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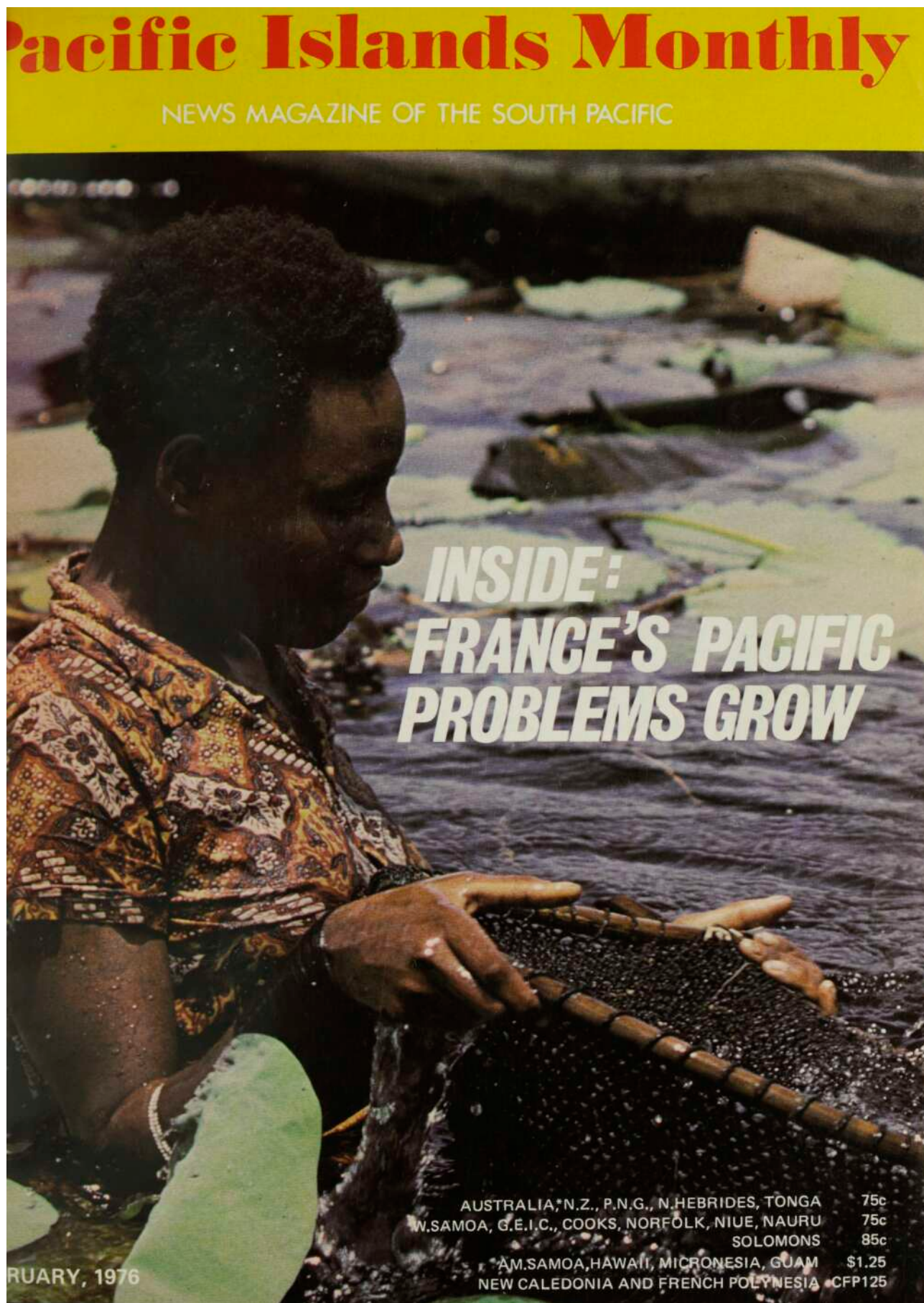
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PACIFIC ISLANDS MONTHLY—FEBRUARY, 1976



Up Front with the Publisher

ON Nauru in October I met Walter McQuade, who was collecting information for an article in the US business magazine *Fortune*.

Walter is a quietly-spoken, even-tempered *Fortune* writer with the American reporter's propensity for extensive note-taking, and I suppose he must have spent what would be PIM's entire travel budget for 12 months in covering the Nauru story with his Paris-based photographer. They spent a couple of weeks there.

It was quite obvious to me that Walter liked Nauru and the Nauruans. He didn't hide the fact in his article in the December issue of *Fortune*.

"Neither financial prosperity nor political independence seems to have changed the inhabitants of Nauru", he wrote. "The usual Nauruan is genial and uncompetitive . . . Those who draw the big money from royalties are expected to donate to their clansmen, and do so. Generosity remains supreme".

And, unlike some other reporters in the past (which is one reason, I suspect, why journalists haven't found it easy to get visitor's visas for the republic in recent years), Walter doesn't write Nauru off as going to the dogs, filled with unreal people and a government all dissipating their common wealth, putting nothing aside for a rainy day. He thinks there will still be plenty for a rainy day; that the Nauruans are quite competent at managing, and he submits these figures (all in US dollars):

In 1974/75, Nauru shipped out 1.9 million tons of phosphate at prices averaging about \$74 per ton. Production cost was under \$10 per ton, so total profit was more than \$123 million, or nearly \$31,000 for every Nauruan citizen, man, woman and child.

