. The first, in the grounds of Chanel High School at Kelana, Neiafu, was the ordination of Maka Falani Tatafu of Nga'unoho village, Vavau.

The ordination—the first to be held in Vavau, was conducted by Bishop Atelasio Finau of Tonga, assisted by his predecessor, Bishop John Rodgers, who is now Bishop of Rarotonga, and by clergy from Tonga, Fiji and New Zealand. The impressive ceremony was seen by a large crowd of local church members—including representatives of the leading Protestant churches and by civic and community

leaders. Following the ordination a feast was held in the Neiafu Catholic Boys' Club.

On the following day, on that same Mount Talau on which the young priest, Peter Chanel, left a medal 138 years ago, a new church was dedicated. In naming it Futuna, St Peter Chanel's Chapel, Bishop Finau stressed the fact that it was a memorial to the saint of Polynesia. It is a memorial also to one of his countrymen, Father Georges Callet of Lyons, priest-in-charge of the Vavau parish, who first conceived it and who has been responsible for all the work in connection with its building.

Following Bishop Finau's dedication, the newly-ordained Father Maka said the first mass in the grounds before the church, after which it was opened for inspection. Of an interesting modern design, the L-shaped concrete church features a central pulpit and a breath-taking view of Vavau harbour. Wood from a tree felled on the site has been used by local craftsmen to fashion the carved Stations of the Cross, the lectern and other church fittings. Thoroughly Tongan in conception also is the crucifix which has been painted on native tapa cloth by a Vavau artist.

Perhaps the miracle that would most have surprised both St Peter Chanel and the old-time Wesleyans who refused to let him stay in Vavau was the fact that—hostilities and sectarian differences forgotten—the local protestant churches joined in the Catholic celebrations with a true display of ecumenical goodwill. The Wesleyan Boys Band of Maile Fihe College provided music for all the events and Wesleyan and Anglican ministers joined in the speeches.

Indeed, the entire Vavau community joins the Roman Catholics in feeling proud of their new church and of their new priest.

A fishy artefact?

Claims were made at October's end that tinned fish and rice were replacing traditional art at a cultural centre which Australia helped to sponsor in Papua New Guinea.

A Wewak town councillor, Mr Albert Crichton, made the allegations when calling for a government inquiry into the operations of the Wewak Cultural Centre. But the director of the cultural centre, Mr R. Wyatt, described the allegations and the call for an inquiry as "nonsense". He said that dissatisfied factions in local politics were "stopping at nothing" to discredit the work of the cultural centre.

The cultural centre, at the northern PNG coastal town of Wewak, operates under the authority of the PNG Department of Culture.

It also received a share of a special cultural grant provided in PNG by the Australian Government.

It was established to display and encourage the continued production of traditional art and artefacts of the people of the Sepik River District.

It is also a marketing organisation for traditional art, helping to develop organised craft industries in rural areas inland from Wewak.

But Mr Crichton told a meeting of the Wewak Town Council that the centre was "inactive and wasting money". He called for a government inquiry to determine whether funds passing through the centre had "really been spent in the name of culture".

Mr Crichton said, "It is disappointing to see that instead of displays of traditional pottery and artefacts there is a stockpile of cartons of tinned fish and bags of rice".

The director, Mr Wyatt, said later that the cultural centre spent con-

These two Nauruan police constables, proudly displaying their retirement plaques share 64 years of service. They are (left), Constable 1st class Rewuru Omeri (27 years) and Constable 1st class Taupo Talua (37 years).



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siderable time and effort encouraging village craft industries and buying the finished products. This sometimes involved the establishment of practical reciprocal arrangements with embryo business communities in village areas.

On some occasions, consumer goods had been stored for brief periods at the cultural centre before being trucked to village communities which were providing craftwork and exhibition materials.

At no time had such arrangements interfered with the display of craftwork or the economics of the cultural centre.

“Hey taxi!” But it was a ghost

Superstitious passengers believe the ghosts of two taxi drivers who died violently have returned from the grave and are driving on the Port Moresby (PNG) night shift.

Police have been told that three passengers picked up by taxi number 337 at night used cigarette ends to burn the arms of the driver to make sure he wasn't one of the ghosts. Taxi number 337, an easily-recognised Mazda station sedan, was formerly used by a driver who was found hanged in a quarry outside Port Moresby.

Two other passengers fled in terror from the taxi when the driver turned round to ask them their destination. They claimed they were “looking into the face of a dead man, with his tongue sticking out and his neck bruised and swollen.”

The taxi company is even considering an advertising campaign to scotch the rumours, although some of the superstitious fears have spread to the drivers themselves.

The manager, Mr Rei Fisk, was called out one night when drivers claimed that the ghost of a workmate killed in a road accident in July was calling from inside the locked workshop. The drivers told Mr Fisk they believed the ghost was trying to find a taxi to drive. They could hear his footsteps on the concrete floor, and he had rattled doors and windows.

The two ghost drivers are identified by their former workmates simply as Jacob and Frank. Jacob died in the wreckage of his taxi in an accident beyond the Port Moresby airport. Frank was found hanged in a quarry.

Mr Fisk said the taxi company had considered the possibility of an advertising campaign to indicate that all drivers were “real live men”. “We can produce the log books to show that no ghosts could possibly have been driving the cars,” he said.

From the Islands Press

From The Fiji Times reporting a shortage of suitable flour in Suva:

The bosses of Suva Bakery worked without a break yesterday trying to produce satisfactory bread from the flour available. Without thinking, one of them sent the office girl out to get him a couple of sandwiches. She returned with the news, "Sorry, no sandwiches—there's no bread".

From a letter by Tom Davis in the Cook Island News:

Long hair is here to stay, except for the skin-head sect. To me it would seem that those who battle against the fashion of long hair show their inability to keep up with the times, and if they are people in authority it clearly shows to me their inability to keep up with the times in that respect also.

Under the heading "Cigarettes, Whusky and Wild Women" in Lae Nius:

Husbands of the five women who were charged in Lae District court for gambling told the magistrate, Mrs Minty Mae M, they did not have any money to pay for their wives' charges. "We can't afford to pay their charges because they have used up every toea we gave them on playing cards".

A description by Sherry O'Sullivan of the Underground Press in American Samoa, quoted in the Samoa Times, of a certain businessman, who shall be nameless:

"The vice-president is a beautiful talker. When he talks, you would think they're worth millions, but he's nothing but a lecherous, lecherous, quote me, con man", she said with feeling.

From the Tonga Chronicle:

Albert Henry, Premier of the Cook Islands, in the Cook Islands News, appealing to the people to help eradicate a dog menace:

I feel sad—I feel upset—I feel concerned so must now make it quite clear to everyone that this is going to be my last warning broadcast on this subject.

Letter in Tohi Tala Niue:

Dear Sir, Big boss I want to know what time we start work morning what time we finito work afternoon. Why I ask is because I heraly drive my ugly bomb when I hurri to get to work before ½ past seven,

but some bigger boss than me come to work about 1 hour latter or even two hour latter and then go home about 1 to 1½ hour earlier. You know big boss this very unfair to me. Please big boss do something about it. I don't want to blame this to pule fakamotu NO it is the people. Thank you very much big boss and please put some action into this letter of mine. sgd: "½ past 7 to 4 o'clock Public Servant" (printed as received).

From a letter by Lee Aloha Tiki, of Honiara, in the Arawa Bulletin:

I am very upset of what the manager of the Arawa's Taxi's treats her drivers. I remember on Thursday . . . I booked a Guava taxi from Arawa to Panguna. On our way to Panguna the driver of Taxi No 441 was called by the Base. "Base to 441 where the hell are you? You ——— stupid idiot . . ."

From the New Hebrides radio news:

Air Melanesiae report this morning that there have recently been instances of life jackets found to be missing from their aircraft. Air Melanesiae wish to remind passengers that life jackets placed under the seats in the aircraft are for the safety of passengers on board. It is a serious offence to take these life jackets out of the aircraft and people who remove them unlawfully will be liable to prosecution.

From a survey by Mr B. A. Rochford, Deputy Commissioner, A.C.T. Police Region on Norfolk Island's Police Department as reported in The Norfolk Islander:

. . . I gained the impression that members of the community, particularly those who have close ties to the island and its customs, would rather support a moderate form of law enforcement than be over-regulated and controlled. As is the case with most communities, a certain degree of misbehaviour and even crime is preferable to an over-zealous Police Force. A balance needs to be maintained . . .

From a report by a Fiji parliamentary committee appointed to investigate criticism by the Auditor-General of government spending as reported in The Fiji Times:

. . . The report criticises purchases of bitumen by the Public Works Department. A spot check on 100 drums of bitumen had shown that when delivered 32 had been completely empty, others were half empty and none were of the full weight of 387 lbs.

Cinema-going can be a disappointment, sometimes, as a correspondent, Hugh Young, points out in the Solomons News Drum:

. . . My wrath has spilled over with a performance of Camelot cut short by 20 minutes by the omission of a whole reel, making nonsense of the second half. There was also five minutes when we could see the sound-track but not hear it. There is a saying, "Don't shoot the pianist; he's doing his best". Well, a friend who went into the projection box to complain about a really long-standing fault found the projectionist reading comics. Is that his best? And if not . . .

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The new nation of Papua New Guinea and Australia have vowed to foster a lasting friendship but how long will it last? In a few months Australia may have a new government, a Liberal-Country Party coalition again, in which case there will be a stronger link between Canberra and the Queensland State Government. The latter takes a hard line over the future of the islands in Torres Strait, a political hot potato which is bound to feature on the parliamentary menu of both Australia and PNG in the next few months. Below, Mr Ian Macphee, Federal Member for Balaclava (Victoria) looks at the problem.

TORRES STRAIT ISLANDS, A BORDER PROBLEM WHICH CAN'T BE IGNORED

The PNG Minister for Defence, Foreign Relations and Trade, Sir Maori Kiki, made a major policy statement to the House of Assembly on December 6, 1974. Sir Maori, now Deputy Prime Minister, said then that his country's "relationship with Australia will remain a close and friendly one and that its maintenance will have one of the highest priorities of our government".

A severe test of this relationship will come soon over the question of demarcation of the border between Papua New Guinea and Australia.

The electorate of the Justice Minister, Mr Olewale, is adjacent to the border. At his urging, the government has adopted as policy the re-drawing of the old border by agreeing on a line approximately equidistant from the mainlands of both countries.

This border policy has now been warmly embraced by all PNG leaders and they are able to present a most respectable argument in support of this policy.

The claims of both countries in respect of territorial waters often overlap because those claims run from each island in Torres Strait.



The continental shelf between the two countries is so shaped that the water is shallow in much of the Strait. This makes exploration for and extraction of minerals, gas and oil commercially feasible in view of numerous advances in technology. Consequently, the dispute between

the two countries is of great importance.

Statements of international law and settlement reached in similar circumstances between other countries add support to the Papua New Guinea policy. It is understood that substantial progress has already been made in negotiations with the Australian Government but that the Queensland Government is opposed to any change in the border.

The status quo will not satisfy the Papua New Guinea Government, however, and the matter could seriously damage the excellent relations which still exist between the two nations. This would be so especially if oil and mineral discoveries were made in that half of Torres Strait claimed by Papua New Guinea. Exploration is now being conducted and such discoveries are likely.

Papua New Guinea is awaiting with interest the judgment of the High Court of Australia in the Seas and Submerged Lands Act test case. If the Australian Government is successful in that case negotiations with Papua New Guinea might proceed without further delay.

The two national governments would have over 20 international precedents to guide them. With this guidance, it would be a serious criticism of both countries if agreement could not be reached. If the High Court decision does not clarify the position of the Australian Government in this way (and assuming that Queensland maintains its present policy), Papua New Guinea would take even more interest than it does now in a similar dispute concerning off-shore islands claimed by both Greece and Turkey. This dispute is before the International Court of Justice.

Sir Maori Kiki told the House of Assembly that this matter is his government's "first priority" in foreign affairs. His government expressly

Saibai islanders with their dug-out canoes. Their future country, Australia or Papua New Guinea?



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Australian Department
of Overseas Trade

recognises the need to protect the interests of the Torres Strait Islanders but is also determined to protect the "traditional rights of our people".

Moreover, his government believes "that natural justice demands some degree of equality in the sharing of the natural resources of the area between the two countries".

Sir Maori's statement is echoed widely by other Papua New Guinea leaders and even on Independence morning the Papua New Guinea Post-Courier gave prominence to a strong statement on the subject by the Justice Minister, Mr Olewale.

The newspaper then ventured the following comment: "The government is believed to be concerned that the border be resolved because of the possibility of oil and other mineral discoveries in the shallow areas of the Strait. It is feared that if settlement is not reached, Queensland mining companies might move in and reap the benefits of such discoveries on Papua New Guinea's doorstep."

This is an important problem and it will not go away by being ignored. Australia has a moral obligation and practical necessity to resolve this problem as soon as possible.

Likewise, it must continue to assist the new nation with technical and material aid and in the extension of trade between the two countries.

Australia will negotiate

By a staff writer

The Australian Government's position, stated several times in recent years, was reiterated by Foreign Affairs Minister, Senator Willesee in the Senate on October 2 in reply to a question about progress in negotiations between the two countries about Torres Strait. Senator Willesee said:

"We remain committed to negotiating with Papua New Guinea on the distribution of resources and the division of jurisdiction in the Torres Strait. In so doing we seek to accommodate the interests of all the parties affected — Papua New Guinea, Queensland, Australia, and, of course, the Torres Strait Islanders themselves."

In April, 1974, the Queensland Premier, Mr Johannes Bjelke-Petersen, proposed an international park for the Torres Strait area, which would protect the environment and control commercial activities. Officials of the Australian and Queensland governments were discussing an environmentally-protected zone along those lines.

Now that Papua New Guinea is independent, it is a matter for the PNG and Australian governments to negotiate a treaty, and Mr Bjelke-Petersen had endorsed that approach. Mr Somare has expressed confidence that the Australian and Queensland governments would come to some common agreement to agree with PNG.

"The Australian Government is keen to reach agreement with Papua New Guinea and has every expectation of progress towards the resolution of this issue as soon as the constitutional problems are overcome," Senator Willesee concluded.

Australia's control over the present area goes back to 1879, before there was a government of Australia. The Queensland Parliament, in that year, enacted a bill which acquired all the land south of the present border. Since federation in 1901, Australia has legislated for the traditional three-mile limit, plus a 12-mile fishing zone and rights to resources of the continental shelf.

Mr Justice Speight of the New Zealand Supreme Court stirred up a hornet's nest with some outspoken comments about bringing unsophisticated Pacific Islanders into a metropolitan environment with which they were totally unfitted to cope.

He made his remarks when sentencing a young Tongan to six years imprisonment for the manslaughter of a Niue Islander.

The real criminal was liquor, he said. Exposure to liquor was totally dangerous to unsophisticated persons. It was a pity that the responsibility of industrialists ended at knock-off time.

Doubtless, it was praiseworthy to help economically under-developed countries, but the pity was that it did not seem to have been done by taking economic aid to those areas, but rather by bringing its unprepared members to an unsuitable environment.

The young man, in a defence to a charge of murder, claimed he was so drunk he could not be held to have intended to kill. The jury found him guilty of manslaughter.

Industrialists and employers did not take Mr Justice Speight's remarks lying down. They quoted cases where housing, language lessons and counselling assistance were provided.

ISLANDERS IN TROUBLE IN NEW ZEALAND

There were few employers who were not deeply involved in the welfare of Islander employees.

There seemed to be more support for Mr Justice Speight than criticism. Mr Robert Muldoon, leader of the Opposition, who calls a spade a spade, said Islanders who got into trouble with the law, should be sent home. Mrs Metaui Mata'afa, widow of the late Prime Minister of Western Samoa, and now a Western Samoa MP, agreed. She said Western Samoa would send home New Zealanders who did not behave.

If Western Samoans were sent home to the villages and were subject to the authority of the *matai* system they would soon be sorted out. The *matai* enforced traditional Samoan discipline which was absent when the young men went to NZ without their families.

The Minister of Education, Mr Amos, said Mr Justice Speight had accurately summarised the problems

facing Pacific Islanders settling in NZ. The department had been aware of those problems for many years. Several projects had been set up to help Pacific Islanders to settle.

The Western Samoa Trade Commissioner in NZ, Mr E. Stehlin, agreed with Mr Justice Speight that liquor was a problem with his people. It was exposure to an unknown world of high wages, plenty of leisure time at night, and the attraction of liquor which led many Western Samoans into trouble.

He hoped New Zealanders would not think it was the character of Western Samoans and other Island people which led to problems.

A suggestion from the Rev L. I. Sio, senior minister of the Pacific Islanders' Presbyterian Church, Newton, Auckland, was that employers bank most of the money earned by new arrivals, leaving just enough for living and travelling expenses. After a few months, if the employer felt the Islander knew more about the NZ way of life he could pass control of the wages to the Islander.

Another suggestion was that the immigration rate be scaled down. That would allow for more educational and recreational facilities to help condition the Islander to the fast pace of city life.



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'Le truck' is the bargain key to Tahitian touring

By NED AVARY



Prices are a lot higher here in Tahiti now than they were when the men of the Bounty got three coconuts and two girls—for a friendly smile and a warm greeting.

But, there are ways to beat the soaring prices, and one of the best is **LE TRUCK**. You'll see Tahiti the easy way. And happily miss solid old-priced rental cars . . . and expensive metered taxis, which **double** their fares at night!

Ride Le Truck as most local people do! You'll save a bundle—and see what you came to see. The Polynesian people . . . the blue lagoons . . . the towering green mountains . . . the lazy, alluring life. Le Truck is just what it sounds. Almost! Rightly painted—with two comfortable rows of benches—running forward and aft. Open air. Baggage racks on top—stairs at back, where you board—and pay your ridiculously low fare—40 cents—for doing it the Tahitian way.

Le Truck is Tahiti's delightful answer to public transport. And your best local bargain. They run every

15 minutes—from about 5 am to 6 pm. Where do you catch them? Along any main road—or the downtown Central Market. They all start . . . and end . . . right there. Le Truck passes all the hotels and points of interest—anywhere on the island.

Before touring Tahiti the **right** way, you must do a couple of things. Head for the Tahitian-style Tourist Bureau, smack in the middle of Papeete's fabled waterfront. Meet the gorgeous Tahitian hostesses there. Pick up a map of the island and, if you can break away, stroll back to your truck depot, a short block away. It also helps if you have latched onto a copy of *The Tahiti Bulletin*—at your hotel desk that morning. It is Tahiti's only English language daily. Check full of juicy tourist items—and free!

Armed with your map of Tahiti pick out your Truck. It's so easy. For example: You happen to be staying at the fantastic Taharaa Hotel, out in the Arue district. And you want to go home. Your hotel name—or your district—or both—will be

printed on the sides of your Truck. So are the other districts you'll pass through: Mamao . . . Taaone . . . Pirae . . . and your Arue. Check it out on your map then climb aboard—sit back—relax! This ride will cost you 40 cents. A taxi could sock you 10 dollars!

Horn blasting, Tahitian-taped music blaring, Le Truck weaves through Papeete's crazy, colourful streets. Smile at the Chinese, Tahitian or French passengers. And they flash you a warm welcome. Better yet: say *Ia Ora Na!* (Hello)—and they'll love you! Shops, streets, cars, trees, people, trucks and buildings fly by. A real Polynesian parade! Through a side street—you'll catch a glimpse of distant Moorea—James Michener's real Bali Ha'i Island—waiting across the channel. You promise yourself a Moorea beach-head. Later.

Now you wind through tree-lined Taaone District with its typical Tahitian homes as—plumeria, hibiscus, bougainvillea—flowers charge your route with living colour. High on your right, wild, green volcanic peaks beckon you up the Fautaua Valley. To Pierre Loti's Pool. Where he lived—and loved—and produced his pagan poetry.

Le Truck now wheels you out into the lovely Pirae and Arue districts. Past the drive-in theatre (of all things)!—and the Chinese cemetery. Then the yacht club—on the lovely lagoon—with the distant surf-pounded reef. Here is James Norman Hall's home. Where *Mutiny on the Bounty*—and his other South Sea classics were jointly created with Charles Nordhoff. Now Le Truck starts climbing, around lush green mountain curves, as you gaze down on Matavai Bay.

There is where it all started. The 'discovery' of Tahiti . . . just 200 years ago—by Wallis, Bougainville,

A bonus on top of your truck ride—beaming smiles from the hostesses at the Tahitian Tourist Bureau.

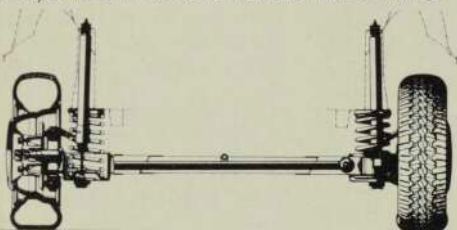


PACIFIC ISLANDS MONTHLY—DECEMBER, 1975

ALFA ROMEO ALFASUD

What Makes it an Alfa Romeo

Front wheel drive and McPherson suspension make it handle like an Alfa.