The *Fortune* man compares this per capita figure with the Persian Gulf oil sheikhdoms, and says that in the same year oil exports brought in \$51,000 per person in Abu Dhabi and \$9,000 in Kuwait.

He says Nauru's money was, as usual, distributed to a formula: \$3.50 per ton (or nearly \$7 million) to the specific Nauruans whose land was mined during the year; \$23.60 per ton (\$45 million) to the Nauru

Phosphate Royalties Trust, and \$38 a ton (\$72 million) to the Nauru Local Government Council and the Government of the Republic of Nauru.

It was the Phosphate Royalties Trust which fascinated Walter. This fund is to provide for the Nauruans when the phosphate runs out, estimated in about 18 years.

Walter estimates the present value of the fund at \$165 million.

Nauru has a Melbourne financial adviser, Douglas Rogers, investing this money with the aim of getting 10 per cent, and Walter McQuade estimates that if this earning rate can be sustained, with the fund reinvesting its earnings, then 18 years from now the fund will have reached a staggering \$3.4 billion, or a half-million US dollars for each Nauruan living, assuming a 50 per cent increase in the meantime.

There are some "ifs" there, of course. Including "if" Walter's figure for the Trust Fund's present resources is correct, and "if" 10 per cent can be sustained.

THESE paragraphs are being written in Sydney in some difficulty. We're in the centre of the dustiest clean-up campaign PIM has experienced in almost 50 years.

We're moving house. We're shifting from our notorious premises at Alberta Street (it's true that they were, before our time, used as a brothel), to carpets and air-conditioning at 76 Clarence Street, Sydney—the classier end of town. It's near the Harbour Bridge.

Yes, "classy" doesn't sound like us! So our move is thus noteworthy enough to have rated a story in the *Australian Financial Review* (which didn't forget to mention the brothels). Said the review, "PIM is moving to slick, downtown premises . . . PIM magazine—it regards itself as a monthly newspaper—and the people who bring it out, are a little-known tradition of Sydney. The old offices were a port of call for every Island personality who breezed through Sydney". And so on . . .

Well, Islands visitors are still welcome. We apologise for our premises being slick but we promise to work hard to rectify that.

—STUART INDER

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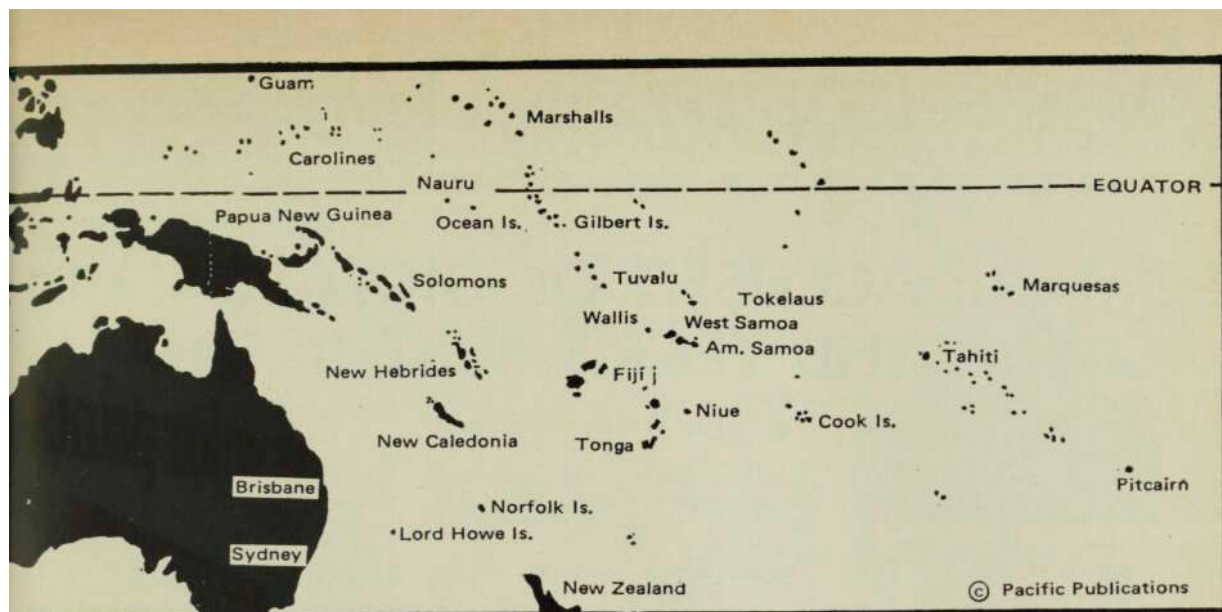
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OUR COVER

Papua New Guinea water lilies in the Sepik make this tranquil scene. Papua New Guinea has its less-tranquil problems as you will see on p 8.

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PACIFIC ISLANDS MONTHLY—FEBRUARY, 1976

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Pacific Islands Monthly

SOMARE ACCUSED OF DICTATORSHIP —AND THE YEAR'S JUST BEGUN!

From a Port Moresby correspondent

The National Party leader, and Natural Resources Minister, Mr Thomas Kavalu, in January orchestrated an amusing scene when he called for general elections this year.

Among the well-informed in Port Moresby there were a few appreciative sniggers.

Few could take seriously a sentence in Mr Kavalu's statement that read, "the National Party wants freedom and democracy to replace the Somare dictatorship".

Mr Kavalu's gripe stems from December's ministerial reshuffle. He is upset that the Prime Minister, Mr Michael Somare, did not consult him when making the changes.

The National Party is one of the three groups in the coalition government. The others are Mr Somare's Pangu Party, and the People's Progress Party, to which the Finance Minister, Mr Chan, belongs.

Lashing out at Mr Somare, Mr Kavalu said the Prime Minister was dictatorial and undemocratic in the way he had reshuffled the ministries.

From the outset, Mr Kavalu's grouch seemed a petty reason for forcing an early election. As well, his call was a complete reversal of the party's stand last year to defer elections until 1977.

Nevertheless, he timed his statement well. In his home region of the Highlands, there is a rumble over unfair distribution of jobs, both in the civil service and government ministries. The Highlanders, in a series of meetings, resolved to force an early election for a new government and a better deal. They are now supported by their parliamentarians on both sides of the House.

Whether or not the majority of the parliamentarians will call the same tune when the House meets again is another matter. Past form indicates that they will not. Who wants to lose the juicy benefits of being a parliamentarian? Most of

them also appreciate the gamble of re-election in a country whose political party system has confounded even the best observers.

In the latest development, the opposition leader, Mr Tei Abal, threw his weight behind the call for early elections, saying his United Party would seek a vote of no confidence in the government. Mr Abal said a stalemate in government could result if the struggle for power and leadership between the coalition partners continued.

In spite of the reassurances from Mr Abal, the strength and unity of his own United Party is open to question. He and his radical shadow minister for Defence, Foreign Relations and Trade, Mr Anton Parao, have been at loggerheads over the opposition leadership. At the height of the struggle, Mr Abal issued a writ against Mr Parao for slander—the matter has yet to be settled.

Perhaps the changing moods of

Mr Somare can best sum up the present situation.

The day Mr Kavalu issued his statement, Mr Somare emerged from his office visibly angry. The morning after Mr Abal's statement, he was in high spirits and was seen with an influential member of Mr Kavalu's National Party. The other night, among close friends, he quipped about the day Mr Kavalu would take over.

If there is anyone who really wants an election it is Mr Somare himself. He does not need the finance wizards to tell him that the present economic cutbacks are only the start of a long, hard road towards economic self-reliance in Papua New Guinea.

In 1977, after two full years of economic problems, reflecting the world situation, he will have lost whatever capital his party could make out of claims that it was they who brought Papua New Guinea freedom and democracy—the elements that Mr Kavalu now claims are lost.

Unnecessary spending by the government is not helping the crisis that is besetting the country's economy.

Early in January, an investment mission of six left for Europe to promote Papua New Guinea's economy. The size of the mission brought a public outcry from government officers who believed a smaller group would have achieved the same result while, at the same time, saving money.

In his battle against the crisis, the Finance Minister, Mr Chan, announced a five-point anti-recession programme. Measures like indexation and a cutback in spending have been implemented by the government. Mr Chan's programme seeks to avoid ad-hoc planning in isolation by giving the government a package deal it can use while drawing up its strategy to fight recession.

A recent decision by Mr Somare



Mr Kavalu . . . "The National Party wants freedom and democracy".

to cut back his salary by K1,000 was questioned by one minister and also by the outspoken parliamentarian, Mr John Kaputin. Both the minister and Mr Kaputin believe such a move was not necessary. They said there were other effective measures that could have been used to save money.

Defending his decision, Mr Somare admitted that salary cuts would only have a small effect on the economic situation, but said that the people who made the point misunderstand the reason for top-level cuts.

He said he decided to cut his salary to set an example and halt the trend in Papua New Guinea to establish an elitist ruling minority. Mr Somare feels that the overall lifestyle of the elite must be modified.

In his criticism, Mr Kaputin failed to touch on this particular point.

On January 19, Mr Iambakey Okuk resigned as Minister for Education but he will remain a member of the National Parliament. Announcing his resignation from his Kundiawa home, Mr Okuk said he would push for an early election this year. He said he would not accept orders from a dictator. He had no need for loyalty to the head of the government and the National Party had sufficient support to stand on its own.

Prime Minister Mr Somare had said earlier that he had sent letters to both Mr Okuk and Mr Kavali.

Meanwhile, trouble is imminent in Bougainville again. Secessionists living in government houses have refused to move out, despite eviction orders. Civil servants do not want to get involved and have duck-shoved the matter to the National Executive Council (cabinet).

The government had ordered the secessionists out on the basis that they couldn't have their cake and eat it too. They couldn't live in government houses and be disloyal to the central government.

On January 20, extra police were being flown into Bougainville to back possible National Government action against the secessionists and to block threats of civil disorder.

The government forced the issue later by issuing summonses against eight Bougainville leaders to appear in court to answer charges of unlawful occupation of government houses.

Mr Somare piled on the agony by demanding from Mr Kavali a public apology for his "dictatorship" charge or he would have to resign or be sacked. Mr Somare announced later that he had removed both Mr Okuk and Mr Kavali as negotiations proved fruitless.

In PNG it's who you are that counts

From LEE MCKENZIE
in Port Moresby

In PNG, the UN's 142nd member, it's who you are that counts—It always was in the old colonial days of strict delineation between the races. Inevitably, these historic overtones have coloured PNG's Citizenship Act.

At best, the firm constitutional measures could safeguard the minorities from incurring blame in any hard times ahead in the near future.

The worst aspect is seen by some, as discriminatory legislation to ensure that only the select few gain full citizenship and share its exclusive rights.