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And disc brakes all round guarantee it stops the way an Alfa Romeo should.

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Cook and Bligh. Down on those beautiful beaches the Bounty crew frolicked with luscious local *vahines*. No wonder so many mutinied!

Here is your Taharaa Hotel—plastered on a rugged cliff—guarding Matavai Bay. Reluctantly you leave your new friends aboard Le Truck, pay the driver with a warm *mauauuru* (thank you)—and stroll to your hotel entrance. Where you'll probably see some poor tourist, shelling out 10 dollars to his cab driver or the same ride you just loved—or 40 cents!

That night at the Happy Hour (cocktail time in the tropics)—spread out your Tahiti map. Relish the musical names of the districts and villages—Faaa, Maeva, Punaauia, Taapuna, Taravao, Tautira.

Plan your next day's Truck tour. How about going south this time? All the way to the end of the line: Tautira! You'll see Tahiti's splendid new Faaa jet strip—which opened the good gates of tourism here. On past Punaauia—the Gold Coast District—with Tahitian mansions on green hills and gleaming white yachts anchored in the blue lagoon. Here are the only white sand beaches of Tahiti! Loads of them though, across the channel, in Moorea.

Make this Truck tour on a Sunday if possible. To collect a couple of rare bonuses. Both the Travelodge and Maeva Beach hotels in this district have wonderful shows Sunday noon. Tahitian dancing and folklore. All free! So—leave your Truck here if you like—see the shows—and pick up the next one!

Later, one of your fellow passengers will point out the spot where Paul Gauguin lived and painted his first Tahitian masterpieces. The same place where Somerset Maugham bought a Gauguin window for a song! Now you pass Charles Nordhoff's home (the other half of the Bounty trilogy team). Then you enter the Paea district—home of the late Eddie Kendick, American musical genius, who first put marvellous Tahitian music on paper.

And here is the Marae de Arahurahu—fabulous stone temple—on the hillside. Scene of kings crowned, royal weddings, weird religious rites and human sacrifice.

Your 40-mile odyssey to Tautira is half-over. And everyone is a bit tired. So pile out with your new friends at the first Chinese shop. Quaff down a cold Tahitian Hinano beer. And another! Then off again with Le Truck!

Do you like caves and grottos? Here's a beauty now, with a cool, underground lake. Le Grotto de Paea. Ask your driver to stop.

Take a swim . . . or just gaze at this natural wonder. Next on your route: the Gauguin Museum, nestled in 700 acres of fabulous botanical gardens. Don't miss it!

Now you cross the Isthmus of Taravao joining the two Tahitis. Back in 1925, this was the end of the line—for Tahiti's first Trucks—four faithful old Reo jalopies! Later, they pushed on to Tautira, most distant point from Papeete, where you're heading right now!

Deep into unspoiled Tahiti-iti you roll, passing through flower-covered Afaahiti and Pueu districts. And here is your goal: Tautira! A Tahitian fishing village—right out of your dreams!

tian fishing village—right out of your dreams!

The great Robert Louis Stevenson lived here for months in 1888. He wrote: "Tautira is the most beautiful spot, and its people the most amiable, I have ever found". And you will agree! So, spend the night here, sing and dance with the people. Swim . . . feast . . . drink in the purity of the place. Return to Papeete tomorrow. Or never!

If you **must** leave, another happy discovery is yours: This priceless Tautira trip you took with Le Truck cost you \$3! Same tour by taxi \$80. *Ia Ora Na! Le Truck of Tahiti!*



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Magazine Section

FREDERICK JOSEPH MOSS, 'SO WELL QUALIFIED AN INDIVIDUAL'

By A. M. QUANCHI

In 1859, when Frederick Joseph Moss arrived at Lyttelton in New Zealand, he was 30 years of age and had been married for six years. He had decided to try his fortune in the new colony after migrating from his birthplace of St Helena.

He had previously settled in Natal where he had served in the Kaffir Wars, but as Natal was suffering from plague Moss decided to move on to New Zealand.

He opened a mercantile business in Lyttelton but soon shifted to Dunedin and engaged in commercial and financial interests on the newly-proclaimed gold fields. He started a newspaper and then entered local politics as a member of the Provincial Council. In May, 1868, he moved again. This time he left New Zealand and migrated to Fiji where he hoped to establish himself as a landowner and cotton planter.

This was the beginning of a 46-year relationship with the Islands which saw him become a respected authority on Island affairs and an imperialist of the same school as Vogel, Grey and Whittaker, all men who promoted New Zealand's destiny in the Islands to the north. Moss was at various times until his death, a planter in Fiji, an educationist and politician in New Zealand, the appointed British Resident in the Cook Islands Protectorate and throughout these years a prolific writer on the Islands, the Maoris of New Zealand and above all, New Zealand politics.

In 1864 he founded the Otago Daily Mail and four years later his first writings on the Islands appeared in its columns. They were a series of letters sent back from Fiji.

Moss had retired from the Provincial Council and quit New Zealand and was in Fiji seeking a suitable area to establish himself. Fiji had become the New Eldorado for colonists, from Melbourne and Auckland in particular, and while Island cotton maintained its high prices on the European market the stories of ideal soils and climate and readily-available land and labour were an incentive to many men like Moss.



Frederick Joseph Moss

Moss, however, was more alert to the problems than most of his counterparts, and although ill-health forced him to return to New Zealand he had a discerning eye for Fiji's potential.

His letters in the Otago Daily Mail were widely read and in October, 1868, they were published in book form in Melbourne under the title, *A Month in Fiji*.

Financial backing had come from the Polynesia Company, a Melbourne-based attempt to speculate in land in Fiji. The company had intentions of monopolising land sales and economic development in the group. The foreword to the book stated the letters were, "printed in the present form with the view of offering the public a lucid and evidently impartial account of a new settlement which is attracting considerable attention here and elsewhere".

Moss had landed in Levuka but

found reliable information on where to settle hard to obtain. He set off to visit the plantation areas and found the Rewa River to be the most prosperous. He purchased land there and, when forced to return to New Zealand, left an overseer in charge. In his letters he foresaw the short-term profits to be made from cotton (the boom had collapsed by 1870) and predicted that greater successes would be had with coffee, tobacco and sugar. He reported that for 25 miles the banks of the Rewa were in a state of "uninterrupted settlement" and wrote enthusiastically of the success of the planters there.

In May, 1870, Moss returned again to Fiji to tidy up his holdings and to gather more material for a book, *A Planter's Experience in Fiji*, which was published later that year. By then his opinions had changed regarding European settlement and the resulting effects on native peoples. His interests in Fiji were now as much political as pioneering. He voiced the opinion that New Zealand, "if she chose to put forth her hand" could soon become the natural centre of the Island trade.

He continued to speak favourably of the potential awaiting development in Fiji, and in November, 1870, he was called as a witness before a parliamentary committee investigating a proposed Auckland-Fiji steamer service. With the link up in 1869, the trans-continental railway had reached the west coast of America, and with a Sydney-West Coast service already planned, Moss correctly forecast that New South Wales would easily dominate the Islands trade unless New Zealand acted to link up with this now important group of islands.

The New Zealand press began to talk of Auckland as the "great commercial entrepot of the South Pacific", but New South Wales did take the lead and it was not until the late 1880s that New Zealand was able to make any impression on Sydney's trade dominance.

Politically, New Zealand was also to come second. It was to Melbourne

that the predominantly Victorian settler community in Fiji looked when internal troubles threatened their prosperity.

New Zealand's name was linked with Fiji in several proposals before the eventual British annexation in 1874 and, after annexation, in 1885 and 1901 there were further attempts to cement a political link between the two. Moss served on investigating committees in both cases, neither of which became anything more than pipe-dreams for disgruntled settlers in Fiji and visionary imperialists in New Zealand.

After resettling at Parnell on the North Island, Moss worked on the local Board of Education until 1876 when he was elected to the House of Representatives. He served there for 14 years until he left New Zealand again to take up his appointment in the Cook Islands.

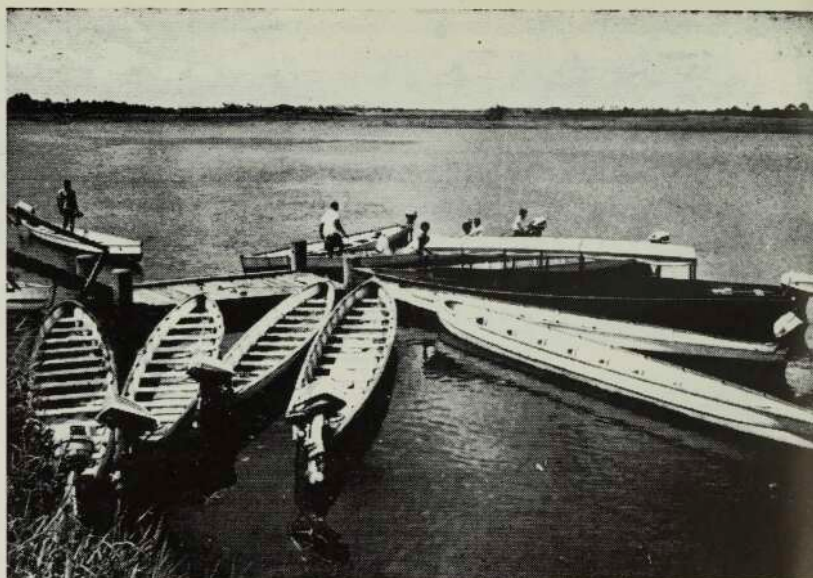
In his years in parliament he spoke often on Island matters and became a staunch supporter of Sir George Grey. In 1879, he was the centre of a controversy when Grey suggested him as the new Attorney-General to replace Stout, another New Zealander with a keen eye towards expansion in the Islands.

Moss served on most committees dealing with Island affairs, and in 1885 he spoke of the "unbearable political tyranny" which the European community in Fiji suffered under. He was then on a committee investigating a petition from Fiji offering annexation to New Zealand.

As a colony herself New Zealand could not annex, and even if Great Britain had been willing to allow New Zealand some participation in Fiji's government, such a proposal was overshadowed by a stronger interest in the, as yet, unclaimed Samoan Islands.

In 1886, Moss visited Fiji and met the two administrators, William MacGregor and John Bates Thurston. Moss had met Thurston on his previous visit to Fiji and they had corresponded regularly. Indeed there is a certain similarity in many of their ideas on European behaviour and the fate of the Pacific Islanders. However, they did not agree on this occasion and the proposed trade reciprocity agreement between Tahiti, Tonga and New Zealand fell through.

In 1888, Moss served on the Royal Commission investigating Julius Vogel's grandiose confederation and annexation scheme. This was a plan to ensure New Zealand's paramountcy over the political hegemony of the unclaimed Islands to the north. Both political and commercial circles saw gains to be made from an empire in the Islands controlled from Auckland, but there were internal and im-



The Rewa River, Fiji's biggest river in what Moss called "Fiji's most prosperous area". The scene is Wainibokasi Landing with the busy putt-putts in the water.

—Photo: Rob Wright

perial obstacles to overcome. Vogel's plan sought to overcome these. Although it was never put into practice expansion did occur three years later, and Moss and Vogel could rightly claim that New Zealand's destiny in the Islands was at last being fulfilled.

During this time Moss wrote *Through Atolls and Islands in the Great South Seas*, a *School History of New Zealand* and a study of the Maori titled *Native Lands and their Incidents*. He also travelled to the Islands in the trading vessels of his acquaintances Henderson and MacFarlane, of island trading fame; 1888 was also to see the two threads of Moss's life come together.

His active political life in New Zealand and his experiences in the Islands were linked with his interests in expansion in the South Pacific. In September, 1888, Great Britain announced a protectorate over the Cook Islands and after a lengthy debate the Colonial Office agreed that New Zealand could administer the new protectorate provided she paid the costs of the appointed Administrator. Moss was nominated for the position and in April, 1891, he commenced at his new post.

In recommending him, the Governor of New Zealand had written, "I consider the Government of New Zealand have been fortunate in securing the services of so well qualified an individual for a post the emoluments of which are but small".

Moss had the responsibility of establishing firm government in a dis-

persed group of islands where there was already a small community of traders and planters and a background of strong missionary control.

Moss set about immediately to secure native participation in a centralised administration but there were several problems. Moss was restricted by the non-interference assurances given to the traditional High Chiefs when the protectorate was announced. They imposed restraint on his actions where they might disturb existing customs and laws. He was also to guarantee that both Europeans and Islanders obeyed the laws. It was a difficult position to be in. The High Chiefs were rightly jealous of their position and they frequently reminded Moss of the earlier assurances they had been given.

Moss planned a federal system based on a single administration which still allowed the districts to retain local authority. He gradually overcame old inter-island and inter-tribal jealousies, and an executive composed of the *ariki*, and a legislature with both *ariki* and nominated representatives were established. He, as Resident, exercised the veto over their decisions but Moss preferred to act as an adviser to both bodies.

There was a serious liquor problem on Rarotonga and both medical and education services needed to be established. Moss set about his tasks with the belief that Island people lost the will to survive and became discouraged as they lost their former prestige and status. He started the teaching of English so they could

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participate effectively in their own government and he localised all aspects of the administration by personally training Islanders for positions in the administrative and judicial services.

There were also problems over land stemming from the ill-defined traditional rights of tenure and the difficulty of establishing legality in the previous land transactions between Islanders and Europeans.

Moss's own ideas on land were to create an agricultural economy based on individual native ownership on a family farming basis, free from what he saw as burdensome obligations to the groups and chiefs. These ideas were not shared by the European community or the ariki-dominated legislature.

It was a disagreement with the ariki which finally led to Moss's dismissal as Resident in 1898. He had found the judicial system inadequate for dealings over land and for legal disputes involving Islanders and Europeans.

He planned a High Court which could act as Court of Appeal for the

lower Native Courts, and as a final court in matters involving both races. Under this scheme the Resident would have had the final effective say.

The European community, hostile to most of Moss's commonsense, though often idealistic ideas, stirred up opposition among the ariki and agitated for the rejection of Moss's High Court Bill. New Zealand was forced to make an official investigation and it was decided to recall Moss as his health had deteriorated during the recent troubles, and because, "he had lost the confidence of the natives".

Moss returned to New Zealand and, although not entering politics again, he continued his active interests in both Island affairs and internal problems of government in New Zealand. He continued to write and two articles he had published on the Cook Islanders remained as standard references on the Cook Islands many years after his death in 1904.

Frederick Joseph Moss was a respected and influential figure and his successes as the first Administrator in the Cooks are evidence of his under-

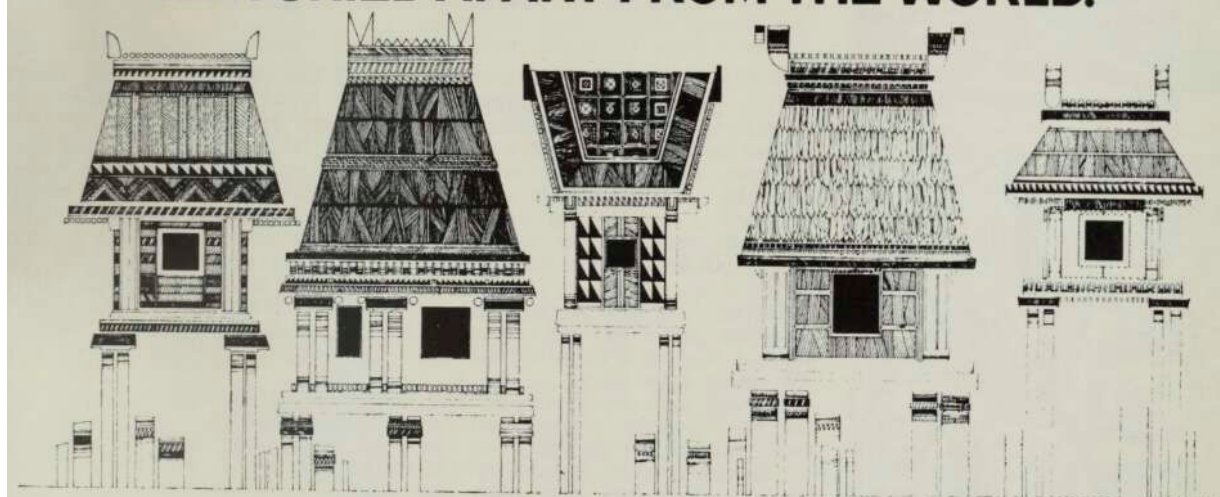
standing of the complexity involved in balancing European settlement against native interests.

Above all, Moss was an advocate of New Zealand's expansion and it was fitting that he served in New Zealand's long-awaited and first expansionary move into the Islands.

Moss had written in 1891 to the Governor of New Zealand that his appointment in the Cooks, "might fairly be regarded as the first step towards the extension of New Zealand influence and to her becoming the commercial and ultimately the political centre of an island federation that would form a fitting companion to federated Australia".

With his ideas on colonial government, European expansion and native policy, Moss was typical of several other notable Europeans active in the Islands in the late 19th century. His 46 years in the Islands and New Zealand had given him the opportunity to express in words and actions the ideas he held, beginning with his first visit to Levuka in 1868, through his service in the Cooks and up until his death in 1904.

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Vanessa Griffen, Fiji-born graduate of the University of the South Pacific, takes up most of MANA's space this month with a poignant story of a family in Suva, drawing from her own background a sketch of life in Fiji's capital not seen by the tourist. It is an almost all-Fiji section this month with contributions from Isimeli Cokanasiga and Rejieli Racule. Odd man out is Albert Leomala of the New Hebrides.

ONE SATURDAY MORNING

By VANESSA GRIFFEN

TERESA woke up to the sound of her grandfather's coughing. The old man was from Lami village and he had come to stay with his part-European daughter-in-law while he was sick. It was early in the morning and the sun was not yet up, so the room was still cool. Her mother had already got up and was bending over the old man.

"Sit up", she was saying. "Sit up and drink some tea". Her voice was soft but slightly tired. Her hair was still untidy from sleep.

The old man could not lift himself, so she bent over, placed her hands under his arms and lifted him up. Teresa watched them a minute. The old man was very thin and weak, and his skin hung about his chest. He sneezed and coughed into an old hanky. Teresa's mother patted him on the back gently. She turned and looked back at the girl.

"Teresa, you get up now", she said.

Teresa sat up and gathered her sulu about her. She climbed over the children, who were still sleeping bundles close together. Before she went into the kitchen, she glanced at her grandfather and smiled at him. He didn't look at her, but his thin hand on the sheet flapped feebly in silent acknowledgment of her look.

As she was leaving her mother said, "Make him some pancakes. The kids can have some too".

The flour, water and sugar stuck to the spoon as she stirred. It was sticky and Teresa turned the mixture up and down with the spoon, slowly.

"He is worse today. He is worse . . ." went round in her head. Her hand kept stirring the dough, and as it swept thickly round the bowl, a fearful almost unformed question kept recurring. "What are we going to do?"

The children woke up crying. Her mother called out softly: "Come and see to them. I'll cook the pancakes", and she quickly left the old man's side.

Teresa came in and picked up the youngest.

"Shoo, shoo, don't cry. See, grandfather is still sleeping".

When Teresa looked at him, the old man was staring back at her. She smiled at him again, and this time he smiled back faintly in return. Teresa bent over the children and began dressing them. The smell of cooking pancakes crept into the room. The room was getting hotter.

Grandfather was becoming restless.

"Teresa, Teresa", he called weakly. "Come here". She went over.

"Do you want something?" she asked.

His frail hand reached over and gripped her arm.

"Teresa, tell your mother that I want to eat crab today".

—Crab, she thought, how are we going to get him crab?

But she said to him. "All right. I'll tell her".

He closed his eyes and lay back on the pillow, smiling a little.

Teresa stood hesitating next to the food cupboard. "He wants to eat crab today". It came out finally, directed at her mother's profile dishing out pancakes. "He asked me to ask you".

HER mother turned and looked at her for a minute. Her big strong face had a dull, sad look about the eyes. They both didn't say anything. Teresa glanced away. Her mother did not take long to decide.

"Well, we'll get him some", she said, turning back to the pancakes. "Get the money out of my purse".

Teresa took the two children down the flat below, to ask a friend to look after them. Going down the stairs which always smelt faintly of pine and dust, she was relieved in a way to be leaving the small, hot room with its heavy feeling in the air.

She waited at the bus-stop to get the bus into Suva market. Some of her girl friends were there. They were going to town to roam around the shops. Everyone did that in Suva on Saturdays.

"Hello, Teresa", a cheerful voice called behind her.

"Oh, hello". It was Ruci, a good friend of hers.

"Hey, where you going today". A friendly hand pulled at her arm, "Pictures?"

Swinging her shoulder bag casually, Ruci tapped impatiently on the pavement with her sandals. Her dress was lime green and short. She talked, and her nose tilted cheekily in the direction the bus should come, her eyes squinting as if to keep out the dust.