Although Mr Somare, with the support of moderates, who share his desire for a multi-racial nation, was able to water down the so-called racist doctrines of constitutional planners. John Kaputin and John Momis, critics contend that the act is vaguely defined and ambiguous. It could be argued that a degree of equivocation resulted from the hasty drafting of PNG's massive Constitution. Equally there could be a degree of intentional leeway.

The radical view was to alienate all expatriates, Chinese and mixed-race peoples from citizenship rights. This would provide the means to eradicate their dominance in banking, commerce, industry and politics.

The House of Assembly accepted the legislation for a National Investment and Development Authority to regulate foreign business, and other trading laws in the making, as adequate means of giving indigenous entrepreneurs a headstart. There have been murmurings of dissatisfaction (from the conservative politicians) with NIDA of late as "frightening" away overseas interests.

The idea of dual citizenship for foreigners was discarded as a foot-in-both-camps evasion. An amendment to the act allowing for automatic citizens only to stand for election was defeated in the House, on the grounds that the ballot box and not politicians should choose the people's representatives. Nine MPs must relinquish their candidacies unless they have applied and been



Sir Maori Kiki, Deputy Prime Minister . . .
"Come with your eyes open", he tells
would-be citizens.

accepted by the Citizenship Advisory Committee.

The requirements for "full" status are highly selective.

The applicant must be native-born and count two grandparents born in PNG, renounce foreign citizenship rights and make a declaration of loyalty.

"Automatic" citizens are those born in PNG, Torres Strait Islands, Irian Jaya or the Solomons who don't hold an Australian "right to residence" or similar privilege. They are guaranteed all rights within the Constitution, can vote, stand for public office, enter the Public Service and get PNG protection when travelling abroad. Whereas, a non-citizen is ineligible for these rights but may be permitted to remain in the country.

This last clause indicates that the technique of "putting 'em on the next plane South", favoured by the previous Australian administration for those who ran foul of the authorities, may remain useful.

Two recent deportations serve as a warning. After long and valued service to public health, Dr Eric Wright was ordered to leave on the eve of Independence. He actively supported MHA Josephine Abaijah in her Declaration of Independence for Papua.

Straight after Independence, Mr Michael Worsley, a business consultant employed by the government was arrested and deported. He had defied the court order and gone into hiding for three weeks "to help a business associate".

It is assumed that this was John Kasaipwalova, the Trobriand Islands activist. He may well ponder over such advice as he nurses his costly

telex and computer, the manifestations of his dream. He has tried to establish a PNG commodities-exchange despite denials of its feasibility by senior Treasury officials and others.

Mr Worsley's conduct was the subject of a Public Service Board enquiry. Rumoured, but never revealed were his investigations into foreign business links with national leaders.

While they won't tolerate meddling foreigners, ministers are sensitive to the administrative burden and publicity of the law courts. At this stage of provincial dissidence, a deportation order attracts the minimum of fuss.

For those remaining, there is a "halfway" person who wants to stay for life. Provided he or she won't need "the dole", has lived continuously in the country for eight years without a break of less than two years, can speak the vernacular—Pidgin or Hiri Motu or possibly one of the many languages of the 20 districts AND is armed with character references from nationals, shows respect for their customs and culture, THEN the applicant will be considered for naturalisation.

Citizenship is an individual issue. Spouses and offspring are dealt with separately. Children may wait and choose for themselves upon reaching voting age of 18.

The label "second class" is derived from the economic restrictions placed on this minority category.

One proviso is that, if their land is acquired by the government in the first five years of citizenship, they won't be granted the constitutional right to just compensation. Nor will they necessarily enjoy the special benefits legally provided to "full" citizens, for the next 10 years. After these two transitional periods, they are promised equal rights, excepting membership of the Citizenship Advisory Committee. PNG's Land Acquisition Bill overrides the Bill of Rights.

The Associated Chambers of Commerce of PNG protested.

"Very few of our members are prepared to forfeit their existing citizenship for one that does not comply with the Bill of Rights. But we hope that the government, with the wisdom it has shown in the past, will rectify the mistakes and remove the obvious inequalities", they piously pleaded.

Sir Maori Kiki, the Deputy Prime Minister, dashed their hopes. He cited the Cocoa Industry Act, the Coffee Dealing Act and the future

Crocodile Protection Act as restricted practices, which, in general, would be closed to foreigners and naturalised citizens, in proscribed areas of the nation. They are already barred from buying shares in overseas enterprises through the PNG Investment Corporation and additional laws could be enacted in the next decade to provide privileges exclusively to automatic citizens, he warned. But he stressed that suitable applicants, though warmly welcomed, should come in with their eyes open.

The 2,000 Chinese, in a population close to three million, are prominent traders. Most are Australia-oriented through education and relatives and are apprehensive. They resent having to ask for acceptance in the land of their birth as they were never colonial rulers.

Few of the 3½ thousand of mixed race descent have taken steps to be naturalised. Government officers organised elucidatory meetings in urban centres with little response. It has been said that those with Australian right of residence for themselves or their children are well aware of their status and loth to part with it. They can now apply up to January in a diplomatic time extension.

The committee is processing the 500-odd potential Papua New Guineans and among the first to apply were the Sneaker of Parliament, Barry Holloway and the Transport, Works and Supply Minister, Bruce Jephcott.

Australian public servants who are leaving PNG do so under an early retirements benefit scheme funded by Canberra. Overseas recruiting, cut by 75 per cent in the 75-76 Budget, is on wholly contract basis with varying terms.

Departure has long been a painful choice. It has been the pattern, however. Eventual retirement in the country of origin has been standard even for the most durable. The exceptions have been, mostly, missionaries and planters, committed for life to souls and soil.

At Port Moresby's airport, a young couple and baby head stolidly through the wire-mesh walkway, to the southbound plane.

As they appear, a Papuan woman thrusts herself against the barrier wailing and striking her face in grief. A tenuous immediate future has overcome the strongest ties.

The self-determination of a nation emerging from a colonial past, plus escalating airfares, may mean a mother's final glimpse of her daughter, foreign son-in-law and half-and-half grandchild.

Micronesia, bastion of US strategy

From PAMELA G. HOLLIE
in Saipan

The United States' experience in south-east Asia has made it increasingly apparent that Micronesia's strategic position is of utmost importance to the American military.

Should the US be threatened in the western Pacific, "the Trust Territory would become important overnight", says Rear Admiral Ker Carroll, commander of Naval Forces, Marianas. "The buildup would be tremendous".

It appears that Micronesia, the Trust Territory of the Pacific Islands, is the best possible position from which the US could operate with relative freedom in the Pacific. The US has held the 2,100 islands as "strategic trust" under a United Nations Trusteeship Agreement since 1947.

Still, large military bases—now in the planning stages—are new to Micronesia. For 28 years, military buildup has only been a possibility, not a reality. Except for isolated testing on some islands in the Marshalls and a Central Intelligence Agency headquarters on Saipan in the Marianas, the US has concentrated its military might on Guam, its "bastion of power in the Pacific".

Guam, an American possession since 1898, is a huge military installation. The military now makes up one-fourth of the island's 115,000 population and contributes over \$US175 million to the island's economy.

"The fall of South-east Asia, our pullout of Thailand, the detente with China and the subsequent weakening of ties with Taiwan, will cause Guam to become more important with each passing day", Carroll says.

In terms of military activity, he says, Guam comes first, then Tinian (Marianas) and third Babelthauap (Palau).

The Marianas, which last June voted overwhelmingly to become a US commonwealth, based negotiations for commonwealth status on the islands' military potential. The US already holds about 90 per cent of the land on the 14 islands of the Marianas.

In the covenant establishing the commonwealth, the US obtained rights to nearly two-thirds of Tinian,

about 17,800 acres. The 100-year lease will cost the US \$17.5 million a year, or about \$9.83 per acre for the next 100 years. Also included in the land arrangement are 177 acres at Saipan's harbour for \$2 million and 206 acres on Farallon de Medinilla. In effect, the US got the whole island for \$20,600.

The military's plans for Tinian are to build a supply base, ammunition storage depot and a Marine amphibious training site. Tinian would be an "interior position"—what military strategists call a securely American-held island territory.

While there is a counter campaign against those who oppose the proposed new commonwealth of the Marianas on the grounds that it will be a "military colony", the fact remains that without the military's interest in the Marianas, the islands probably would not have been able to enter into separate negotiations with the United States.

With Tinian pretty well secured, the third "fallback" position in Micronesia is expected to be Palau's largest island, Babelthup. But, in the case of Palau, negotiations for the nearly 32,000 acres for the military have not yet begun. The military has tentative plans for an intermittent ground force training and manoeuvres installation and a submarine base. The military also wants joint use of Palau's airport.

Like the Marianas, Palau has asked for separate negotiations with the US, but unlike their neighbours to the north, Palau hasn't decided what status it wants. Yet one thing



Kwajalein, a United States base in the Marshalls—just one of a chain, US Defence Department hopes.

is certain; after watching the Marianas' problems with their covenant, Palau would be expected to drive a harder bargain for its land.

Although the US has not said yes or no to Palau's request for separate political status talks, the district is confident that the military's interest in Palau will put the district in a strong bargaining position.

While there is also some opposition in Micronesia to the military, specifically to the use of Micronesian lands to dispose of dangerous wastes or to test nuclear weapons, "there

is an appeal", says Johnson Toribiong, a freshman legislator and floor leader of the Palau district legislature. "A small country with undeveloped resources will always see the military base as a means of bringing money into the area".

But, he fears that the US will slowly take over more and more of Micronesia for military purposes.

"There's that nagging feeling that we're (Palau) being surrounded . . . first they took Bikini, then Kwajalein, Guam, the Marianas and now we see helicopters".

The New Hebrides was an absurd example of colonialism and the worst example of non-co-operation between two colonial powers. This was the view of the Fiji Government expressed by one of her delegates, Mr Satya Nandan, speaking in December before the United Nations General Assembly.

Mr Nandan tabled a resolution deploring France's "continued refusal" to co-operate with the Committee of 24 in the examination of the New Hebrides, and asking France to take part in the committee's proceedings.

The New Hebrides problem was unique because it had two colonial masters, said Mr Nandan. The joint British-French administration had divided political power between them without regard for the interests of the local people. Thus, the people were artificially divided into two nations.

The condominium gave a

THAT ABSURD CONDOMINIUM

unique opportunity to compare the attitudes of Britain and France to decolonisation. It was clear Britain wanted to decolonise. It had co-operated with the UN Committee of 24.

France, on the other hand, neither co-operated with the committee, nor would she submit information about the New Hebrides. France's future attitude would either be very negative, or unclear.