"No, I'm going to the market", Teresa said. "I have to get some crab".

"Oh?" Ruci looked at her a minute, her eyebrow raised eloquently. "Too bad" she said casually. "Anyway, here's the bus".

The green and yellow bus pulled up and they climbed in. Ruci marched jauntily down the aisle, and sat down in an empty seat. The bus was fairly full; people looked at Ruci. She was so bouncy bright. Teresa followed and sat in front of her.



People were coming to the bus stand to go home . . .

Normally, she would have been excited to be going into town on a Saturday. But today, the bus seemed to go very slowly. Teresa was afraid of being away for too long, of leaving her mother to care for the old man.

—I hope I can hurry back, she thought uneasily. She was afraid of going back too.

"Teresa", Ruci was leaning forward and tapping her on the back. "Why don't you come to the picture this afternoon? We're all going together".

Her open face was flushed with excitement, and the heat. Teresa smiled and shook her head.

"No, sorry, true's up I can't come", she said. "The old man's sick at home and I got to mind the children".

"You sure?" The persuading tone persisted. "You can't come for sure?" "Yes, I really got to go home".

Ruci gave up, and sank back into her seat. Then she swung round to talk to the other girls.

The laughter and voices were loud and jumbled oddly together. The Saturday shopping crowd filled the bus. The aisle was packed with people who swayed clumsily from side to side as the bus sped round the corners. The bus jolted to a halt. People toppled precariously over each other, clutching at seats, or the hand rail, or whoever was available. The people who wanted to get off were slowly eased out of the bus. Then on they went. It was a slow process.

Chin on hand, Teresa stared unseeingly out the window. The sunshine seemed too bright and the crowded streets went by unnoticed. There was only the cool of the small dark room in the morning, and her grandfather's slight figure propped up by the window.

The bus swung round and pulled into the Suva bus stop, missing a slow fat Fijian man by inches, and scattering the grey pigeons into the air. They came down in a minute later, settling unperturbedly, on the same dirty street. People fell over each other as the bus came to a grinding halt. Someone swore; others laughed. The grey bus behind it began tooting its horn loudly and persistently. A fight of words began through the medium of the rear vision mirror as people got off. Teresa alighted in a daze as people pushed past her.

Ruci slapped her on the back and waved goodbye.

"See you later", she said, and went off swaying in her short green skirt and busted-up sandals.

TERESA watched her go. The heat descended upon her, a wave of it carried along with every person who went past. The street was dry and dusty, littered with melon skins and papers. People were coming to the bus stand to go home, others arriving to shop and buy vegetables. An Indian woman sat patiently, holding a heavy, sleeping baby. Three part-European boys were answering back the old Indian man who was selling them peanuts. Teresa set off slowly towards the market.

A bus came swerving around towards her, horn blaring loudly. She looked up, startled. Another bus was pulling out slowly right in front of her. What to do—step back or run across? The big grey bus loomed close. She ran across the road and up onto the pavement. The bus moved past; someone gave a low whistle.

Teresa now felt a trembling excitement inside. Her head began to

throb with the heat, and with the shock the bus had given her. She walked across the taxi stand, and through the stalls of dalo, tied in bundles, and bunches of green bananas. Chillis formed bright red piles; there were the odd lemons and corn. She stepped over a puddle towards the cold, wet fish market.

Women were sitting outside with coconut-leaf baskets resting in front of them on rough brown sacks.

Maybe they will have crab here, Teresa thought. It may be cheaper too.

She walked past slowly, looking at the baskets. Most of them had black closed kai shells. No crabs. The women sat fanning themselves and didn't take much notice of her.

Coming to the end of the row without success, Teresa stepped over a pool of fish-smelling water, and into the fish market.

The cold concrete counter was pressing against the customers, two rows deep, who leaned over the counter, pointing at the fish.

"How much for that one?"

"Two dollar".

"Whoa! Too much! And that one, the small ones?"

Teresa could not find any room for herself. She wandered along, careful not to slip on the wet floor, peering over the heads of the shorter women there.

At first she could not see any crabs. She felt heavy-hearted.

—If there are no crabs, what will I do?

Just as she was beginning to worry, an old man pulled away with his short bundle of silver fish, and Teresa quickly slipped into his place. The fish counter felt cold under her elbows as she leaned against it. Once more she glanced along the wet grey slab of concrete that the fish were thrown upon. Almost directly in front of her was a bundle of crabs. The crabs were very big dark green things with thick nippers. Teresa leaned forward to look at them, frowning at their size.

—They are too big, I won't have enough money, she thought.

Teresa felt someone's basket poke into her side. She looked at the woman next to her. She was pointing at the crabs and saying "sst-sst" to the young man behind the counter, so that he would come up to her. Teresa moved a little out of her way.

The woman had a loud voice.

"Hey", she called down the counter, "How much these crabs?"

The young man came up in a dirty white robe. He looked indifferently back to where she was pointing.

LIVE IN ME

By ALBERT LEOMALA
*fathers of father
and fathers of mother
where are your bones
and where are your stories*

*I search the book over
trying hard
to find your faces*

*I listen to the oldtime stories
hoping
to hear your names*

*fathers of father
what made you leave
and what made you sell our land
for sticks of tobacco*

*fathers of mother
who separated you
from mothers of mother
then chained you
like wild dogs*

*fathers of father
and mothers of mother
your sufferings
live in me.*

"Four dollar!" he said.

Teresa's breath caught in shock and disappointment.—Four dollars!

SHE barely heard the woman asking to see the crabs, or poking at them with a crooked finger, haggling further, then opening up her dirty hanky and getting out the money.

The cold concrete seeped up into Teresa's arms. They still rested on the counter. She was looking blankly at the cold empty slab. The young man noticed her there.

"Yes", he asked, his head to one side, "What do you want?"

Teresa started, then found her tongue. On the counter her fist clutched the money her mother had given her.

"Have you got any more crabs?" she dared to ask.

She watched the man turn his head and slowly look down the long row. His head was coming back.

"No, no more", he said, looking at her.

Her face crumpled, her eyes became very bright. The young man glanced keenly at her, then he broke into an unexpected smile.

"Wait. I'll look for you", he said.

He went through the door on the side, then came back, still looking around. He spoke to the other man

serving. Teresa watched them intently. She saw the other man point. The young man stooped down somewhere, and came up with a bundle of small crabs. He held it out in front of him and walked up to Teresa.

"Last ones!" It was a kind salesman's smile. "For you I'll give it for three dollars".

Relief made Teresa almost light-headed.

"Here", she said, handing him the money.

She reached out and took the string of crabs in her hand. The string was slippery, and the crabs dripped froth over her, but she didn't notice. She lifted them carefully over the counter and squeezed herself out of the wet concrete room. Outside, the bustle and noise came as a hot steamy breath across her face.

Teresa sat perspiring in the bus, holding the crabs carefully by the window. It was about eleven o'clock. The streets were full of people. The sun beat down relentlessly on the crowd that strolled amongst the stalls and along the hot pavements. The bus stand was relatively shady but people jostled and pushed to get on buses. In the heat, everything seemed to move very slowly and heavily.

The crabs moved their legs up and down, and the sharp nippers made fractional movements in and out. They were dark olive green, with rough brown spikes running along the ends of their legs. Their eyes were small yellow knobs that stuck out expressionlessly. Teresa watched the crabs as they moved in slow motion, frothing white bubbles.

A small hand reached down towards them. Teresa looked up to see a little Indian girl leaning over the seat in front of her. Her wide black eyes, kohl-painted, stared down at the crabs. Teresa held them up for the child to see. The crabs wriggled frantically. A big smile wreathed the child's face, and she stooped down to touch them. Teresa started to laugh.

"No, if you do that they will bite you", she said, smiling. She pulled away the crabs just in time.

THE mother turned her dark head to see what her baby was doing. She looked at the crabs and at her baby's intent face. She smiled, and laughing a little, she scolded the child, putting out a hand to draw her back. The black eyes shone with interest as they looked backwards over her shoulder at the crabs.

"Eh you", Teresa said and pinched the girl's fat cheeks.

The baby turned her head away. The bus felt hot and close again. It was full, there was the smell of market goods, fish; peanuts were noisily cracked open, shells scattered everywhere. Teresa thought of home. —They must be waiting for me. She wished the bus driver would hurry up instead of drinking his morning tea.

The bus stopped close to her place. The grey block of flats baked slowly in the sun. Doors were open black holes all along the floors. Washing dripped listlessly along the verandahs. Children ran around the yard, a few touched over an intense game of marbles being carried on in the dust. Instinctively, Teresa glanced up at her flat. It would be hot now, dark even though the door was open. The humus roaring furiously, emanating the smell of kerosene throughout the rooms. The air always seemed trapped inside. The old man would look by the window, trying to fan himself.

Teresa's feet moved slowly up the city stairs. Two little boys came ampering down as she made her way up. They looked at her, dropped their eyes, and swerved past. They didn't make a sound.—What are they to now, she thought.

She came up to the top floor and used. There was a crowd of people blocking the way, mostly women. Teresa saw that they were all gathered outside their flat. Something old ran quickly through her body, and suddenly the crabs seemed very heavy in her hand. Teresa let them

hang foolishly by her side.

"Hey, dear . . ." someone had noticed her, Mrs Smith the part-European woman from the other flat. She was turning towards Teresa, her arms held out and a soft strained expression coming over her face.

Teresa pushed past them and made her way to the door. Over the heads of the people, her mother saw her. Her eyes filled with tears, and she silently beckoned Teresa in. People made way for her without a word.

"The old man's gone", her mother said, "Just after you left".

SHE felt her eyes sting, but that was all. There was no time to think about it. She put the crabs in the sink and went into the room to get the children. Grandfather was gone. The children had been forgotten, and were cowering in the corner, wide-eyed. Teresa reached down, took both the small hands, and led them out.

Mrs Smith said, "Come dear, give them to me. Mary can look after them".

The children drifted into the woman's warm embrace without protest.

Teresa went back into the kitchen. Most of the women were going back to their flats, after saying comforting words to her mother. Teresa stood waiting, not knowing what to do. Her Aunt Rosie stayed with them. Her mother stopped crying and got up to cook the crabs. Teresa had forgotten all about them.

Lying in bed between the two

children, Teresa found it hard to sleep. Night had not cooled the air. A black heat hung over the room. After a while, she got up quietly, and went out the door onto the verandah.

The pale moth-covered lights burned on. Three floors down, the yard was lit in patches by the street lights near the road, and the verandah lights of the flats on both sides. Only at the far end there was a deep patch of shadow. The clotheslines stood like stark de-frocked umbrellas in the middle.

It was slightly cooler outside. Teresa leaned on the low concrete wall, and looked down into the yard, and at the flats opposite. Most lights were out; some glowed through bright curtains. It was quiet and still.

Gradually, Teresa started to feel and think again. The events of the day oozed out from where they had been smothered. Her grandfather was dead. She dwelt on that for a while. She felt sad, but she had accepted it. He was old, and ill. Her thoughts wavered there—there was nothing more to be said—then moved on. They came upon the dark bright eyes of the little Indian baby on the bus, and the expression on her face as she stretched towards the crabs nippers.

"Eh, what a funny baby", Teresa smiled as she remembered. "So silly".

It did not feel so hot any more, so Teresa left the verandah and went quietly inside. She crept into bed next to the sleeping children and fell asleep quite peacefully.

A TEACHER

By ISIMELI COKANASIGA

*the break of day
body wakes
its wholesome delight,
the breeze blowing gently,
and all at once I realise
that a busy day
is going to be.*

*The School hall is crowded
and at a quick glance one can see
the school is well-represented
a wide cross-section of the whole community,
differing in age and look.*

*I teach and learn throughout the day.
But let me say
There is no comfort for me
In teaching more two and two.*

*I need patience of course
for these kids are bursting with energy.
They will do this and that
though with all sincerity.
And when it comes
to the end of the day,
O I will shudder to remember
how harshly I had treated them.*

A page by Rejeli Racule

THE GIFT

NITA and I were making our beds when the booming of the first lali for school resounded across the school compound.

"Come on, girls! Hurry up!" the prefect called out. "Ten more minutes!"

As I spread the piece of *masi* on my bed, my grandmother's face suddenly wavered in front of me.

She was sitting under the cool mango tree beside her small *bure*, engrossed in her work. I was sitting beside her, watching fascinated as intricate patterns appeared on the white *masi* in front of her. It was a lazy drowsy afternoon. The only movement was that of her gnarled fingers, now dipping into the can of black *kesa*, now pressing onto the banana leaf stencil on the *masi*.

"But what are you making that *masi* for?" I asked, not expecting any answer. She had been very patient with me. Ever since she had asked me to help her make the *masi* a fortnight before, I had asked her that question.

We had gone to her plantation and cut the *masi* plants, their stems so slender and smooth. We had stripped off the bark and soaked it in sea-water. After a day we had carefully separated out the soft, fine inner bark. Then I had helped Pu set up her *tapa* board and watched her pound out the *masi*. Amazement had surged up in me as the narrow strips began to spread out, thinning and widening.

"U-U! Pu, isn't it just like magic?" I had laughed in delight.

Her eyes, half-blinded by cataracts, had smiled at me.

"Here, why don't you try?" she had said, handing me the beater.

I had pounded so hard, Pu had been moved to observe, "If that *masi* could cry, it would be howling by now!"

I had reluctantly relinquished the beater.

A few days later, we had boiled some cassava and used it to glue the small rectangular piece we had pounded out to make a piece of *masi* about six feet long.

NOW we had reached the last stage in its making. And I had asked the question again, more for something to say than anything else.

"Oi, it's for you," Pu said.

"For me? What for? I was startled.

"Ei, don't spill the *kesa*," she said, removing the can of dye from beside me.

"Sorry," I said, wrinkling my nose as the acrid smell of the dye wafted towards me.

Must remember to ask Pu what she had made that dye from, I thought.

"You'll need it," Pu said. "It's my present to you."

"But I won't need it!" I said.

"Oh, you will," she assured me. "Next year when you go to boarding school, your teachers will tell you to use it on your bed."

"Don't talk nonsense, Pu. I don't think I'll pass the exam and, anyway, people don't cover beds with *masi*.

They use sheets and bed-spreads. Or just mats as we do. You only spread *masi* on beds if someone dies."

Pu didn't reply. She resumed stencilling the *masi*.

How does she do it? I wondered. Those designs evenly spaced out, so perfectly geometrical.

"About two months ago I had a dream," Pu said quietly. "You will go to this school." She looked at me for a long moment, a considering look. "I won't be here when the news comes," she said.

The next day Pu came home and formally presented the *masi* to my mother, saying it was for me.

Three weeks later Pu died. She was only 56.

The day after her funeral the letter containing the news that I had been accepted at Torocake Girls' High School in Suva arrived.

"Hey, Kini! What's the matter?"

Nita's voice woke me from my reverie.

"You're sick? No? Then come on!"

"There's the second lali. Miss Dunn will be after our hide if we're late for maths!"

A Marriage

ASENA threw the *sasa* broom violently into the corner.

It is always the same, she thought. He struts in here expecting everything to be in order. The children quiet, the food cooked, the kerosene lamp lit. Now, his egoism having been bolstered by a display of manly power, he's off again. No doubt back to that unwashed, disgusting drunk Bui. What does he care about our fearful children crouched beside the rusty wall? What does he care about my swelling eye and cut cheek? Does he care that there's only a plate of stale cassava—last night's left-over—for dinner tonight? He expects the children to do well at school. How? With no food in their stomachs and conspicuous old clothes on their backs? Does he care that the roof is leaking and the steps are rotting? Oh, no, he's in there laughing, as always shouting bottle after bottle of beer for his friends. It is always the same!

Asena looked down at what had been her most treasured possession. Nine years before that vase had been a wedding present from her mother.

Why don't I give up? she thought. Take the children away to somewhere more healthy? Make life better for ourselves.

The smashed pieces of glass on the floor glared reproachfully back at her. Tears came into her eyes. Was this smashed wedding present symbolic of her smashed marriage?

Asena picked up the scattered hibiscus blooms which had been in the vase.

Why, they're crying too she thought in surprised anguish, looking at the drops of water clinging to the crushed petals.

Twenty years ago, Western Samoa was on the road to independence and the experts were sure she could handle her future political status—but there was a cloud on the horizon. According to PIM, Professor K. B. Cumberland, who led an Auckland University geographical survey of Western Samoa, said, on his return to Auckland, he had few misgivings about Western Samoa's ability to accept early self-government from a social and political point of view, but there were dangers from an economic viewpoint. Heading those dangers was the possibility of Japanese economic penetration. He noted Japanese fishing fleets were operating in Western Samoan waters and elsewhere in the South Pacific. The biggest problem as he saw it was the rapidly increasing population, which would double in 18 years. There was urgent need for increased food production to cope with it. The country also needed leadership to develop its agriculture.

Yesterday

The commission of inquiry into alleged bribery in the Fiji Police Force heard from an Indian bus proprietor that, (i) he had not heard of bribes being paid; (b) had no complaints to make against the Transport Board; (c) he had never given a bribe to anybody. When he added, after reflection, that he had once bribed a constable. It was in 1926, when he had been looked for not having a rear light on a vehicle. A constable had said that would be worth \$6 in court, but that he would accept \$2. Further inquiries had disclosed that the constable retired many years ago, and was probably dead. The commission left it at that.

The price for copra in British-controlled territories in the South Pacific was expected to be lower in 1956. The free market price in 1955 showed an overall fall. The British Ministry of Food and copra producing countries were soon to meet to negotiate a new price. Under the MOF agreement the price could not rise or fall by more than 10 per cent in any one year.

Import restrictions began in Papua New Guinea on December 1 in line with the Australian Government's policy of bringing external payments into full

balance by June, 1956. PNG imports from non-Australian sources had increased by about 300 per cent since 1953, and in the last financial year cost about \$19.2 million.

The first public announcement was made of the impending merger (takeover) by W.R. Carpenter and Co Ltd, Sydney, and Morris Hedstrom Ltd, Fiji. Carpenters made an offer for 75 per cent of the Morris Hedstrom shares. The intervening years have seen a rationalisation of the affairs of the two companies.

Five Easter Islanders arrived at Atiu in the Cook Islands at the end of November after a 54-day voyage in an open boat. They said they had been without food for 24 days during the 2500-mile journey. The men said they were aiming at Tahiti, where they had relatives.

The 8000-ton former Japanese tanker, Naruta, lying half-submerged in Rabaul Harbour, was again offered for sale by her owners, Anderson's (Pacific) Trading Co Ltd. Offered in May, 1953, the Naruta failed to attract bids above the reserve. She was later allowed to sink, but was recently partly salvaged and rose higher out of the water than ever before. She was damaged aft by bombs in the engine room during World War II.

After many years of suggestions and speculation, a practical start was made planting cocoa in Fiji 20 years ago. About 300 acres were planted, mainly by Fijians. The fruiting of young



The modern Marie Celeste, the Joyita, which, as Yesterday recalled in November, was found floating and derelict in Fiji waters in November, 1955, with not a soul on board. Her crew of 25 vanished without trace. She is seen here beached near Labasa a few days after being found.

cocoa at agricultural stations was said to be encouraging. The Governor, Sir Ronald Garvey, said at the Legislative Council in November that he looked forward to the day when the cocoa crop would make a major contribution to Fiji's economy. He's still waiting, and he will be waiting a long time yet. Fiji still does not have a commercial cocoa industry.

A further 33 deaths occurred on Tikopia, the Polynesian outlying island of the Solomons. The killer disease, thought to be either malaria or influenza, turned out to be the latter. More than 120 had died up to the end of September. The BSIP Government sent an assistant medical practitioner to help the islanders, and followed up with an additional dresser. It was believed that the last 33 to die refused medical treatment. Now 20 years later, 'flu is back again in the area. By this September 30, 59 had died in Papua New Guinea.

Junkers aircraft, which put New Guinea on the air-freighting map before World War II, returned to the country. Gibbes Sepik Airways had flown one in from Sweden, and had another two on order. The JU52, like its predecessors, was a low-wing monoplane with a high payload. It was capable of landing and taking off in 350 yards. The Germans used the JU52 in World War II to ferry their parachute army.

A dog problem in Rabaul was developing into a battle of wits. It was not the ordinary run-of-the-mill dog causing the problem, but the "cunning ones". Superintendent A. Rackerman told the Town Advisory Council that some of the dogs were taking refuge on private premises when they sighted the dog patrol. All possible police action was being taken, but it was becoming difficult to trap "cunning" offenders. PIM reported that Rabaul had a quite unique dog patrol, consisting of a bevy of native policemen, plus some assistants who trundled a sort of wire cage on wheels. The posse was equipped with large contrivances like butterfly nets to make the job of dog-catching easier.

A Vila correspondent reported that with copra at \$86.30 a ton, a general business slump had set in in the New Hebrides. The slump was most evident in bars, where customers were few. Planters were not spending much time in town. There was also a very slow turnover in all kinds of consumer goods. Seeking trade, Chinese storekeepers were selling rice at \$4.40 for 56 pounds, which was 40c below cost. American cigarettes were down to 75c for a carton of 200.