Mr Nandan was critical of the recent Anglo-French agreement on constitutional change in the New Hebrides. It was minor and rudimentary and referred only to local government representation and administrative co-operation in some areas, such as airport

administration. The agreement failed to record the right of self-determination of the people of the New Hebrides.

The New Hebridean people were not consulted about the changes, he said.

The agreement did not mention any overall programme for constitutional development to implement the general assembly's declaration on decolonisation. Thus the ultimate aims of Britain and France were unclear.

Mr Nandan appealed to both countries, and particularly to France, to let the international community know their attitudes to decolonisation of the New Hebrides.

The Fiji resolution also welcomed Britain's positive attitude about receiving visiting missions in its territories, and asked France to reconsider its attitude to visiting missions to the New Hebrides.

Independent Santo! Christmas crackers from Jimmy Stevens

From a Vila correspondent

The fact that not everyone sits down to feast on plum pudding, Christmas cake or *bûche de Noël* in December was highlighted by events that month in the New Hebrides which culminated in Nagriamel party leader Jimmy Stevens sending envoys to the United Nations to seek the removal of the British from the condominium partnership and independence for Santo by April 1, 1976 (April Fool's Day!)

Meantime, the elections for the territory's first Representative Assembly for which the population voted in November, had still not been completed. With French Overseas Territories Minister Mr Olivier Stirn planning a South Pacific visit in January, it really looked as though someone was holding up the assembly and desperately playing for time.

Events seemed to crystallise around December 11 when a large crowd of supporters made it known that Nagriamel leader Jimmy Stevens was contesting the validity of the election results for six seats in Santo, after the overwhelming defeat of Nagriamel and the National Party victory.

An ultimatum was launched demanding an inquiry and response from the joint administration by December 27. If some people nonchalantly spent the meantime writing Christmas cards, others were busy writing a list of grievances against the British authorities, ending with a demand that the UK should get out of Santo by April 1, 1976, OR ELSE . . .

The list of charges against the British administration were in a letter presented to the French and British delegates in Santo on December 27, during a massive rally by about 2,700 supporters of Jimmy Stevens. The letter was signed by Stevens and MANH party leader, Aime Malere.

A second letter, dated December 29, went a step further. Signed only by Jimmy Stevens and not by the

● Jimmy Stevens
... his Christmas
cracker a
squib?

MANH group, this letter urged independence for Santo and other islands in the north, possibly the Banks, Malo, Torres, Maewo, Aoba and perhaps others. (This would mean separation from the Island of Vate and capital Vila). The letter repeated the desire to see an end to the British, but a continued French presence in the islands.

In a joint public communique dated December 31, the British and French resident commissioners stated that under the 1914 Protocol, neither France nor Britain could withdraw from the territory without the other. Moreover, they considered that no leader of a political party could claim to speak for the whole or a part of the New Hebrides.

Concerning independence, they pointed out that any modification of the condominium's political status would depend on the two governing powers acting in co-operation with such local bodies as the new Representative Assembly.

Meanwhile, main recriminations listed against the British were that the British Administration had helped the National Party electoral fraud, that it obstructed economic development by its policy over the Pekoa airfield and wharf at Santo, while only the French, through French settlers, had aided the development of Santo.

It was claimed, moreover, that only French possessions accepted Hebridean workers and took copra and meat exports from the New Hebrides. Furthermore, the French were giving back land to the locals. The letter criticised the British land

policy adopted through the Land Trust Board. As for roads, only the war and the US had provided a suitable network, while in the area of sporting facilities the British were denounced as being as deficient as elsewhere.

All in all, the anti-British letter could not have been better written by a Paris public servant. And after all, wasn't Jimmy Stevens received in France last July by President Valéry Giscard d'Estaing, an honour not even accorded to leaders of the New Caledonian Territorial Assembly?

Some see Jimmy Stevens' dramatic move as an attempt to,

● Get back into the limelight after his sun was eclipsed by the National Party's successes at the polls, or

● To give supporters something more to think about than the whereabouts of Nagriamel funds.

That he wanted to create an independence bandwagon of his own was demonstrated by his comments at the rally when he strongly denounced the British and the Presbyterian ministers for supporting the National Party which seemed to have overshadowed him by calling for independence for the New Hebrides by 1977.

His attempt to get the United Nations to back his campaign for an independent Santo apparently fizzled out. His envoys got no further at UN headquarters than the desk of a minor official.

It is interesting to note also, that

● Continued on p 75



POLICEMAN'S FATAL SHOT BRINGS A BITTER CONFRONTATION TO NOUMEA

From a Noumea correspondent

The fatal shooting of a young Melanesian by a Noumea policeman during an incident on December 27 in Noumea's central square has aroused further bitter confrontation between New Caledonian Melanesians and the French administration.

Victim of the shooting was 22-year-old Richard Kamouda, from the east coast town of Poindimie. He was shot around 10 pm by a metropolitan French policeman, one of three police to intervene in what appeared as a brawl between three young Melanesians. Needless to say, the whole population was shocked at the killing, with resentment and indignation on the Melanesian side and fear of reprisals among the European community.

The shooting led, almost within minutes, to gatherings of up to 2,000 people in the streets of Noumea, with militant Melanesians and their supporters using microphones to call for Kanaka independence in New Caledonia. An Action Committee for the Kamouda Affair (CAAK) was straightway formed and included five Kanaka leaders in the Territorial Assembly.