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Books, Reviews, Writers

A SHADOWY RUSSIAN IN UNKNOWN NEW GUINEA

On a September day in 1871 a small corvette, half the world away from its home base, pulled in close to the southern point of Astrolabe Bay, on the dark, New Guinea mainland and landed three men, one Polynesian and two Europeans. The Polynesian, who was soon to succumb to the vicious malaria of this coast, fades into New Guinea history simply as Boy; one of the Europeans was named Ohlsen, a stranded Swedish sailor off a whaler, or a beachcomber, picked up in Samoa. The third man was Nikolai Nikolaevich Mikloucho-Maclay, eccentric Russian scientist who proposed to establish himself in this unknown land in order to study the local flora and human fauna.

Up to 70 years later he would have been regarded as a nut and probably have been warned off by the District Officer, Madang.

But there were no DO's in Madang in 1871, then little but an un-secured harbour, a point on the periphery of what was later to be notoriously known as the Rai coast, corruption of Maclay's name. To the south-east, the land rose from Astrolabe Bay in a series of 1,000 ft terraces before the uplands faded back into the cloud-draped Finisterre range. It was a region peopled by fierce tribesmen whose mini wars and vendettas were interminable, who went on resenting intruders even into the late 1930s, capable of giving any government patrol a hot reception.

In 1871, German annexation and establishment of their first administrative centre at Madang was still 13 years away; Rabaul, much more accessible and less forbidding, on New Britain, was still to wait half a dozen years for its first traders to set up shop. So why this young Russian, who hitherto had been more concerned with investigating the life-style of sponges on the bottom of the Red Sea, should choose to isolate himself on the forbidding coast of unknown New Guinea, has always been something of a mystery. At the same time, the man himself, although

well known enough by name, has remained a shadowy figure, obscured by time, world and Russian events of the past 100 years.

Light on the mystery and flesh on the bones of the shadowy figure of Maclay have now been supplied by the first English translation of the diaries which he kept in the three periods he spent on the Astrolabe Coast between 1871 and 1883.

The translation has been made by Mr C. L. Sentinella, of Sydney, who has also provided fore, aft and connecting chapters. As a result Mikloucho-Maclay: New Guinea Diaries, 1871-1883 becomes a book that is not only very readable but throws some new light on the international scrambling that went on before German annexation of New Guinea in 1884.

Although Maclay was a patriot to the end of his life, he spent more time out of Russia than in it and, in total, eight years of his voluntary exile in Sydney, NSW, where he married Margaret, the daughter of a former Premier of NSW, Sir John Robertson.

She accompanied him on his final return to Russia where he died, worn out at 42, in April, 1888. He left her virtually penniless, as he himself had been most of his life, but the Czarina befriended her, arranged for her to return to Australia with her two small sons and for a pension to be paid to her there. It continued until the Russian revolution of 1917.

Maclay's direct descendants were, therefore, Australians and probably the reason why, towards the end of World War II, when Russia and New Guinea were both news, Frank Greenop, a Sydney journalist, wrote a book about Maclay's New Guinea experiences (Who Travels Alone). It is likely that it was this book that stirred the Russians who had allowed the Maclay diaries to lie buried for over 50 years, and why, in the 1950s, the Russian Academy of Sciences published some of Maclay's scientific material and included the diaries with them. A copy of these publications



Nikolai Nikolaevich Mikloucho-Maclay

was later obtained by one of Maclay's grandsons in Sydney who approached Mr Sentinella to undertake the job of translation into English.

Sentinella became fascinated by the background of the story, went to Astrolabe Bay himself to look at the place where it happened, and in Madang came into contact with Kristen Press Inc, the printing/publishing offshoot of the Lutheran Mission which was anxious to publish the book.

The circle was complete—Rai Coast back to Rai Coast in the matter of 100 years. It is probably fitting that it is descendants of the men, whom Maclay called savages when he first saw them on the beach, waving him off with their spears, who have had a large hand in producing this first, full English account of his years in New Guinea.

In the late 1860s Maclay had gone to the Russian Geographic Society with a plan to visit the Pacific. At that time he was interested in marine biology but by the time the society had given reluctant sponsorship and 1,200 roubles towards the project, Maclay's interest had switched to

primitive man. New Guinea primitive man, about whom virtually nothing was then known, presented itself as a god-given opportunity to break ground no one had yet trod.

Through the Grand Duke Constantine, President of the Geographical Society, who also happened to be brother of the Czar and administrative head of the Imperial Russian Navy, it was arranged that Maclay should join the steam corvette Vityaz which was about to take up station with the Far East fleet.

Vityaz left Kronstadt under the command of Captain Nazimov in late October, 1870, crossed the Atlantic and entered the Pacific via Cape Horn. It was 10 months before she skirted the coast of New Britain, sailed through the strait between Rooke Island and the NG mainland that now bears the ship's name, and anchored close inshore at Astrolabe Bay.

On the way Maclay had spent days ashore in many places, filling sketchbooks and notebooks with data on people, animals and plants. In the Pacific he visited Easter Island, Tahiti and Samoa and, in the last-named picked up Boy and the ex-sailor Ohlsen whom he regarded as servants.

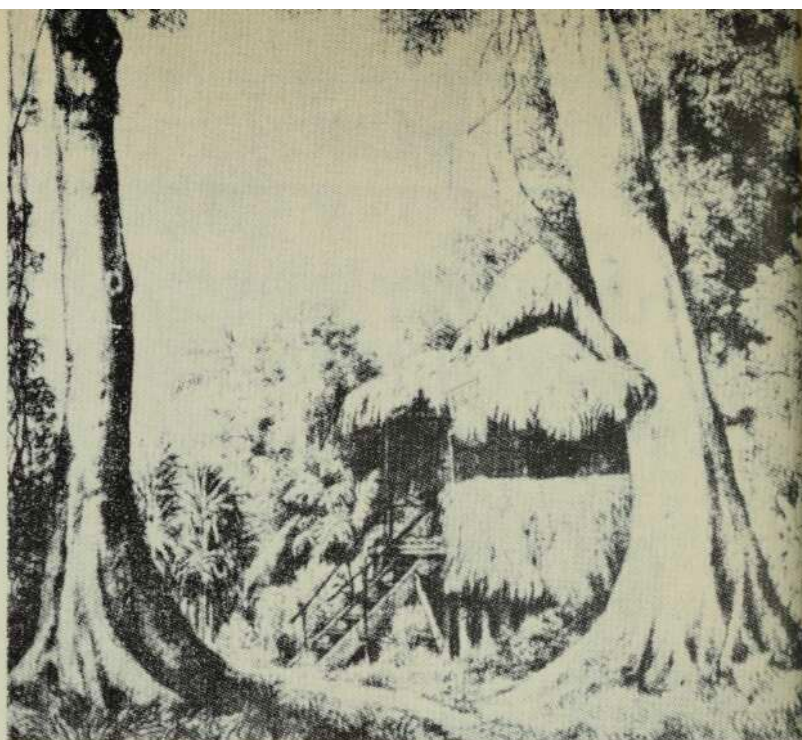
The Vityaz remained three weeks in the bay, during which time the ship's company helped build a native house for Maclay at a small point of land called Garagasi, about half a mile from the nearest village.

Built on stilts, it was about seven feet wide and 14 feet long, the servants' quarters separated from their master's by a piece of canvas. Later, when he had to suffer their moans and groans through their various illnesses, he regretted that he had not provided them with a separate hut but the size of the dwelling seems to have been regulated by the amount of planks that the Vityaz had brought from Tahiti.

There was no protection against insects, as science had not yet connected the bite of the anopheles mosquito with malaria; but some protection against their neighbours in the shape of firearms and a semicircle of mines, planted by the artillery officer from Vityaz, in cleared ground around the house.

When Vityaz finally pulled out, Boy was stoic, Ohlsen, who was beginning to get the message, sobbed hysterically and Maclay could scarcely wait to get at his scientific investigations.

Although in the end, particularly on his second and third periods there, he was to identify himself with the local people, even to the extent of trying to stop their wars and to



Maclay's hut at Garagassi, sketched by himself.

worry about what would happen to them in the event of European annexation, the greater part of the diaries shows only the scientist, the dispassionate observer, nothing else.

Most of his emotions are submerged beneath the meticulously-recorded observations of the new world around him and he emerges as a human being only occasionally, to comment waspishly on the fact that his servants were again groaning with malaria and that he had to make the tea or cook some food.

His attitude to native hostility was a mixture of caution and the sublimation of personal fear. In his diary entry of October 1, 1871, he describes how he decided to visit a local village, the argument with himself about taking a revolver, and his later, self-congratulation that he had decided not.

When he wandered unannounced into the village there was the usual hubbub, much brandishing of spears and only "sullen, uneasy and displeased faces", until one man made a spear-thrust within an inch of his eyes.

"At that moment", he says, "I was pleased that I had left the revolver at home, not being sure then whether I would react with such equanimity to a second attempt of my opponent, should he take it into his head to repeat it.

"My position was quite futile; not being able to speak to them, it would have been better to go away, but I desperately wanted to sleep. It was a long way back home—'Why not sleep here', I thought".

He picked up a new mat, dragged it into the shade, took off his boots, loosened his belt and fell asleep. When he woke up, two hours later, "feeling very refreshed", only a few natives were sitting around his mat chewing betel-nut—and, no doubt, looking surprised, as well they might. Dozens of accounts of first contact with hostile New Guineans have been written; few of the writers have ever confessed to feeling sleepy in the middle of the meeting, much less doing anything about it.

Within a few weeks, Boy, Ohlsen and Maclay were all suffering recurring bouts of malaria in spite of doses of quinine, and in December Boy died of it. Because it was thought that there being one less of them would incite the locals to more aggression, it was decided to take Boy's body out to sea for disposal—but not before Maclay had cut off the head in order to examine Boy's brain. The findings recorded, they then put the remains in two weighted sacks and, skirting the local fishing fleet, eventually accomplished the task.

Later inquiries about the where-

out of Boy were apparently untroubled by Maclay floating a cask of methylated spirits on top of a cask of water and setting it alight, which the villagers were suitably untroubled. They apparently considered that anyone who would set fire to water and who had already demonstrated his ability to kill birds and animals with a weapon far more deadly than their spears, was a superman, not to be questioned over the disappearance of an inferior.

Relations improved steadily and when Maclay and Ohlsen, by then a physical and mental wreck, were picked up by the Russian clipper ship *Izumrud*, in December 1872, they were the lamentations along the coast.

It was 4½ years before Maclay got back to Astrolabe Bay, during which time he made expeditions in West New Guinea, already nominally British for 50 years, and in the Malay Peninsula. He left Singapore, records, partly "in order to avoid closing information (about Maclay) to the English" who were busy consolidating their position in that part of the world; and partly because reports that Australia and England were considering annexing that part of New Guinea not claimed by the Dutch. In this he saw danger to his Astrolabe Bay friends and decided to protect them by (a) his presence and (b) by appealing to the Russian Government to declare protectorate over that part of New Guinea.

He took passage on a small ship called *Seabird*, under the command of none other than Captain O'Keefe, known better to movie mogus in the 1950s as His Majesty. He spent four months on the *Seabird* while O'Keefe conducted his business in Micronesia and the Admiralty Islands, being generally outraged at what he considered the "vicious exploitation" which the natives were subjected to by the "whites".

With a Malay cook and a young man and girl from Pelau, he was stranded on his coast in June 1876. O'Keefe promised to come for him in six months, probably without the slightest intention of doing so.

Maclay spent 17 months there at this period, becoming closely involved with the people whom he came to believe should be saved from the fate of being annexed by anyone but Russia. His early scientific detachment goes by the board and his diary at least as published in the last three months before he was picked by an English schooner, *Flower of Yarrow*, and sent away to virtually nothing. He spent six months in Singapore

followed by almost four years in Sydney, leaving there in 1882 on a Russian warship for his first visit to his homeland in 12 years.

His visit was partly to see his family, mainly to negotiate for the publication of his scientific work. He left again before the end of the year, destination Australia. He took passage for Brisbane on a ship that called at Batavia where he transferred suddenly to a waiting Russian naval corvette; *Skobeliev*, which left port early the following morning. On March 17, 1883 the corvette was at anchor at Cape Constantine, Astrolabe Bay.

Maclay had brought with him, as gifts for the people, a bull, two heifers and a goat, seeds of tropical fruits, beads, cotton material and mirrors but this time he stayed with the corvette which spent some weeks surveying and exploring the coast.

Although his diaries carefully mask the fact, the archives of the Russian Navy reveal that Mikloucho-Maclay's switch at Batavia from the British steamer *Chyebassa* to the Russian corvette *Skobeliev* was not impulse, as Maclay stated, but part of a carefully arranged plan made in St Petersburg. *Skobeliev*'s purpose was to investigate suitable harbours for a Russian naval station in the Pacific and Maclay took part in it because of his knowledge of the region.

After leaving New Guinea on March 23, the *Skobeliev* inspected other harbours in the Admiralty group and in the Pelau Islands. A month later the vessel arrived in Manila where Maclay left her to go on to Hong Kong. It was there he

learned of the Queensland Government's attempt in April, 1883, to annex part of New Guinea by sending H. M. Chester from Thursday Island to Port Moresby to run up the flag. This action was later repudiated by the British Government but letters written at the time by Maclay show that he believed that his non-arrival at Brisbane with the *Chyebassa*, and the fact that he had transferred to the Russian warship, had precipitated Queensland's action.

Although this incident has gone down in the history books as having been caused by fear of German annexation, fear of the Russians at this period was even more obsessive in Australia. Russia had expanded across the northern hemisphere as far as Alaska and by the 1880s was already challenging Japan for the right for trade and territory in Manchuria. News of Russian adventures around New Guinea directed Australian attention to the long, undefended coastline of its own continent, and to activities that only hindsight can call irrational.

Back in Australia later in 1883, Maclay threw himself into any move that would safeguard the future of the New Guineans, meantime hoping that the conflicting colonial interests of Germany and Britain would keep both from making any definite move in regard to New Guinea. In this, of course, he was soon to be disillusioned.—*Judy Tudor*

(MIKLOUCHO-MACLAY: NEW GUINEA DIARIES, 1871-1883; trans. by C. L. Sentinella. Published by Kristen Press Inc, PO Box 712, Madang, PNG. Recommended price \$4.95).

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MELANESIANS SEARCH FOR AN IDENTITY

According to the Concise Oxford Dictionary, the word Melanesia comes from the Greek: *melas* (black) *nesos* (island) and refers to the group of islands, NE of Australia, in which the dominant race is dark-skinned and curly-haired. Geographically, the term Melanesia is usually used to cover New Caledonia, New Hebrides, Fiji, Solomon Islands, Papua New Guinea and Irian Jaya, though the Torres Straits Islands ought to be included, and Fiji might better be put to a category of its own. And, as is pointed out in *An Introduction to the Peoples and Cultures of Melanesia*, there is much cultural overlap between Melanesia, Micronesia and Polynesia. What, then, is Melanesia? What constitutes a Melanesia?

The author, an anthropologist with considerable field experience in Papua New Guinea, believes that "Melanesia" is best regarded as a geographical region within which some cultural traits occur with greater frequency than they do in some of the surrounding areas" and that it is not possible to make more than a handful of generalisations that will apply to even the majority of the societies in Melanesia, and many of these generalisations do not distinguish Melanesia from Micronesia, eastern Indonesia, or the smaller islands of Polynesia". In this booklet, one of a series on current topics in anthropology, the author's experience and skilful use of relevant material from recognised sources provide a most helpful overview. In clear and concise language, free from academic jargon, Chowning briefly summarises the main facets of the past and present of the Islanders and their environment.

The text is divided into sections on physical anthropology, languages, prehistory, environment and resources, art, culture, demography, land-use, social organisation, warfare, kinship and marriage, sexual relations, religion and ceremonial, art, and economic organisation. Inevitably, there are some overlaps, and some people will prefer a different arrangement of the text and/or wish to change the emphases given to sections. For instance, because the nexus between art, culture and land-use, and that between social organisation and economic organisation, is so strong, the division into separate sections will not please every reader.

It might be asked why the section on demography has no reference to the work of Dr Norma McArthur,

perhaps the foremost authority on population studies in the Pacific. And it is not correct to state that too little is known about the Western Islands to class their people as Micronesians: Hohnschopp (1971) has provided detailed evidence that, on Aua and Wuvulu, proto-Polynesian conquerors introduced a culture which has overcome the original Manus culture.

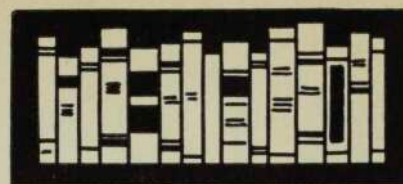
The real test, however, is whether one can see the wood for the trees. Most academic writers have taken a microcosmic approach, leaving the 'ordinary' reader to tackle a plethora of books, monographs and articles in order to gain an overview. This booklet passes that 'arboreal' test with flying colours. Equally important, Chowning draws attention to some assumptions which, though valid only for the group of people and/or limited environment about which they have been made, are close to becoming conventional wisdom for the whole of Melanesia.

She rightly stresses that much more needs to be known about such matters as the historical development of migration and settlement, of land ownership and use, of kinship, and of the role of women. Our current knowledge supports Chowning's view that Melanesia can only be regarded as a geographical region in a wide sense, and as an even wider one in relation to the peoples who inhabit it. However, she concludes, "the greatly increased interaction between people of different groups as a result of European influence and control, along with the gradual disappearance of traditional technology, ceremonies, and customs, has reduced the cultural distinctions that were once the most outstanding characteristic of Melanesia".

Intra- and inter-island politics, close personal relationships between leaders in the region, eg that of the prime ministers of Papua New Guinea and Fiji, and inter-marriage among the politico-economic elites are but some of the factors contributing to what may become a pan-Melanesian culture.

The new nations of the Pacific have gained international recognition, but they are still searching for identity within the region. This booklet may help Melanesians in that search. It deserves to be read by them and their friends.—*Harry Jackman.*

(AN INTRODUCTION TO THE PEOPLES AND CULTURES OF MELANESIA. By Ann Chowning. Published by Cummings Publishing Co, Menlo Park, USA. \$2.00.)



Amusing bored small fry

What to do with bored small fry on a rainy afternoon, or keeping an active measles victim amused are just two questions which have bedevilled parents for quite a time.

It's not so bad with two children; they can usually have a good argument, but one child with "nothing to do" can send a parent reaching for the picture rail.

Susan Dickinson, in her aptly-named book *Mothers' Help*, couples her mother's experience with her writer's imagination to bring help to the harassed. Covering many different twists on such gems as dressing up, story time, making music, etc, the editor adds such hackle-raising tit-bits as co-operative cooking and caterpillar boxes.

The editor and her 11 writers have come up with a collection of things to do for children up to five which don't simply say "tell them to do this . . ." but actually show how the child can be organised to keep him or her happy for hours.

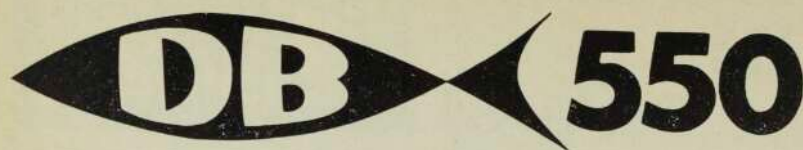
I have tried several items on my own three-year-old son and the sight of him mixing pastry for jam tarts has to be seen to be believed . . .

Real Time is not a catalogue in the style of the *Whole Earth Catalogue* or similar publications dealing, as the title implies, more with ideas than available goods. Divided into five sections, Communications, Human Systems, Mind, Science and Technology and Trends, *Real Time* is well written and edited and features excellent illustrations. However, the publishers should know better than to try to "Perfect" bind the good quality offset paper, as one is constantly reinserting pages which have come adrift due to this writing pad effect.

Excellent reading, a book one can pick up and put down at one's leisure and always find something of interest.—*John Collins.*

(MOTHER'S HELP, edited by Susan Dickinson; Fontana Books; \$A1.50.)

(REAL TIME, edited by John Broekman and Ed Rosenfeld; Picador, Pan Books Ltd, London; \$A5.95.)

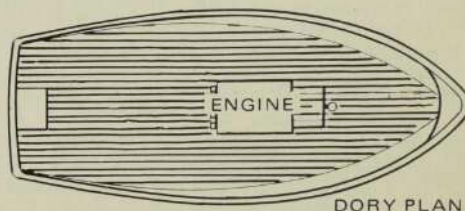
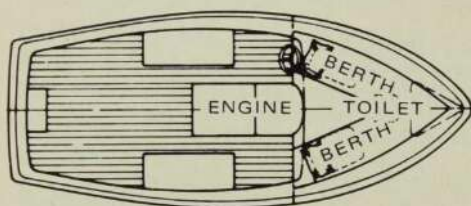


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Pacific Transport

ISLANDS CREATE AN AIR COUNCIL BUT THERE'S NO REGIONAL AIRLINE

By a staff writer

The question of rationalising regional air services in the South Pacific is still very much in the melting pot following a meeting in Nauru on October 28 and 29 of aviation ministers from seven countries. The scanty information released after the meeting suggests that Air Pacific is still as far away as ever from realising its dream of becoming the accepted regional operator.