On the other hand, another committee was formed in support of police action to maintain law and order. On January 8, groups of police walked the streets of Noumea handing out pamphlets to defend their position. At the earliest signs of public demonstrations, bands of police and riot squad (*gardes-mobiles*) had been sent on to the streets equipped with arms, helmets and shields.

These incidents led to violent re-criminations in the Territorial Assembly. Melanesian Yann Celene Uregei, leader of the Union Multiraciale Party, accused the territory's Secretary-General, Mr Claude Erignac, of having tried to hide the real cause of Kamouda's death when he went to the young man's tribal village.

Mr Erignac, acting head of the territory in the absence of Governor Eriau in France, hotly denied the accusation and the assembly debate was closed in uproar.

Teive Gorodey of Group 1878 harangues a crowd of about 2,000 gathered in Noumea to protest against the shooting.

—Photo: Chris Plant

Amid a rapidly-deteriorating climate in Noumea, a second meeting of the assembly on January 7 condemned the distribution of tracts inciting the locals to violence. Numerous speakers condemned the French administration for its tardiness in tracking down those responsible for a violent tract distributed on New Year's Eve calling for direct action in the name of an "Action Committee against Independence".

Assembly members pointed out that in September, 1969, the Melanesian authors of certain tracts had been rapidly arrested, brought before the courts and imprisoned.

In an emotional speech denouncing the anti-independence committee and their tract, Mr Uregei said: "Let them realise that death is part of our struggle and if we must die we will die, our heads held high for a Kanaka New Caledonia".

Other assembly members condemned a tract distributed by the Kamouda Committee (CAAK), which called for a "general uprising", for "rebellion against French colonialism" and referred to the day "when the French Government will be expelled from the territory".

Maurice Lenormand, a leader of the Union Caledonienne, denounced the "armada" of armed, helmeted police sent out to every street demonstration and said this was "sheer provocation".

Lenormand also pointed out that it seemed only Melanesians were

victims of the authorities' guns. He mentioned a second incident on December 30 when gendarmes chased and shot at a car near Paita, just beyond Noumea, simply because it did not have a number plate.

Mr Erignac said the car had driven through two road blocks. However, this second use of guns, this time by the gendarmerie, also shocked the Caledonians.

It is strange to note that the beginning of protests over Richard Kamouda's death in Noumea and the massive 2,700-man protest meeting by Jimmy Stevens directed against the British in the New Hebrides, both occurred on December 27.

The whole turmoil of events occurred against a serious economic background, with the Caledonian Territorial Assembly again urging employment preference for the locals over new arrivals from France.

In addition, the assembly has been repeatedly refusing exhortations from Mr Erignac that they must vote the \$A20 million extra local taxes proposed by the French Administration to overcome the budget deficit. The Caledonians are stolidly replying that they are not responsible for local economic problems engineered by Paris.

At the time, Governor Eriau, High Commissioner for France in the Pacific, was on mission in France. Both New Caledonia and the

● Continued on p 76



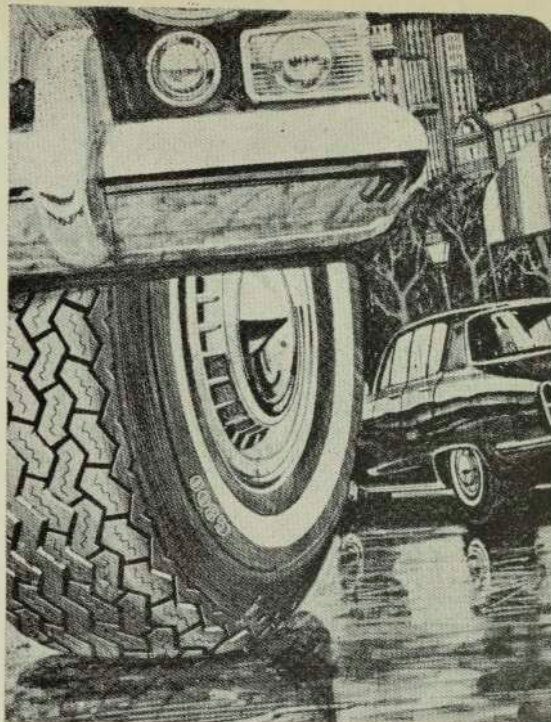
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A557

FIJI PLANS TO USE ITS EMPTY ACRES

From ROBERT KEITH-REID in Suva

Take a small plane and fly low over Fiji and you'll be puzzled by often-heard comments that the country's 560,000 people are short of land.

The plane ride would reveal that hundreds of the 7055 square miles that make up the 350 islands of the Fiji group are uninhabited and apparently untouched.

There is little sign of humanity in much of the wild and mountainous interiors of the 4011 square miles of Viti Levu, the biggest island in the group.

Vast tracts of the 2137 square miles of Vanua Levu, the second biggest island, are similarly deserted, apart from an isolated Fijian village here and there at the bottom of a deep river valley.

Even the next two biggest islands, Taveuni, 168 square miles, and Kadavu, 156 square miles, appear to offer a lot of unused living space.

The plane ride would partly explain why so much land lies deserted. Jagged volcanic peaks and razor-backed ridges climbing out of a thick, green shroud of tropical rain forest are evidence of terrain that so far has been too tough for Fiji's people to bother tackling.

They have not had to touch such land since flat plains cleared for them by the workings of the Rewa, Navua, Ba and other major rivers have been much more easily worked.

But now, population pressure in the plains has caused a land shortage of a sort. There is little easily tilled land left. Aspiring farmers must now turn their eyes inland for land from which they can get a living.