The ministers agreed to set up a South Pacific regional civil aviation council of government ministers, backed up by an advisory committee of aviation experts. The council's job will be to stimulate technical co-operation between rival airlines based in the region and ration out routes among them.

Fiji's Minister for Communications, Works and Tourism, Mr Ted Seddoes, before leaving for Nauru, spoke at a tourism conference in Suva, and put Fiji's case for Air Pacific in a nutshell—there were already too many little airlines shunting people about in the Islands. The need was for the region to support one big, well-organised airline.

The Nauru meeting was attended by ministers responsible for civil aviation from Fiji, the Gilberts, Nauru, the Solomons, Western Samoa, Cook Islands and Papua New Guinea. Australia and New Zealand were also represented.

The South Pacific Bureau for Economic Co-operation, which organised the meeting, issued a brief communiqué after the meeting, held behind closed doors, saying the recommendations for the new council and advisory committee would go to the South Pacific Forum for ratification. Both organisations would constitute a consultative body on regional aviation matters already mentioned by the forum as being a desirable tool to use in shaping the improvement of Pacific Islands air services.

Undoubtedly some overhaul is needed, for the Pacific Islands do not

represent a big enough internal market for everybody. No airline is making a fortune. It may have been coincidental but Air Pacific, about the time of the conference, reported a hefty loss, unstated, for the year ended March 31.

Five Pacific countries are represented on the Air Pacific board—Fiji, Western Samoa, Tonga, the Solomons and the Gilberts. Qantas, Air New Zealand and British Airways are also represented.

The Air Pacific board, at its annual meeting, lifted the number of Fiji

directors from two to four. All other interests have one director each. But Captain P. Howson, of Qantas, remains chairman.

As internal traffic has dropped back to the level of that of 1972, because of a slump in tourist traffic, Air Pacific is considering leasing or selling one of its three Trislanders, bought earlier this year for domestic services.

Another airline, South Pacific Island Airways, about the same time announced it was, at last, ready to launch new services between the two Samoas, using new Cessnas. Rather

UK operators for Air Niugini

Templewood, a British air charter firm, known as Tempair, has outbid Qantas, TAA and Ansett for a contract to operate Air Niugini's international routes. Templewood's was the lowest tender. Qantas and Ansett made individual offers, and Ansett, as a second string to its bow, made a bid with TAA.

The deal was expected to be signed before the end of November, and the services are expected to start in January. Templewood is required to provide, maintain and crew a Boeing 720, which is similar in appearance to a Boeing 707, but structurally different.

The aircraft will carry Air Niugini's livery on the PNG-Australia and PNG-Far East routes. Qantas will share the PNG-Australia route with Air Niugini under a reciprocal rights arrangement. Qantas remains the sales agent for Air Niugini.

It had been suggested earlier that the likelihood of Templewood winning the contract was a "slap in the face" for the Australian Minister for Transport, Mr Charles Jones. That

is not the case. It was simply a question of economics.

Under an interim arrangement, Ansett and TAA are already involved in Air Niugini's Australian route. Their aircraft will eventually disappear from this route, although they will still retain their interest, temporarily, in Air Niugini, as shareholders, along with Qantas. The three airlines are minority shareholders. PNG holds majority ownership, and under government arrangements between Australia and PNG will eventually acquire full ownership.

Qantas, TAA and Ansett were all asked about six months ago if they could nominate a suitable manager to take over in 1976 from Mr Ralph Conley. Mr Conley, who built up Air Niugini in its formative period, will leave PNG in January.

When the three Australian airlines failed to nominate a manager, Air New Zealand was asked to step into the breach. The chairman of Air NZ, Mr J. F. Jeffries, said his airline would consider if it could provide management from its limited resources.

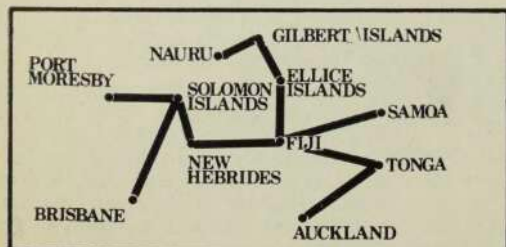
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than buy two new aircraft, it could have been a better deal for SPIA to charter the Trislander.

Air Pacific is obviously doing well with its regional services. Its second BAC 111, which was leased to Air Malawi, is due back in Fiji in December. Air Pacific will then make a big expansion of services—four a week each to Auckland and Brisbane by December 31, and a fifth flight to Brisbane early in 1976.

So far there is no clash of regional services, but if Air Pacific is expansion minded, it will find a worthy rival in Air Nauru. Continental has flights in Apia, and other points on the way down from Micronesia, although it has not yet exercised them. When it does it could look for a return route, say through the Solomons, which would cut across part of an Air Pacific service. Air Niugini too, is looking at expansion, but so far no further east than Honiara. At the moment Air Niugini seems more intent on going north and south.

Obviously there is a need for rationalisation, which won't be achieved without close co-operation. As Stuart Inder wrote in PIM in June, 1974: "Is the South Pacific to have one regional airline doing the greatest good for the greatest number, or is every mini-state going to establish its own international airline and fight its neighbours for landing rights and customers?"

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

His remarks are still highly relevant.

CONTINENTAL PLANS TO S. PACIFIC ROUTE

Continental Airlines, which has applied to the US Civil Aeronautics Board for permission to establish a route to the South Pacific, sent two of its executives to look over the area recently.

The airline's vice-president, Don Beck, and the market planning director, Fritz Blayney, flew into Pago Pago and also visited other islands.

Continental, which was a victim of political fiddling in 1969 when President Nixon quashed its award by his predecessor, President Johnson, for a South Pacific route and gave it to American Airlines, plans to operate between San Francisco, Los Angeles, Hawaii, Pago, Fiji, New Zealand and Australia.

American Airlines, which withdrew

from the South Pacific last year, blamed the denial of its use of these West Coast gateways for its failure to make the South Pacific route pay.

Continental's application is due for hearing in Washington in December and it plans to begin the new operations in a year's time with medium-range DC 10/10s which, at present, are configured in a non-IATA 200 seat arrangement.

Carrying 6,100,000 passengers and generating 5.6 billion pay-miles in 1974, Continental is the smallest of the American trunks, but one of the most profitable. It has rationalised its 53-plane fleet to two types only—the tri-motored DC 10/10 and the B727-200. It also holds 31 per cent of the equity in Air Micronesia, which it manages.

POLYNESIE IS UP FOR SALE

The Polynesie has been withdrawn from the Sydney-Noumea-Santo-Vila service and offered for sale. She was operated by South Pacific United

Lines, a subsidiary of Messageries Maritimes, which is looking for a replacement. In the meantime, the service will be operated with La Bonita, a conventional cargo and container ship, which is on temporary time charter.

The Polynesie, a cargo/passenger ship, was introduced to the service about 20 years ago. Her replacement will be a cargo-only ship. The economics of building a cargo/passenger ship as a replacement, ruled out any possibility of bringing in a ship similar to the Polynesie.

FIJI UNIONISTS BUY BUS COMPANY

A chance remark by union officials during wage negotiations that the union could run bus companies better than existing bus operators led to a situation where the Fiji Transport Workers' Union now has a foot in both camps. The chance remark caused union officials to do a bit of thinking, and that thinking was followed by the purchase of Amalga-

FIJI LEGALISES ITS PORTS AUTHORITY

From a Suva correspondent

The Fiji Ports Authority, which had been operating unofficially for some time, was able to constitute its board recently, following the passage of legislation. The chairman is the Minister for Communications, Mr Ted Beddoes. The other members are Messrs Bob Dods (Secretary for Transport and Tourism), Savenaca Siwatibau (Secretary for Finance), Loh Heng Kee (Director-General of the Ports Authority), P. J. J. Corbett and Eddie Wong.

The authority will take over responsibility for ports in Fiji. It will operate as a profit-making body, and is required by law to provide and maintain efficient services in all Fiji's main ports.

Mr Loh, who was recruited from Singapore to be director-general, spent some months laying the groundwork for the authority. One of his problems was congestion in wharf sheds, particularly in Suva. He came up with inland freight stations (IFS). The first one was in the old RNZAF hangar at Laucala Bay. There are others at Walu Bay, Amy Street and the King's Wharf.

Excess cargo at Suva is transferred to an IFS to be properly stored, marked and sorted for delivery to importers. Apart from relieving congestion, this move has helped to reduce pilferage.

With the storage problem at King's Wharf eliminated, ships will not now

have to anchor in the stream, waiting for cargo space.

The authority had its genesis in 1972 with the appointment of a commission of inquiry into ways and means of improving facilities in Fiji ports. The commission, of which Mr Loh Heng Kee was chairman, duly made its report, recommending, among other things, that a ports authority be set up.

The authority's main efforts, initially, at least, will be directed to the three ports of entry—Suva, Lautoka and Levuka. It will extend its services to other ports to co-ordinate services throughout the country.

Training programmes and refresher courses will be arranged for dock workers and other employees. These are aimed at improving productivity.

"This would involve the upgrading of skills of the operational staff, including comprehensive training programmes for managerial staff," Mr Loh said. "Comprehensive training will lead to modern cargo handling methods such as container operations and other highly mechanised facilities yet to be introduced."

Naturally there will be a huge capital expenditure, but it will be well worth it if cargo flows smoothly through to the importer, and it eliminates that all-embracing frustrating phrase a purchaser, after some urgently needed item, so often hears, "It's on the wharf".

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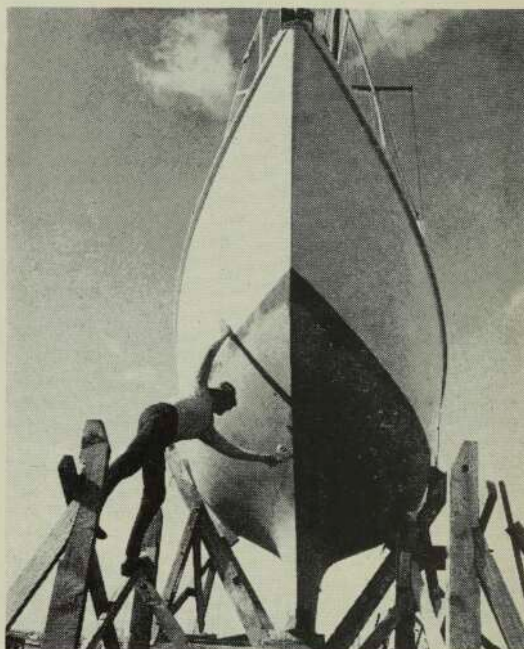
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ated Transport Co Ltd for about 50,000.

The union/company now has 26 ses of 50 to 60 seating capacity ricing several thickly-populated eas of Suva. The fleet will be en- gged in the next three years.

A board of directors has been ap- inted to control bus operations. The ard's manager operates from the ion office, working alongside union icials. Initially, 50 per cent of net ofits will go to the union and 50 r cent to the board. If the board's orkers make industrial claims, then e union will meet the board round e table.

There is no reason why the opera- n should not be a success. But an ential ingredient is that the union es no further than being the owner e fleet, leaving conduct of the iness to the board.

LUXURY PASSENGER SHIP FOR SOLOMONS

A 130 ft luxury passenger cruiser ilt in Japan is expected to soon go o service in the Solomon Islands. e ship, named the Compass Rose is valued at more than \$250,000. an carry 200 passengers.

Mr Alf Scholz, manager of Coral as Fishing Co, which owns the new p, said all compartments were air- ditioned. Each cabin had a red vet carpet, a writing desk, two airs and a mirror. There would be o classes of cabin—de-luxe and st-class. De-luxe passengers would ve their own lounge with comfort- le leather chairs.

Compass Rose II will have a speed 13½ knots, and will be fitted with modern navigation aids, including lar.

The fares in the Compass Rose II ll be the same as those charged e Regina M and other govern- ent ships. There will be reduced arges for cargo from Honiara to zo and Auki.

JI BUILDS S BIGGEST SHIP

The Fiji ship-building industry tted itself on the back in November th the launching of the biggest ship er built in the country. The ship is e Kaunitone, 580 tons, which cost out \$500,000. The name of the ship es right back into Fijian history, d legends say that the Kaunitoni is one of the four canoes which ough the first Fijians to Fiji, led a warrior named Lutunasobasoba. Not only was the ship built in va, it was also designed in Fiji. ready it has become the pride of e Fiji Marine Department's fleet. er inclusion in the inter-island ship- ng service is timely, and will plug

the gaps left by the loss of the Ului- lakeba and the Makogai, which foun- dered in hurricanes.

She is fitted with 500 hp Cater- pillar engines, and has a cruising speed of about 10 knots. She is 138 ft long, and has a 28 ft beam. She draws 13 ft. She can carry 110 tons in her main cargo hold, which in- cludes two deep freezers. She has capacity to carry 88 passengers in cabins, saloon and on deck.

The Kaunitoni will be crewed by six officers and 14 seamen.

AIR NIUGINI MAY BUY NEW AIRCRAFT

Air Niugini is looking at the possi- bility of introducing De Havilland Dash 7 aircraft to a number of ser- vices, and phasing out DC3s and Fokker Friendships. De Havilland Canada recently made a study of Papua New Guinea airstrips to see if its DH Dash 7 was suitable. Its report was sent to the Minister for Transport, Mr Iambakey Okuk, who will pass it on to the PNG National Airlines Commission.

Mr Okuk said the DH Dash 7 had some advantages over the DC3 and the Fokker. It could land and take off with full loads at Enga, Chimbu, Southern Highlands and Kerema. DC3s and Fokkers could not.

Upgrading those strips to take DC3s and Fokkers would be too ex- pensive. The DH Dash 7 might solve the problem, and allow all provinces to use the national airline. The government would gain by buying the aircraft, he said.

The DH Dash 7 is like the Fokker in a number of ways. It is high wing, and turbo prop. However, it requires four engines to develop the same horsepower as the two engines of the Fokker. Both have the same passenger capacity. The DH Dash 7 has a range of only 935 miles, which is well below the potential of the Fokker. But the limited range does not mean a great deal in PNG.

Mr Okuk said he would ask the government to let Air Niugini hold talks with De Havilland Canada, if the Airlines Commission favoured the report, and aviation experts, both government and private enterprise, agreed.

● Air Niugini was scheduled to start a weekly service between Port Moresby and Manila about the middle of October, according to a memorandum of understanding signed in Manila between Papua New Guinea and the Philippines. Qantas has been appointed Air Niugini's general sales agents in the Philip- pines.

USS WILL SAIL NO MORE IN EAST PACIFIC

The Union Steam Ship Co of NZ Ltd will soon have no more services in the eastern Pacific. The Auckland-Tahiti cargo service will be aban- doned in January because it is unprofitable. This follows the earlier withdrawal of the company's NZ- Cook Islands service, and the sale of its assets there to the Cook Islands Government.

The company uses a chartered ship, the Luhesand, 1,673 tons, on the Auckland-Tahiti service. Rising costs, devaluation and shortage of return cargo from Tahiti made the ship unprofitable. The charter is due to expire in January and it will not be renewed.

It has been suggested that the NZ Government-owned shipping com- pany, might take over the Tahiti ser- vice.

Meanwhile, the Fijian Swift, 1,200 tons, which had been offered for sale, has returned to the NZ-Fiji trade. This ship is owned by Reef Shipping, which has been operating another ship, La Bonita, on the route. La Bonita will transfer to the Australia- Pacific Islands service under charter to South Pacific United Line for six months.

UK HELP FOR REGIONAL SHIPPING LINE

Help for the Islands to set up a regional shipping line may come from Britain. The Papua New Guinea Prime Minister, Mr Michael Somare, re- turned home from the UK with a message that British shipping execu- tives were prepared to help.

The offer was to help set up a government-controlled inter-island shipping fleet. The well-known line, Bank, which operates in the South Pacific, and others, made the offers.

A spokesman for Mr Somare said the offer would be considered at the next meeting of South Pacific leaders, scheduled to be held in Nauru early in 1976.

ROTUMA MAY GET AN AIR SERVICE

Rotuma, about 400 miles north of the main Fiji island of Viti Levu, is expected soon to enter the air age —with some misgivings. Suitable land has at last become available to accom- modate an air strip. However, a number of islanders are concerned that an influx of tourists could affect their lives.

On the other hand, farmers wel- come an airport because it will give them a chance to speed up transport of their produce to the main Fiji mar-

ket in Suva. Rotuma is served fairly regularly by ships, which have to unload cargo and load island produce by lighter.

TRANSPORT BRIEFS

● **Waterside workers** in Port Moresby have won improved conditions in a new award handed down by an industrial tribunal. They will work 37 hours a week in seven-hour shifts between 7 am and 5 pm, Mondays to Fridays, and two hours on Saturdays between 7 and 10 am. They will get time and a half after 4 pm, Mondays to Fridays, and after 10 am on Saturdays. Previously the working week was 42 hours. Nobody has said so yet, but the extra costs involved will sooner or later be reflected in freight rates.

● **Fiji Air Services** has changed its name to Fiji Air Ltd. The airline operates a number of scheduled flights to smaller islands in the Fiji group, to small runways on the main island of Viti Levu, and charter services, using Islander and Baron aircraft. The Fiji Government has a significant shareholding in the airline.

● **Twenty crewmen** from a Taiwanese fish catcher, the Yung Minh, who were stranded on rocky, desolate Matthew Island early in October when their ship ran on the reef, were landed at Noumea from a French warship, La Bayonnaise. The men lived on rations salvaged from the ship and were rescued after five days when a Russian fishing vessel saw emergency flares while sailing past the island and gave the alarm.

Towards the end of October, there was a second rescue operation, 19 Taiwanese fishermen being taken off a fish catcher the Shen Fa, which ran on a reef off New Caledonia's east coast.

● A proposed extension of Daiwa Shipping Line services to Truk and Ponape is supported by the Majuro Chamber of Commerce. Daiwa, in seeking to extend its services, advised that the additional stops could lead to lower tariffs and eventually a full containerised service. Daiwa is reported to be losing money on the existing service with only one authority port. Daiwa services Saipan from Japan, and since Transpac broke up it has been serving Majuro.

● **Air Melanesiae**, in the New Hebrides, is investigating the possibility of using Fokker F27s three times a week on the Vila-Santo-Vila service. The aircraft are at present used on the Noumea-Vila route.

Cruising Yachts

● **GANESH**, brand-new 29 ft fibre-glass yacht is in Suva with her owner-designer-builder, commercial artist and marine architect Reinart Habar, of Ottawa. He designed and built the yacht in Whangarei (NZ) but registered her in Canada. After sailing **Ganesh** to Fiji single-handed, Reinart is spending a few months there working on her interior design and fittings before he heads for Australia. He will have a crew on that trip, Melbourne girl Jenny Braun, who was shipwrecked in Fiji in July when the 45 ft NZ yacht **AYEISHA** hit a reef and sank off Nairai island in the Koro Sea. Jenny and Ayeisha's owners, William Sibly and his wife Pamela, of Auckland, escaped unhurt in a life-raft but lost most of their possessions.

● **FREEDOM**, 36 ft sloop from Providence, Rhode Island, arrived in Tahiti on September 12. Singlehanded the Norwegian built boat is Barry D. Loeckler, 29, who bought her a year ago and left Rhode Island in May. His trip thus far has taken him through tremendous north-east gales in the Gulf Stream—where he lost the use of his engine due to frozen valves—to the West Indies, Panama, the

Marquesas and Tuamotus. Barry, who believes he is the 4th American to circumnavigate singlehanded, planned to cruise the Societies for a month and head on to Samoa, Fiji and New Zealand.

● **GALATEA**, 42 ft Cascade sloop from Seattle, arrived in Tahiti on September 5 with the Gane family aboard, consisting of Mahlon and Faye and their sons Lonnie, 25, David, 20 and Randy, 15. Galatea was built mostly by Mahlon's father and David, and was launched in 1972. They left Seattle in August, 1974 and are making a loop through the Pacific, which will take them to the Cooks and to American Samoa, where they will stay the hurricane season. **Galatea** arrived at Rarotonga on October 20.

● **HOLOKIKI**, Ohlson 38 ft sloop from Honolulu, left Hawaii May 4 and visited Nukuhiva and other islands in the Marquesas before sailing into Tahiti the first week in September. Owners Jim Roy and Kamuela Holman planned to cruise the Societies for three months and in April resume their sail toward the Cooks, Samoas, Tonga and Fiji. Jim cruised the Societies a few years ago in **SEA CALL**.

● **IAGO**, a Rudy Choy 42 ft catamaran from San Diego, arrived in Tahiti at the end of June with owner Duane Brown, 29, and Nancy Yertson, 24, aboard. Duane, who is a surfboard shaper, and Nancy, who is a high school art teacher in San Francisco, spent three months in the Marquesas and two months in the Tuamotus before sailing to Tahiti. **Iago** will be anchored in the district of Mataiea until the owners form their plans.

● **KRAKA**, 45 ft sloop built of mahogany and teak by owner Lars Jennssen of Denmark, sailed into Tahiti on September 10. With him were Jan Ostrom of Sweden and Juan Gaddiel Jaime of Puerto Rico. Lars began his circumnavigation two years ago from Denmark, and has since visited many countries in Europe before crossing the Atlantic to the West Indies and spending a year in Puerto Rico, where Jan and Juan joined him. From there they visited the Dominican Republic, Panama, Las Perlas islands, the Galapagos, Marquesas and Tuamotus. Their plans were to spend at least a month in the Societies before heading on to Fiji, Samoa, New Zealand and Australia.

● **KWAIE' TEK**, 53 ft Spencer ketch registered in Vancouver, arrived in Tahiti on September 12 and left 10 days later for Honolulu. On board were Albert (Bert) Morrow, 64, Jeff Menze of Hawaii and Sharon Ditmer of Idaho. Bert and his wife sailed from Vancouver to Costa Rica by themselves and intended to sail to the Cocos Islands to look for buried treasure. On the way there she became ill and they returned to Costa Rica, where she flew home to Vancouver. Then

As fuel costs continue to rise rapidly transport operators in various fields are constantly on the lookout for ways of cutting down costs. In small boats this can be achieved by sacrificing speed for economical diesel engines in displacement boats. An 18 ft fibreglass boat designed and developed by a Sydney manufacturer, Doning Boats Pty Ltd, may be used commercially or as a family boat.

It combines stability, maximum safety, economical operation and low maintenance costs. With an inboard diesel motor of 8 hp to 30 hp it can give about 30 miles to the gallon with a maximum speed of 10 knots.

The boat is designed for good performance in choppy seas; is easy to clean, and has ample space for two full-length bunks, a toilet and spirit stove. Two further bunks could be installed. Apart from basic fittings a number of optional extras are available.

and Sharon became his crew members and they sailed to the Galapagos, Marquesas, Tuamotus and Tahiti.

● **NEELEEN**, brand-new 45 ft Reactor pop built in Auckland, arrived in Tahiti September 11 with owner-captain Philip Neeley, 40, at the helm. A Pan-ama pilot from Santa Cruz, California, planned to bring his family to Tahiti to cruise the Societies a month before sailing to Honolulu where he will be **Neeleen**. Sailing from Auckland to Tahiti with him were Ann Hering of Honolulu, Peter McKenzie and Bob Vernon, both of Auckland.

● **OCARINA**, Westsail 42 ft cutter from Beaver, Washington, was in Tahiti between August 31 and September 12. On board were owner-skipper Ken Laymon,asty Way and his wife, Rica, of Los Angeles, and John Franke of Garden Grove, California. Their plans were to sail to American Samoa, then to Suva, and on to Australia for the Sydney boat race on Boxing Day.

● **PEN KALET**, a 30 ft wooden sloop owned by Alain Virlovet, 28, of Le Havre, France, sailed into Tahiti early September for a one or two year visit. With him were Ann Le Caer of Brittany, France, and Rosalynn Fuerman of Denver. He left France 6½ years ago in his 65-year-old boat and visited all the harbours between France and Senegal, Africa, then to Brazil, the West Indies and Central America. In Mexico he was painting the bottom of his boat when it fell and shed his hips, but in a few months he was off again to California, where Ann joined him for the Pacific crossing to the Marquesas and Tuamotus and on to Tahiti. Rosalynn joined **Pen** in the Marquesas.

● **PEREGRINE**, 41½ ft trimaran from San Diego, was back in Tahiti in early September, after cruising the Societies. Owner Rich Jensen, 37, a shipwright, built this one-of-a-kind trimaran in five years. It is the fourth boat Rich has built. He left San Diego two years ago and spent one year in the Sea of Cortez, then sailed to the Marquesas, where he visited all the islands and then five of the atolls in the Tuamotus before arriving in Tahiti in March, 1975. Rich planned to remain in Tahiti during the hurricane season and then head west to the Cooks, American Samoa, Fiji, and maybe around the world.

● **REJOICE**, 56 ft staysail schooner built in 1931, arrived in Tahiti early September carrying seven people: owner-skipper Larry Brennan, 47; Katyillet, Paul Krier, first mate; Ivan Bott, John Landry; Mike Frazier and Barbara O'Connell, all of California. They left Los Angeles on July 13 and plan to stay for a year. Their ports of call so far have been several islands in the Mar-

quesas. After several months in Tahiti they will visit the Samoas.

● **TARGA**, 40 ft ketch from Sete, France, was built in 2½ years in the garden of owners Ivan and Danielle Desfour, who arrived in Tahiti on August 22. With them are their three sons: Patrick, 16; Jerry, 15; and Renaud, 8. The family left France two years ago and spent the school year in Martinique before sailing on to the Marquesas, Tuamotus and Tahiti, where they planned to remain for one or two years before going on to New Caledonia and around the world.

● **VELA**, 41 ft Alden design ketch from Honolulu, carrying the Fielding family, left Tahiti late September for the Tuamotus before returning home to Hawaii in mid-October. Mel, wife Ann, daughter Emily and 8-year-old son Brennan left Honolulu in June and arrived in Tahiti on July 25. They cruised the Societies and lost their dinghy while enjoying a moonlight picnic in Moorea's Opunohu Bay. It was found by a fishing boat five miles out to sea and eventually returned to the happy owners.

● **MATHEW**, a 31 ft Tahiti ketch, arrived at Rarotonga from Niue and Pago Pago on October 14 with owner-skipper David Irvine, his English-born wife, Edna May, and their 10-year-old son, James. Their cruise started from San Francisco in 1970 and took them to Mexican ports, Hawaii, the Line Islands and Samoa. They stayed in Samoa for four years and plan to spend the hurricane season in French Polynesia.

● **TAIPAN**, a 33 ft sloop-rigged motor sailer, registered in Savannah, US, arrived at Rarotonga on October 14 from Bora Bora with John Haley of Annapolis, captain, David Shipp and Frances Hermann. Their next port of call was to be Auckland where **Taipan** will be handed over to her new owner, James Dirksen, of Wellington.

● **LANDFALL II**, a 27 ft sloop registered in Wellington, NZ, arrived at Rarotonga from Papeete with Robert Rose

and Jolene Rose. They left for Russell, Bay of Islands, New Zealand, on October 11, after spending six days in Rarotonga.

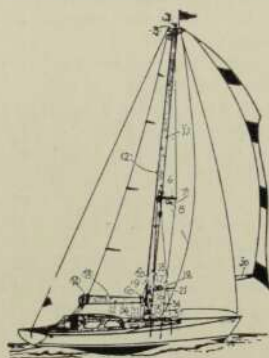
● **VOORDEWIND**, 32 ft teak ketch and her owner/skipper Lawrence Velleman are resting in Fiji before making the long voyage back to their native Belgium. Lawrence, from Ghent, has been sailing single-handed since his retirement a few years ago and has been cruising in the Pacific for the past two years. He will be calling at New Zealand some time in November before heading home via the Indian Ocean and the Suez Canal.

● **GYPSY COWBOY**, 40 ft ketch, is in Fiji, soon to leave on the return leg of her circumnavigation from Miami, USA, with Americans Carl Ericson (skipper) and William Duncan (owner). They left Fort Lauderdale, Miami, in February last year and are heading back via New Zealand, the Indian Ocean and will be spending some time in the Mediterranean before going home.

● **SEESCHAUM**, 40 ft sloop visited Fiji in October. On board are her owner/skipper John Foster of Auckland plus fellow-New Zealanders Keith Anderson, Jack Englehart and Randy Baier and Paul Koro of Fiji. **Seeschaum** left Auckland at the end of July for a four-month cruise around the Fiji Islands. On the way to Suva she lost her rudder on a reef in the Somosomo Strait. All on board spent an anxious night anchored near a village, but the rudder had been washed ashore and was returned by the villagers the next day.

● **INTERLUDE I**, 33 ft steel sloop, called at Suva in October on her way home to Auckland after a round trip voyage to Rarotonga, Hawaii, the Fennick Islands, Christmas Island and Fiji. On board are her skipper/owner John McKenzie accompanied by fellow New Zealander Craig MacAulay.

● **ZIGEUNER**, a 60 ft yawl, made her first visit to Fiji in October with Americans Eric Jensen, Harry Butler, Tom Sleight, Alison Warren and two-year-old Simon Russel, plus Britisher Dave Bur-



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chett. Also on board is her owner and Simon's mum, Linda Russel of Denmark. The group sailed from Jamaica two years ago and is aiming for America. They are cruising the Pacific at the moment with New Zealand as their next destination.

● **DAUNTLESS**, a trimaran which American Errol Christen built in the United States 10 years ago, left Vila in October with Mr Christen en route for New Zealand to join his wife Erica, a New Zealander, who flew home to have her baby a week before. Errol was on his way around the world when he met his wife in New Zealand. They married and sailed to Vila three years ago. He worked with a Vila firm of architects and his wife taught French at the British Secondary School.

● **SALTY**, 34 ft Alden cutter, after grounding on a south Santo reef in the New Hebrides on September 16, is now being rebuilt by owner Chip Anderton, at Santo. **Salty** left Santo two days earlier for New Zealand, but had to turn back because of violent gale force winds from the south-east. Anderton, and Michael Mallard, his crew, escaped with minor injuries. Mallard later sailed to New Zealand. Anderton, in a note to PIM, said **Salty** was not a complete loss. What was left was refloated and towed to Santo. Anderton may be reached at Luganville Marine Centre, Santo.

● **SUPER SHRIMP**, 18 ft sloop registered in London, arrived at Rarotonga in late October with owner-captain Shane Acton and his Swiss companion, Iris Derungs, who joined the yacht in Panama. His voyage has taken him to the Canary Islands, Barbados, Panama, Ecuador, the Galapagos Islands and Tahiti. They hope to spend the hurricane season in Rarotonga then sail to Australia.

● **MISTOULET**, 30 ft sloop of Swiss registry, arrived at Rarotonga from Papeete on October 21 with owner-captain Alain Bassin, a Swiss, and American Michael McCright. They left for Whangarei (NZ) on October 23.

● **CHINTA**, 32 ft sloop owned by German brothers Dr Wolf Muller-Fabian and Uwe Muller-Fabian, arrived in Tahiti on October 8 from Rarotonga and planned to sail for the Tuamotus, Marquesas and Hawaii after a three-week stay in Tahiti. Nicknamed the "Crazy Chinta Brothers" because they claim not to be real sailors, but are just using the boat as a method of transportation to see the islands, they have tested their luck many times by sailing against the trade winds. In June, 1974 they rolled over completely in 10 metre waves and 70 knot winds 150 miles north of the Bay of Islands. They feel they will have had enough of the sea by the time they reach Hawaii, and

plan to sell the boat there and travel by land across the US.

● **DIOGENES**, 50 ft ketch registered in Portland, Oregon, sailed into Tahiti in mid-October, after what they believe may be a record passage between Baia Elizabeth in the Galapagos to Fatu Hiva in the Marquesas, which they made in 17½ days. Aboard were owner-skipper Gus Wolmar of San Francisco, John Goring of England, Andy Price of Wales, Penny Steele of South Africa and Steven Minden of New York.

● Two yachts mentioned in the September issue have been reported en route to Hawaii from EIO in the Marquesas in mid-October. They are **HONEYMEADE**, 45 ft ketch from Brisbane, with owners Chester and Norma Lemon aboard, and **RASCAL**, 28 ft Wollacott Truant sloop from Wellington, with Rex McDowell and Nance Lowe aboard.

● **HORIZON**, Out Island 41 ft ketch owned by Earl and Betty Hinz of Los Angeles, mentioned in the September issue, wrote on October 1 from Nukualofa that they spent two delightful weeks in Bora Bora, had a nine-day passage to Samoa, visiting Pago Pago and Apia. Then they sailed to Vavau in three days for a weeks' stay, then to Nukualofa. They planned to leave on October 5 for the Bay of Islands.

● PIM also heard from **SWEET THING** reported in September issue. She is in Pago Pago and skipper Jim Wilson was planning to sail for Tonga in October, then to NZ.

● **RENEGADE**, 43 ft fibreglass sloop, left Monterey, California, on July 7, 1975, and arrived in the Hawaiian Islands in July. After cruising among the islands for a few months, skipper Richard Bonvicino, and his family; May, Toni, and Dawn, arrived at Honolulu on September 10. After refitting, they left for the Marquesas and Society Islands at the end of September.

● **EVENING STAR**, 42 ft wood ketch, with skipper W. A. Corley, wife Jeannie, and daughter Susan, arrived in Honolulu on September 18 from the New Hebrides.

● **DOVE**, 33 ft fibreglass sloop, with David and Suzanne Alfson, and crewman John Reinhart, all of Pasadena, California, arrived in Honolulu on September 21. They left Bora Bora on August 6, and had a fast 18-day sail to Hilo, Hawaii.

● **ELLA**, 32 ft fibreglass cutter with Walt Poitevent, the owner, and Sherry Goddickson, stopped at the Hawaii Yacht Club on September 22. Walt, of Honolulu, and Sherry from Costa Mesa, Calif, left New Zealand in June arriving in Hilo, Hawaii, in September, after stops throughout the South Pacific.

Business and Development

PHOSPHATE SALES SLUMP BUT NAURU'S NOT WORRIED OVER FUTURE

By *STUART INDER*

After a period of high production and high prices the Nauru phosphate industry—lifeblood of the seven-year-old republic—is faced with a downturn. But President DeRoburt is confident that long term prospects are good.

In its last full year, to June 30, 1975, the republic-owned Nauru Phosphate Corporation sold 1,951,000 tonnes to world markets, compared with a record 2,394,000 tonnes the previous year, 1973-74.

But sales for this year, 1975-76, are down, and projections are that only 1.5 million tonnes will be applied. This is only 65 per cent of the capacity of the Nauru plant.

The drop in sales reflects the world economy.

All major users have large stockpiles. In Australia and New Zealand probably nine months supplies are being held, and fertiliser plants there have generally shut down or are supplying from stock. This has coincided with a decline in phosphate use by farmers because of poor economic conditions, and also because of high prices for phosphate. For, despite the stockpiles, prices haven't dropped for the consumer.

Fertiliser producers are naturally anxious to get prices down, but rock suppliers are holding firm and there has been no break in the agreed price among the sellers. Current world price about \$A60 per tonne.

President DeRoburt says the NPC sees the present stockpiling and slow

sales as a temporary situation, as the world needs phosphate. The NPC sees stockpiling as being partly due to overbuying because of last year's increasing prices. Users bought larger quantities than they needed in the belief that prices would continue to rise.

The downturn caught Nauru's biggest single purchaser, the British Phosphate Commissioners, in a tight spot, and Nauru allowed them to reduce their Nauruan contract arrangements last year from 1.2 million tonnes to 1 million, and extended their credit terms. Last year Australia and NZ bought between them 1,633,700 tonnes of Nauruan phosphate. Next biggest buyer was Japan, with 195,113 tonnes, then Korea with 75,360, Taiwan 25,561 and Mexico 21,591.

Australia has been attempting to make itself less dependent on Nauru phosphate supplies by building up production on Christmas Island, which it owns. The BPC controls production on this Indian Ocean dependency, and as there are no local people to pay royalties to, production on the island is comparatively cheap. It has been built up in recent years from 1.3 million tonnes annually to 2 million tonnes.

At one time of course, the BPC controlled production also on Nauru and Ocean Island. Ocean Island phosphate now is almost worked out.

President DeRoburt believes that Australia's decision to develop Christmas Island has been a good thing for Nauru, because the NPC has had to search for alternative markets for Nauru. To do this, Nauru, in the words of the NPC's experienced managing director Bill Adams, has had to learn more about the quality and possibilities of its own phosphate in the five years since it purchased full control of the industry from the BPC (July 1, 1970 for \$21 million), than the BPC had ever done in its long history on the island.

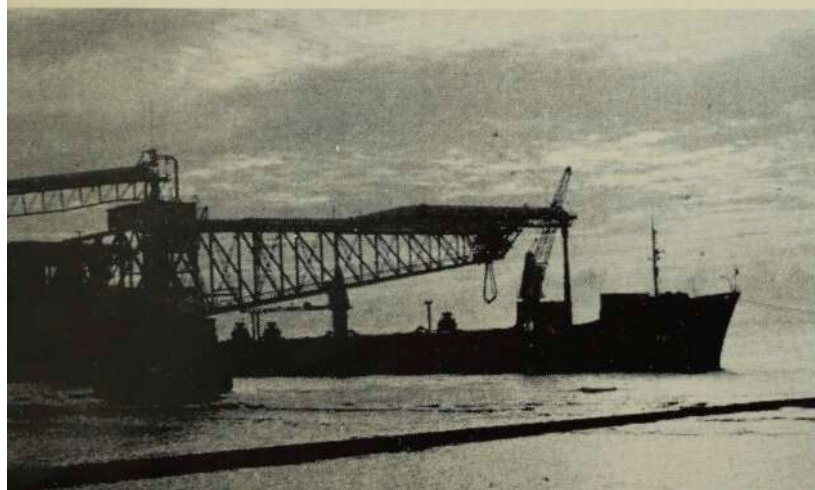
The BPC didn't think it was necessary, because in its day it sold Nauruan, Ocean Island and Christmas Island phosphate as one package. The NPC, since it has been operating independently, has gone to trouble and expense to prove that it has a better product than anybody, and worth users paying a premium price for.

Nauruan phosphate is in fact the highest grade in the world, 84 per cent BPL guaranteed. Already new equipment at a cost of \$1 million has enabled Nauruan phosphate to be more competitive by being crushed to a minimum of a half-inch, and the dust pelletised.

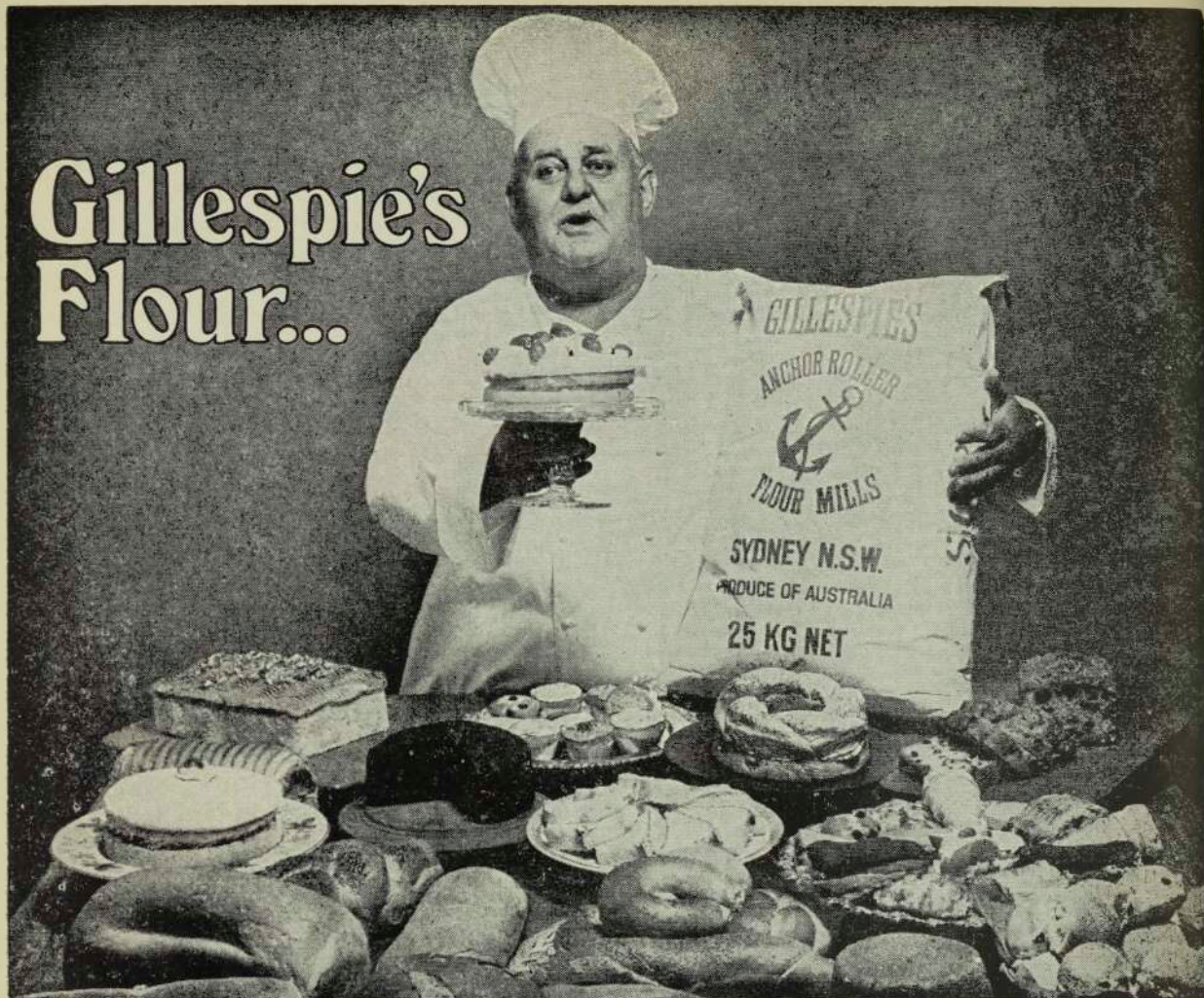
But the new development that causes excitement in Bill Adams' office, is the new calcination plant, which will produce treated phosphate rock of unsurpassed grade (91 BPL). This is aimed at a premium market of users wanting high grade material

Nauru's giant cantilevers load phosphate into waiting ships, a much more streamlined and less dusty operation than in the early days.

—Photo: Paul Herron



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or use in detergents and foodstuffs. Production will be 400,000 tonnes this year, with first sales going out by the end of 1975.

The point here is that this is an entirely new market, which does not compete with the sales of Nauruan phosphate on the general market.

Because of the high quality of Nauruan phosphate, prices have continued high despite the downturn in orders, and Nauru is thus better off than most producers. It does not reveal its prices, which obviously vary with contracts, but it has been getting world prices and a bit more.

But production costs now are beginning to rise for the first time since the NPC took over from the BPC. Following takeover, production costs per ton in fact dropped because of lower overheads and staff needed in comparison with the BPC operation. Costs have been kept steady until recently.

The NPC currently employs 106 patriates, mainly Australians, 326 Chinese, 862 Gilbert and Tuvaluans and 95 Nauruans on its combined operations.

The Australian component can be expected to drop as a result of a recent decision by the Australian government to tax Australians working in Nauru, if it can be shown they are there for a short contract period and intend to return to Australia.

In fact the decision has affected fewer people than Nauru first feared, but it is likely to affect future recruitment from Australia. Already the recruiters have turned to NZ where the taxman's views are more liberal, or in Nauru's view, less short-sighted. There is no income tax on Nauru.

But Nauru has time on its side. It is convinced that the Australian and NZ markets can only change for the better, and Indonesia is keen to make suitable arrangement. India, a tough country to do business with, is dicker-

g. But meanwhile, with neighbouring Ocean Island reserves about to finish, Nauru has at least 42 million tons of phosphate left, which would give a life of about 15 years if production were to go to the limit each year, and 17 to 18 years otherwise.

Even then, there would probably be another year or two's production in pockets not yet taken into the reserves, and more still if it were ever decided to work below the present 80 ft contour.

The 80 ft contour keeps extraction work to the higher central plateau of the island, or "topside" as the local term has it, but undoubtedly there is phosphate at lower levels.

Popular boss knows his job

Bill Adams, managing director of the Nauru Phosphate Corporation since it was incorporated in June, 1969, is a popular boss who knows his business from the ground up.

The successful operation of the Nauruan industry since independence is largely due to him. His relationships with his staff, and with President DeRoburt of Nauru, who has taken the keenest interest in the health and progress of the corporation, are extremely warm.

When Nauru won control of the phosphate just before independence (by the unusual method of actually buying the industry from the colonial government instead of acquiring it by nationalisation) it was generally predicted that Nauru would soon ruin it by mismanagement. But it has never at any time been in trouble, and is run efficiently and profitably despite the fact that about 50 per cent of NPC's income is paid out in various royalties to Nauruan funds, and it is repaying about \$2 million a year to the republic off its purchase price. (It is now close to being paid for.)

Bill Adams first went to Nauru in 1945, just at the end of the war, to reconstruct the destroyed works as chief engineer for the British Phosphate Commissioners. After six years he went on to Ocean Island, where he stayed for three years, and then became BPC chief engineer, based in Melbourne, rising to assistant general manager, production, and finally deputy general manager of the Christmas Island development.

The Nauruans brought him back from Melbourne in 1969, where he had been a private consultant, to direct the takeover of the independent Nauruan operation and then to run it.

He and his wife Britta have an adult family, a son who is a PhD in metallurgy and a daughter who is a solicitor.



Burns Philp profit drops by \$106,000

The current recession, inflationary pressures, a downturn in the tourist trade, lower copra prices and higher unemployment all had an adverse effect on the net profit of Burns Philp (SS) Co Ltd in the year ended June 30. The net profit was \$1,111,634, compared with \$1,217,936 in the previous year. The final dividend is 7½ per cent, making a 15 per cent payout for the year. Dividends were the same in 1973-74.

The chairman, Mr R. G. Kermode, said in the annual report that trading in Western Samoa, where import restrictions applied, remained restricted. In American Samoa trading continued buoyant, and there was a satisfactory sales increase. In Tonga, the company benefited from high copra prices early in the year, and the substantial volume of remittances

sent by Tongan citizens working in New Zealand. That was reflected in a more favourable level of sales.

Mr Kermode said the company was adding to its facilities on Niue Island, where trading results were most encouraging.

In Fiji, profitability of merchandising operations continued to be a matter of considerable concern. Fire badly damaged part of the main Suva store in March, and much planning and work remained before trading there could return to normal.

Fiji will miss its sugar target

Fiji is not so wealthy that it can afford to throw away \$40 million which it could have earned from the 1975 sugarcane crop. Yet that is what is happening. The country had a 424,000-ton sugar production target for 1975. The shortfall will be more

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than 155,000 tons of raw sugar. And the mills are closing early this year because there is no more cane to crush.

The ball seems to lie squarely in the court of the cane farmers. About 2,000 of them failed to reach their quotas. Many did fill their quotas and would have been happy to grow more cane if it was possible.

Even the record \$52 a ton they will get for their cane this year has not proved sufficient incentive to higher production. The chairman of the Fiji Sugar Corporation, Mr A. D. Leys, said at the annual meeting of the corporation, production for 1975 would probably be the lowest for 13 years.

The salvation of the industry, and with it, the economy of Fiji, lay in greater cane production. The low 1975 production must be a bitter blow to the Prime Minister, Ratu Sir Kamisese Mara, after his 1974 triumph in getting a substantial Common Market quota for Fiji. It will be at least another year, and probably two, before Fiji can grow enough cane to meet all commitments, provided the weather, farmers, millers and mill workers do the right thing.

There was still some good news though, on the sugar front. The final payment for the 1974 crop of 40,280 a ton, brought the payout to a record \$20.90 a ton for cane. That was double the previous record payment, and should have made the growers smile. And from its smaller crop this year, Fiji will get an extra \$12 a ton for the 170,000 tons it will sell to Britain from the 1975 crop. Britain will pay about \$479 a ton, or about \$80 million.

Lobster freezer for New Caledonia

Among the various plans in recent years to build up a fishing industry in Noumea, the latest project seems the most extensive and ambitious. This new scheme involves the trapping of lobsters from the New Hebrides to the Loyalty Islands off the Caledonian mainland, to be frozen at a plant which could be installed at Nouville, in the harbour opposite Noumea.

The project was outlined in Noumea in October by Mr Michel Niox, acting as adviser to the French company, Benichou S.A. Pacifique. If a loading vessel picked up some 72 tonnes of lobster a year from nine points in the New Hebrides and 11 bays in New Caledonia, the catch would be shipped to ponds and freezing plant at Nouville.

The output would then be available for export to France and Japan.

Hydro-electric scheme for Fiji

Completion of the first stage of a hydro-electric power project in central Viti Levu in Fiji could see a dream of politicians for many years come true. The Fiji Government has decided to go ahead with the project, which could cost upwards of \$70-\$80 million.

The scheme has been recommended by New Zealand experts, and the Electricity Authority will implement it as soon as possible. The first work will be in the Monasavu and Sigatoka areas. The scheme will entail creating several lakes and building big dams. The government hopes to start drawing power from the scheme by 1980.

Arab money for Caledonian nickel?

Arabian investors could be interested in helping to finance the long-talked of project to develop nickel deposits in northern New Caledonia.

According to a Parisian financial newspaper L'Agence Nouvelle, the French Government is studying the possibility of Saudi Arabia joining

in the nickel project by taking a 25 per cent share, the other possible partners being the French Government and the French mining group Pechiney Ugine-Kuhlmann.

Only a short while ago the US AMAX had been mentioned as one in the series of possible foreign partners to get the project financed.

New air base for Noumea

The French armed forces in New Caledonia plan to build a new air base at Tontouta, next to the international airport, almost an hour's drive from the capital, Noumea.

Until now the French have operated a Fleet Air Arm base at Tontouta. The new Air-Marine base will belong to the Air Force under Commandant Philippe Moulieras. Its chief function will be to operate the Puma type helicopters which are being gradually introduced to the territory. These helicopters can transport 20 armed men and their equipment at a speed of 280 kilometres per hour and land them rapidly at any point in the island.

Construction of the new aircraft parking area, repair hangars and accommodation for the troops is scheduled to begin in December and

be completed by the end of 1976. When fully operational, the new air base will employ about 120 personnel.

A French aviation official flew from Paris in late October to study airport expansion projects in New Caledonia and New Hebrides.

At Tontouta, New Caledonia's international airport, work is progressing to make the runway and parking zone capable of handling jumbos as well as building the new Air Force base.

In the New Hebrides the aviation official, Mr Montmarin, was interested in the possibility of extending the runway at Bauerfield to take DC8 aircraft while at Santo it is planned to equip the runway to take Fokker planes.

Relief work in New Caledonia

A proposal to release an extra \$A10 million to employ the jobless in New Caledonia has been made by Governor Eriau.

The funds could be lent from reserves of the CAFAT social services fund, if the Territorial Assembly is prepared to approve such an increase in the island's borrowing. The \$A10

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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.

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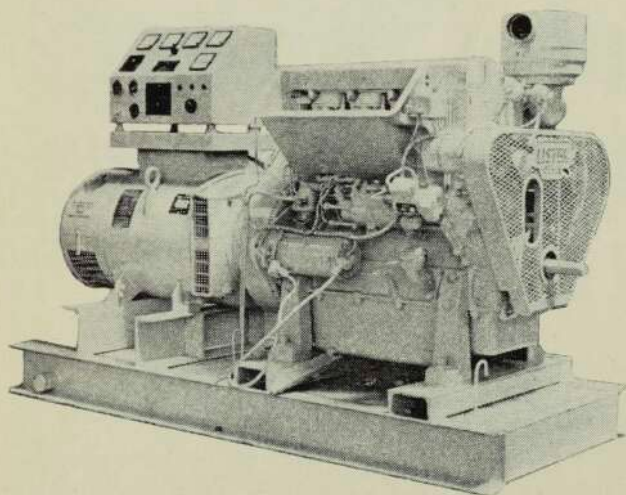
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million could be used to create jobs and at the same time build up the infrastructure outside Noumea.

It is difficult to obtain accurate unemployment figures, due to the island life-style, but official sources indicate that the Labour Office in Noumea has this year registered a 10 per cent drop in the number of jobs it has filled, compared with 1974.

Already dole payments are being made to the unemployed through the CAFAT, which imposes a payroll tax of about 25 per cent on employers.

PNG plans to protect kina

Papua New Guinea is to examine measures for the protection of its international money reserves.

The Bank of Papua New Guinea—the country's central bank—is preparing policy submissions for government to manage and protect the reserves as they accumulate.

PNG introduced its own currency in April, and it will cut loose from automatic money parity with Australia on December 31.

One immediate source of PNG international reserves is Australian currency withdrawn from PNG circulation over the past seven months, and still being withdrawn. The amount, which has not been disclosed, is being progressively banked in Australia to the credit of the PNG Government.

The need to develop policies for the protection of overseas reserves immediately was given in the 1974-75 report of the Bank of PNG.

The Finance Minister, Mr Julius Chan, tabled the report in the national parliament in Port Moresby.

The bank confirmed its commitment under government policy to develop a "hard currency" strategy based on the PNG kina. It said this would maintain the value of the kina, and would ensure an adequate level of international reserves, but an important requirement was to develop policies which would protect the reserves against depletion.

The report said that immediate prospects for economic growth within PNG were "not bright". There was every reason to believe, however, that a sound base existed for future economic growth.

The sound base was provided by deliberate structural changes to the economy over the past three years, and by the evidence of "considerable natural resources endowments".

Development plan for Pago harbour

A master plan for the use of American Samoa Government property in the harbour area from Faga'alu to Breakers Point is being developed.

The plan, when completed, will make specific recommendations for future development, land use, zoning and transportation.

The plan, financed by a \$US26,000 grant from Housing and Urban Development, will go to the governor and the Fono for approval.

Among the projects under consideration:

- An improved and expanded road

system through Fagatogo. The malae will not be affected by the changes.

- A pedestrian circulation system and a "greenbelt" between the Rainmaker Hotel and Pago Park.

- Expansion of the port administration facility and building a security system for it.

- The carrying out of the park and recreation recommendations in the American Samoa Recreation Area Development Plan of 1975.

- Preservation of historic sites.

- A central bus terminal near the Fagatogo Market.

- Expansion of the Marine Resources facilities and,

- Improvements to the water, sewage, solid waste and electrical systems.

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Produce Prices

Unless otherwise stated quotations are in Australian currency. Australian dollar (November 13) equals—New Zealand, \$1.2036 (buying), \$1.1992 (selling); Fiji, \$1.0958 (buying), \$1.0718 (selling); Western Samoa, tala 0.9678 (buying), \$0.9544 (selling); Tonga, pa'anga 0.8826 (buying), 0.8650 (selling); US, \$1.2711 (buying), \$1.2661 (selling); UK, £0.6174 (buying), \$0.6120 (selling); Pacific, CFP 101.69 (buying), 100.14 (selling).

COPRA

Copra Industries are controlled through copra boards in PNG, the Solomons, the GEIC, both Samoas, Fiji, Tonga, the Cooks and the US Trust Territory. New Hebrides, French Polynesia and New Caledonia do not have boards and copra is either sold individually by growers to overseas buyers or used locally.

NEW GUINEA:—The board, with planters' reps, directs distribution and sales and pays planters. Shipments are made to UK, European markets and to Australia and Japan, and coconut oil mills on New Britain.

Prices are: Per tonne, delivered main ports, hot-air dried, K145; FMS, K142; smoke-dried, K140.

FIJI:—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. The price is subsidised. Latest prices were: Fiji 1, \$190; Fiji 2, \$171; CAS, \$70.

NEW HEBRIDES:—Copra sold direct by planters to France and Japan. Burns Philp paying on wharf, Vila or Santo, Oct 31 4,000 NHF, Nov 7, 85 met francs 100 kg cif Marseilles.

US TRUST TERRITORY:—1st grade, \$90, 2nd grade, \$80, 3rd grade, \$70. Outer Islands, \$65, \$55 and \$45 ton for the three grades,

EXCHANGE RATES

FIJI:—Nov 14: Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank, Aust \$ on Fiji buying \$F.91 = \$A1.

COOK IS., NIUE:—New Zealand currency is used.

NEW HEBRIDES:—Nov 14: Through Bank of NSW, ANZ Bank, Commercial Bank of Australia, National Bank of Asia, Banque Nationale De Paris, Barclays Bank, Hong Kong & Shanghai Banking Corp, Mosbert Bank, \$A1 = 90.591 New Hebridean francs (buying), 89.35 (selling)—airmail transfer rate.

WESTERN SAMOA:—Through Bank of Western Samoa, controlled from NZ, \$WS. Tala 1 = \$A1.02 (buying).

TONGA:—Tongan dollar (pa'anga) = \$A1.13 (buying), \$A1.16 (selling).

NORFOLK IS, SOLOMON IS, GEIC, NAURU:—Australian currency used; no exchange payable in transactions with Australia.

PAPUA NEW GUINEA:—PNG and 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 Nov 14, quoted: \$A1 = 101.91 CFP (buying), 100.52 (selling). Paris-London: £1 = 9.0250 francs (buying), 9.0150 francs (selling). Pacific franc—London: £1 = 164.2727 CFP (buying), 164.0909 CFP (selling). CFP to 1 metropolitan franc 18.43 (buying), 17.94 (selling).

Banks should be approached for daily rates.

if serviced by government ships and \$55, \$45 and \$35 if serviced by private ships.

COOK ISLANDS:—All production is sold to Abels Ltd, Auckland. Prices are based on average world prices for the prior three or six months, and remain in force for three months.

GILBERT ISLANDS:—\$179.20 a ton, or 8c a pound.

WESTERN SAMOA:—1st grade, \$WS134.50; 2nd grade, \$WS121.

OTHER PRODUCE

COCOA:—Islands rates are based on Ghana prices. Ghana price on Nov 14 was spot Estg663 ton, c.i.f., UK Continent.

Nov 14, in store, Rabaul, export quality, K850 per tonne; delivered ex wharf Sydney \$1,010 per tonne.

Solomons:—Delivered to Agriculture Dept. offices in Honiara and Auki. Recent price was 25c per lb dried beans first grade, 20c second grade.

COFFEE:—PNG, Nov 14: Good quality, A Grade 153c per kg; B Grade, 149c; C Grade, 143c, Y Grade, 143c (ex-store Sydney).

W. Samoa:—Recently, WSTEC ground and dried beans, 60 sene per lb wholesale.

PEANUTS:—PNG: Sydney agents reported recently f.o.b., Lae: Kernels—white Spanish 19c lb.

RICE (Aust):—PNG: Dried brown, 25 kilo bags, \$298.94 per tonne. Vitamin enriched white, 25 kilo bags, \$303.94 per tonne, all f.o.w. Sydney/Melbourne. **Pacific Islands:** Calrose med. grain, white, 25 kilo bags, \$310 per tonne. Kulu long grain white, 25 kilo bags, \$355 per tonne. All prices c.&f. Sydney/Melbourne.

RUBBER:—Singapore, Nov 12: 32.75c a kilo.

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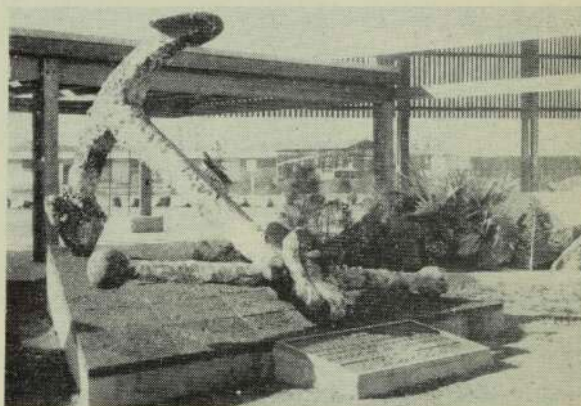
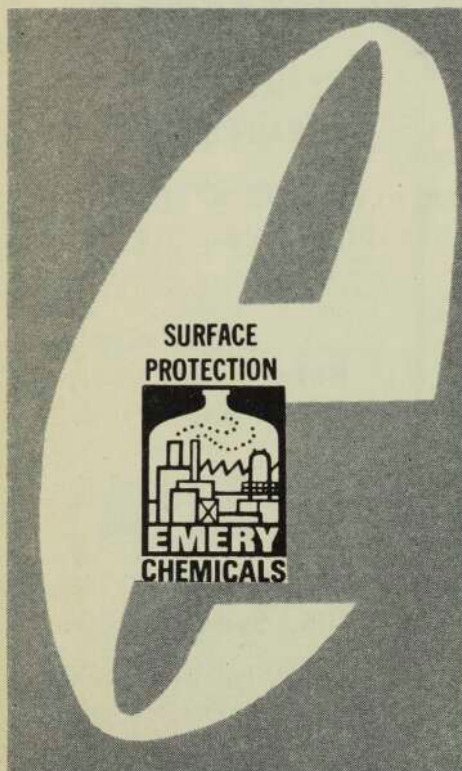
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Details from Chandris Lines, 135 King Street, Sydney (28-2451).

SYDNEY - LORD HOWE IS - AUCKLAND - NORFOLK IS - NEW CALEDONIA
Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301).

Compagnie des Chargeurs Caledoniens operates four-weekly cargo service Sydney-Lord Howe Island-Norfolk Island-Auckland-Norfolk Island-Noumea.
Details: Hetherington Kingsbury Pty Ltd, 49 Pitt Street, Sydney (27-1671).

SYDNEY - NEW CALEDONIA
Aomac operates 21-day service from Sydney to Noumea.
Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301).

SYDNEY - NZ - FIJI - HAWAII - CANADA - US
P & O liners call at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and the US.
Details from P & O Australia Ltd, 55 Hunter Street, Sydney (230-0177).

SYDNEY - NZ - FIJI - TONGA - VILA - NOUMEA - SAMOAS - TAHITI
Sofrana Cruises operates a South Pacific service programme to include most of the above countries 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 above countries.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13-15 Bridge Street, Sydney (2-0517).

P & O liners call at Suva, Honiara, Pago Pago, Auckland, Vila, Noumea, Honolulu, Nukualofa and Vavau, Savusavu, regularly on cruises from Australia.

Details from P & O Australia Ltd, 55 Hunter Street, Sydney (230-0177).

AUSTRALIA - NEW CALEDONIA - NEW HEBRIDES

Compagnie des Chargeurs Caledoniens operates three-weekly cargo service from Sydney to Noumea, Port Vila, Santo.

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

Sofrana-Unilines' ships call regularly at Sydney and Noumea. Vila/Santo cargo ex Melbourne and Brisbane only trans-shipped at Noumea.

Details from Sofrana-Unilines, 37 Pitt Street, Sydney (27-2031); Burns Philp and Co Ltd, 340 Collins Street, Melbourne (67-8941) and John Swire and Sons, Brisbane (46-1155).

South Pacific United Lines maintains a two-week cargo service from Sydney to Noumea, Vila and Santo.

Details from Omni Traders & Brokers Pty Limited, 261 George Street, Sydney (241-2872/6).

AUSTRALIA - FIJI

Sofrana-Unilines operates Melbourne-Sydney-Fiji every 28 days.

Details from Sofrana-Unilines, 37 Pitt Street, Sydney (27-2031); Burns Philp and Co Ltd, 340 Collins Street, Melbourne (67-8941).

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, 79 Eagle Street, Brisbane (31-0331).

Karlander (Aust) Pty Ltd operates three weekly cargo services from Sydney to Suva and Lautoka.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301); Dalgety Shipping, 461 Bourke St, Melbourne (60-0731); Burns Philp (SS) Co Ltd, Suva and Lautoka.

AUSTRALIA - TAHITI - MEXICO - US

South Pacific United Lines maintains a six weekly service from Sydney to Papeete, Mexico and US.

Details from Omni Traders & Brokers Pty Limited, 261 George Street, Sydney (241-2872/6).

AUSTRALIA - PNG

Containers Pacific Express (Burns Philp and AWP Line) operates four-weekly cargo service from Melbourne and Brisbane with Samos to Port Moresby and Lae and three-weekly cargo service from Sydney (direct) to Lae and Port Moresby with Nimos.

Details from Burns Philp & Co Ltd, 51 Pitt Street, Sydney (241-3816).

Pacific Far East Line operates a service every 18 days from Tasmania, Melbourne, Sydney and Brisbane to Lae and Rabaul.

Details from PFEL, 50 Young Street, Sydney, (27-4272), 454 Collins Street, Melbourne (67-7237); Burns Philp (NG) Ltd, Rabaul and Kieta, Robert Laurie-Carpenter (NG) Pty Ltd, Lae.

New Guinea Express Lines with two ships operates three-weekly Melbourne, Sydney, Brisbane, Port Moresby, Lae, Rabaul.

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CARGO VESSEL:

Built 1950. Steel LOA 52.4 m x 8.9 m x 3 x 35 m. 642 DWT. 32,106 cubic ft bale. Derricks: 2 x 3 tons SWL. 1 x 7 tons SWL Electric winches. M/E 575 HP 6 cyl Meerlees. Speed 8½ knots on 1.8 F/C per day. Accommodation for 30 including officers. Radar, radio, echo sounder, etc. S/S completed 10/75. \$A140,000 delivery PNG.

We also have additional extensive listing of many other vessels for sale, purchase or charter. For further details of above vessels and others listed, write:

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LAUTOKA: BURNS PHILP (SOUTH SEA) CO., LTD.

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Details from New Guinea Express Lines, PO Box R73, Royal Exchange PO, Sydney (241-3991) and 72 Eagle St, Brisbane (21-9333), Westralian Farmers Transport Pty Ltd, 459 Collins St, Melbourne (67-8291), Breckwoldt's Shipping Agencies in Port Moresby, Lae, Rabaul Niu-gini Pty Ltd, Rabaul.

Karlander New Guinea Line's cargo vessels call at Melbourne, Sydney, Lae, Madang, Wewak, Manus, Kimbe.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301); Dalgety Shipping, 461 Bourke St, Melbourne (60-0731).

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 Intercocean Swire, 8 Spring Street, Sydney (20-522).

AUSTRALIA - NG - MICRONESIA - GUAM

Nauru Pacific Line operates monthly conventional/container service Melbourne/Sydney to New Guinea, Guam and Micronesia.

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

AUSTRALIA - PNG - FAR EAST

E. and A. Line liner Cathay makes regular 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 (230-0177).

US - PNG

Pacific Far East Line operates regular services from all US west coast ports to Lae and Rabaul.

Details from PFEL, 50 Young Street, Sydney, (27-4272), One Embarcadero Centre, San Francisco, Burns Philp (NG) Ltd, Rabaul and Kieta, Robert Laurie-Carpenter (PNG) Pty Ltd, Lae.

PNG - US - CANADA

Pacific Far East Line operates regular services from Lae, Rabaul and Kieta to US west coast ports and Vancouver.

Details from Burns Philp (NG) Ltd, Rabaul and Kieta, Robert Laurie-Carpenter (PNG) Pty Ltd, Lae, PFEL, One Embarcadero Centre, San Francisco and 50 Young Street, Sydney (27-4272).

FAR EAST - FIJI - NEW ZEALAND

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o service with three ships from Surabaya,
gkok, Port Kelang and Singapore to Suva
NZ ports.

etails from InterOcean Australia Services,
George Street, Sydney (2-0573), Burns Philp
Co Ltd, Suva and Lautoka.

en Shipping Co (Pte) Ltd, sailing monthly
n Singapore, Hong Kong, Keelung, Kao-
ng, Suva and main NZ ports.

etails from Seatrans (Fiji) Ltd, GPO Box
Suva, Fiji.

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

China Navigation Co's vessels operate r
ular cargo service from Hong Kong, Tai-
and Singapore to Rabaul, Wewak, Madang,
Port Moresby, Honiara, New Hebrides
mea, Papeete and Samoa.

etails from InterOcean Swire, 8 Spring
et, Sydney (20-522).

NORTH EUROPE - NEW CALEDONIA

amburg/Sued operates monthly cargo
ices from Dunkirk and Le Havre to
mea, via Panama.

etails from Columbus Overseas Services
Ltd, 333 George Street, Sydney (290-2966).

essageries Maritimes operates five cargo
ices a month from north and Mediterranean
ocean ports to Papeete and Noumea.

etails from Messageries Maritimes, 4-6
h Street, Sydney (221-2522).

JAPAN - GUAM - FIJI - SAMOA -

N CALEDONIA - N HEBRIDES

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

etails from Burns Philp (SS) Co Ltd Suva

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AUSTRALIA**

acific Navigation Co Ltd operates a monthl
o service between Nukualofa, Apia, Suva,
toka and Norfolk Is to Sydney.

etails from Karlander (Aust) Pty Ltd 19-31
St, Sydney (27-6301); Burns Philp (SS) Co

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ion Steam Ship Co of NZ operates a fully
tainerised service-Auckland-Suva-Pago Pago-
a-Nukuslofa every 14 days.

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ualofa.

etails from Union Steam Ship Co of NZ
PO Box 12, Auckland, or from branch
ces/agents in Fiji, Tonga, Samoa and
iti.

NZ - NORFOLK IS

ompagnie des Chargeurs Caledoniens operate
r-weekly cargo service from Auckland to
folk Island.

etails from Maritime Services Ltd, 14-18
toms Street E, Auckland (75-509).

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NG - BSIP**

ofrana/Unilines with two 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
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ompagnie des Chargeurs Caledoniens operates
r-weekly cargo service from Auckland to
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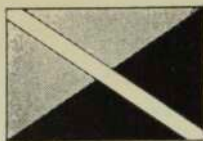
NZ - PNG

acific Far East Line operates regular service
ry 18 days from Auckland to Lae and
eul.

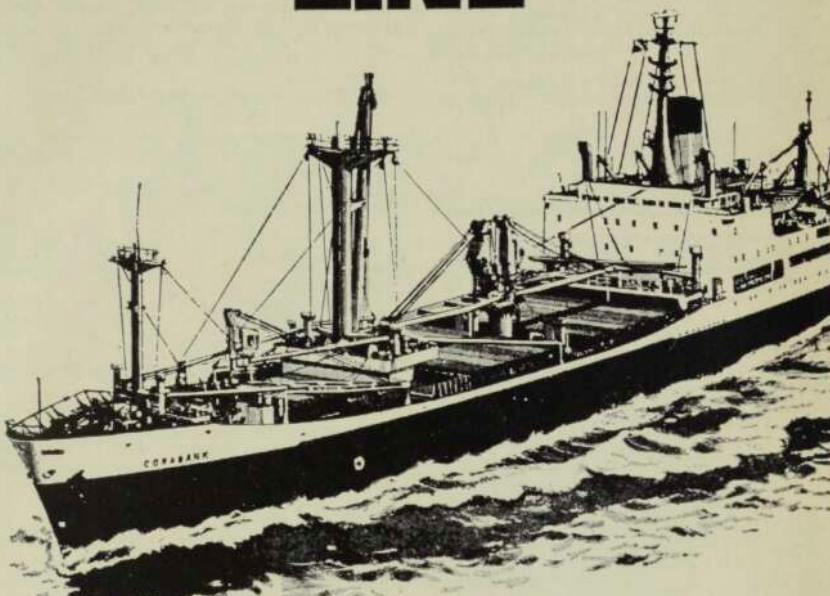
etails from PFEL, 109 Queen Street, Auck-
d (31022) Burns Philp (NG) Ltd Rabaul
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NZ - FIJI

Reef operates a regular 18 day service from Auckland to Suva and Lautoka. Details from Reef Shipping Agencies Ltd, P.O. Box 13-315, Onehunga, NZ. (Phone 663-918, 663-928).

NZ - TONGA

Pacific Navigation Co Ltd operates two ships Auckland-Lyttelton-Nukualofa-Vavau-Haapai, on a 14-21-day schedule, and other ports by inducement.

Details from the Northern Steam Ship Co Ltd, 22-24 Quay Street, Auckland (362-730).

NZ - FIJI - SAMOA

Pacific Line with one ship operates monthly cargo service, New Zealand, Lautoka, Suva, Apia.

Details: Sofrana-Unilines, 42 Customs Street, Auckland (73-279) PO Box 3614, Telex: NZ 2313.

NZ - COOK IS - NIUE

NZ Shipping Corporation, with Toa Moana and Lorena, operates cargo services from Auckland to Rarotonga and Aitutaki (fort-

nightly) and Niue (three-weekly).

Details from NZ Shipping Corporation, PO Box 3420, Auckland (33-039); Waterfront Commission, PO Box 61 Rarotonga, Lighterage and Shipping Co, Aitutaki; Niue Govt Offices, Niue Island.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service, cargo only, is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka.

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

UK - PNG - BSIP - GEIC - N HEBRIDES - N CALEDONIA

Bank Line operates a monthly direct cargo service from Europe, via the Panama Canal to Papeete, Noumea, Vila, major PNG ports and Honiara, occasionally to Tarawa, Santo, Kieta, Jayapura and Yandina and return.

Details from Bank Line (Asia) Pty Ltd, 1 York St, Sydney (27-2041); Burns Philp (SS) Co Ltd, Suva.

EUROPE - TAHITI - W SAMOA - FIJI - N CALEDONIA

Nedlloyd offers regular cargo services from Northern Europe and UK to Papeete, Apia, Fiji and New Caledonia.

Details: Intercoastal Aust. Services Pty Ltd, 261 George Street, Sydney (2-0573).

US - A. SAMOA - NZ - AUSTRALIA

Pacific Far East Line LASH ships operate regularly from US to Australia, via Pago Pago and Auckland, returning via PNG ports.

Details from PFEL, 50 Young Street, Sydney (27-4272), 454 Collins Street, Melbourne (67-7237), One Embarcadero Centre, San Francisco (576-4000), 109 Queen Street, Auckland (31-022), Kneubuhl Maritime Services, Pago Pago (633-5121).

US - SYDNEY - GEIC - HONOLULU

Columbus Line operates a three weekly container cargo sailing from West Coast, US to Australasia, returning via Tarawa, GEIC and Honolulu to Nth America.

Details from Columbus Overseas Services Pty Ltd, 333 George Street, Sydney (290-2966).

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 (Asia) Pty Ltd, 1 York St, Sydney (27-2041).

Pacific Far East Line cruise ships operate regularly from San Francisco, Los Angeles, Honolulu, Moorea, Papeete, Rarotonga, Auckland, Opa, Sydney, and return via Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Freight is carried on these passenger liners. Pacific Far East Line cellular container vessels operate regularly from North American west coast ports to Australia, via Papeete, returning via Auckland and Pago Pago.

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).

Polynesia Line operates container and general cargo service from US west coast ports to Papeete and Pago Pago.

Details from Polynesia Shipping Services Inc, PO Box 1478, Pago Pago (96799).

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PAA (707s and 747s)—Fiji, American Samoa, Hawaii, US.

CP Air (DC8)—Fiji, Hawaii, Canada.

UTA (DC8s and DC10s)—New Caledonia, Fiji, New Zealand, Tahiti, US.

Air-NZ (DC10s)—New Zealand, Fiji, Hawaii, US.

Air Nauru (F28)—New Caledonia, Solomon Islands, Nauru, Tarawa, Majuro.

Air Niugini (727s)—PNG.

Advance Aviation (from Sydney), North Coast Airlines (from Coffs Harbour) and Oxley Airlines (from Port Macquarie)—Lord Howe Is.

FROM NEW ZEALAND

Air-NZ (DC8s, DC10s, F27)—Fiji, American Samoa, Cook Is, Tahiti, Hawaii, US, New Caledonia, Norfolk Is.

PAA (707s)—American Samoa.

UTA (DC8)—Tahiti.

PACIFIC - FAR EAST - S. AMERICA

Air Nauru (F28)—Nauru to Micronesia, Okinawa, Japan, Taiwan, Hong Kong.

Air France (707s)—Japan to Tahiti, Peru.

Air Niugini (707s)—to Manila.

PACIFIC IS - AUST

Air Pacific (BAC111)—From Fiji, via New Hebrides or New Caledonia, to Brisbane.

Air Nauru flies to Melbourne.

Air Niugini (727s and Fokker Friendships) to Cairns and Brisbane.

Norfolk Island Airlines (Beechcraft) to Brisbane.

PACIFIC IS - NZ

Air Pacific (BAC111)—Fiji-Tonga-NZ.

INTER-TERRITORY

Lan-Chile (707s)—Easter Is, Tahiti, Fiji.

Air Pacific (BAC111 and HS748s)—Fiji to GEIC, Nauru, Western Samoa, Tonga, New Hebrides, Solomon Islands, New Caledonia, PNG.

Fiji Air Services—Wallis and Futuna (charter).

Qantas (707s)—PNG to Singapore.

PAA (707s)—Hawaii to Am. Samoa and Tahiti, US.

UTA (707s, Caravelles) from New Caledonia to Fiji, New Hebrides, Wallis Is, Tahiti.

Continental-Air Micronesia (727s) from Hawaii to Micronesia.

Air Nauru from Nauru to Tarawa, Marshall Is, Wallis Is and Western Samoa.

Polynesian Airlines from Apia to Tonga, Niue Is, Fiji, Am. Samoa.

South Pacific Island Airways flies between American and Western Samoa.

Air Tahiti from Tahiti to Cook Is.

Air Niugini to Irian/Java, Solomon Is.

Norfolk Island Airlines (Beechcraft) to Noumea.

INTERNAL

Fiji—Air Pacific (HS748s and Trislanders).

Fiji Air Services (Beech Barons and Islanders).

French Polynesia—Air Polynesie (Fokker Friendships), Air Tahiti.

US Trust Territory and Guam—Continental-Air Micronesia (727s) and Air Pacific International Inc.

GEIC—Air Pacific.

PNG—Air Niugini, Aerial Tours, Talair, Melanesian Airlines, Crowley Airways.

Bougainville—Bougainville Air Services.

New Caledonia—Air Caledonie (Twin Otters).

New Hebrides—Air Melanesie (Islanders).

Solomon Is—Solair (Beech Barons and Islanders).

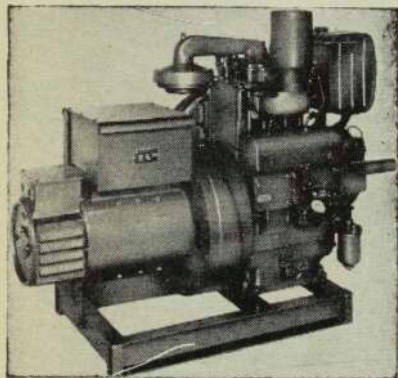
Tonga—Tonga Internal Air Service (Islanders).

Cook Is—Cook Island Airways (Islander).

Norfolk Island Airlines (Beechcraft)—Norfolk Is-Lord Howe Is.

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Deaths of Islands People

Mr Faalavaau Galu

Mr Faalavaau Galu, once secretary of the Mau movement in Western Samoa, and then a politician for 26 years, died on October 29, aged 73. While he was associated with the Mau he offered himself many times to punishment by the New Zealand authorities in place of older people who were to be imprisoned. He went into politics in 1939, and was in the Legislative Council till 1946. He then worked for the Union Steam Ship Co of NZ Ltd for eight years. Resuming his political career, he made steady advance, becoming Minister of Post Office and Radio in 1959, and holding that portfolio for 12 years. He retired from politics in 1972. In his younger days he played cricket and football, with some distinction. Mr Galu left a widow, and four adopted daughters.

Mr A. G. T. Carver

Mr Anthony George Thackeray Carver, known as Tim to his many friends, and who spent 27 years in Fiji with the CSR Co Ltd, died in Sydney recently. He joined the company in 1915, and the same year entered in the 1st AIF, serving as a runner in Egypt and France and rising to commissioned rank. He was transferred to Fiji in 1920, and served as field officer on many tours at Rarawai and Lautoka mills. He played an active part in the all-important and successful transition from cane estates to production by individual farmers, and later became district superintendent at Lautoka and Rarawai, before being appointed manager of Penang mill in 1941. He moved to Sydney in 1944 as assistant Fiji inspector. He became a Fiji inspector in 1947. For the last 10 years, before his retirement in 1957, he was a senior executive officer and a member of CSR's five-man general management group at that time.

Mr Jaswant Singh

Mr Jaswant Singh, president of the Fiji Kisan Sangh (the biggest union of cane-growers in Fiji) died in Australia on October 15, aged 56. He had been in Australia twice for medical treatment. Mr Singh had worked for the sangh since 1938, and became

president in 1974. He took an active interest in public affairs, and made one unsuccessful attempt to win a seat in the House of Representatives. He leaves a widow, five daughters and three sons.

Bro Kevin Foote

Marist Brother Kevin Foote, who helped to develop and run two Catholic Mission estates in Taveuni, Fiji, died recently, aged 59. He was born in New Zealand and volunteered for mission service in Fiji in 1959. He was an expert in farming and marketing, and put these skills to good use.

Staff of the Agriculture Department often sought his advice.

In 1969, he was appointed to help establish the Marist training centre in Taveuni, when the Marist Society transferred its Island brothers training centre from Hunters Hill, Sydney, to that island. In co-operation with the Fiji Government, he helped to set up a rural education for the people of Cakaudrove. At the time of his death he was co-chairman of the Taveuni Local Rural Authority. He was secretary of the Fiji Copra Producers Association for several years and was also active in organising sport in Taveuni.

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PM 807/72

From p 15

as being money needed to stock up
with what was needed when estab-
lishing a new capital. The real re-
current grant-in-aid was about
\$400,000.

He suggested that the first national
aim should be to reduce that figure
annually by not less than \$100,000.
If that was achieved, the budget
would balance, using local resources,
and economic independence could be
achieved by 1980.

New sources of revenue would
have to be found without delay. A
scheme had been launched to raise
additional revenue by minting coins
for Tuvalu, and by concentrating on
the sale of stamps to collectors.
Those schemes were estimated to be
worth an additional \$250,000 in
1976. Another benefit was the estab-
lishment of a philatelic bureau in
Funafuti which would create 10 new
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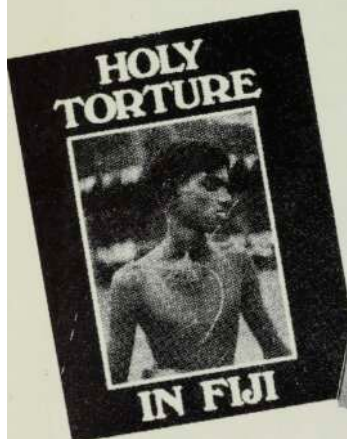
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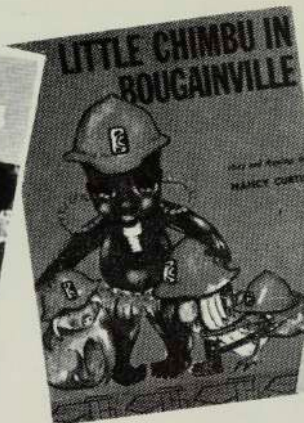
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