The opening up of interior areas is one of the chief strategies of Development Plan Seven—DP7 for short—which the Fiji Government published at the end of December.

As the title suggests, it is the seventh in a series of economic plans drafted and undertaken by successive governments.

It touches every aspect of life in Fiji.

DP7 will cover the years 1976-1980 and succeeds DP6, which covered 1971-1975.

"If DP7 can be said to have a distinctive character", says Prime Minister Ratu Sir Kamisese Mara in a foreword, "I should say it is an increased concern with the need to

ensure a more equal sharing of the fruits of development, and a deeper recognition of the sources of Fiji's real wealth and productive capacity—in the soil, in the sea and in the hands of rural producers".

Putting the PM's words more bluntly, the plan takes notice of old laments from the bush that the fleshpots of Suva, Lautoka, Nadi and other urban areas have long got too much attention at the expense of country folk. And that, because this has been so, there has been a dangerous flow, in volume increasing almost daily, of country folk to the towns, there to swell the problems of unemployment, slum-housing conditions and crime that already exist in them.

DP7 is an attempt to even out the balance. During the next five years the Fiji Government plans capital expenditure of \$337,000,000—about three times the amount spent on DP6—in trying to set the balance right.

Of this, about \$60,000,000 will go on a big hydro-electric power scheme which will cover much of those untouched expanses of Viti Levu's interior with a network of lakes, dams and roads.

And \$30,000,000 will go on roads which push into some of the most isolated areas of Fiji. The Public Works Departments will gear up to build 711 miles of roads, compared with only 200 miles built during DP6.

Some of the new roads will be major ones, including a circum-insular road for Vanua Levu to open up large areas of Natewa Bay and Bua, a couple or more roads across the same island, and numerous important extensions of existing roads into the Viti Levu interior.

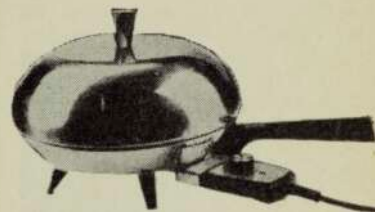
Local air and sea services will get almost as much attention on the assumption that the mere availability of regular, reliable transportation will do more to stimulate local development schemes than anything else.

Airstrips suitable for the Islander and Trislander planes flown by Air Pacific and Fiji Air will be built in the outer island region at the rate of three a year.

The first strips will be for Gau, Kadavu, Vanua Balavu, Koro.

● Continued on p 73

Round gourmet "Skillet"



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TEARGAS IN THE SOLOMONS ON HAPPY SELF-GOVERNMENT DAY

From a Honiara correspondent

The Solomon Islands became an "internal self-governing" state on January 2, not with flags flying and trumpets sounding, but with the firing of teargas canisters into rioting crowds in Honiara.

About 200 members of the Solomon Islands General Workers' Union, on strike for more wages and angered at a ban on their demonstration march planned for that day and the arrest a few days before of six union leaders for leading an unlawful gathering, rioted in Mendana Avenue.

Shop windows were smashed and 18 shops were damaged by demonstrators running from clouds of teargas fired by policemen, who halted the marchers as they neared the Chief Minister's office in Mendana Avenue. Nineteen people were arrested and were due to appear in court on January 26.

Probably the most surprised person in Honiara that day was Chief Minister Solomon Mamaloni. The riot was a bolt from the blue.

Little had been heard over the

past few months from people opposed to self-government and it was not until December 11 that the General Workers' Union declared its militant opposition.

And, there is nothing to suggest that violence was planned. The police handled the situation admirably and there is little likelihood of a repeat performance by the union, whose members were a little confused over the reason for the demonstration.

Some thought it was in protest against self-government, while others thought they were demonstrating for more wages.

Mr Mamaloni, who has had his own troubles over the commemorative coins, which he "unconstitutionally" ordered from a private mint in California, commented, in his message to the people on Self-Governing Day (January 2): "Most of our people do not want any part of this stupid and destructive behaviour. We have to learn, painfully it seems, that violence does not pay . . . Those who excite and stir up my brothers in this way, those are the real enemies of our country".

Mr Mamaloni told the people his first aim was to lead the government through the next six months to a general election in the middle of 1976, to be followed by independence.

He listed the dangers which faced the country after independence—political fragmentation with a lot of parties quarrelling over the job of Prime Minister; ministers taking too high a salary or claiming privileges; a bad constitution; splits among the people on an island basis, a class struggle or a rural-urban struggle; discouragement of foreign investors "by hysterical outbursts" and the creation of a "general impression abroad that we are playing around with our future like silly people".

One warning was a dramatic one. If they fought among themselves, he said, "those hungry sharks I have seen in the outside world are going to move in, quick as a flash, and swallow us piece by piece, until there is nothing left of us, nothing left of our peaceful and healthy way of life, nothing of our hopes and dreams for our children's future".



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H359



Tropicalities

Marvellous do for Tuvalu

"Parting is such sweet sorrow", wrote Shakespeare, and the Gilbertese and Tuvaluans (ex-Ellice Islanders) would have agreed with him, if they'd been asked on New Year's Day.

But they were too busy holding celebration separation ceremonies at Funafuti to think up suitable classical quotes for the occasion—the formal final separation of the two partners in the 60-year-old Crown Colony of the Gilbert and Ellice Islands.

Tuvalu was proclaimed a separate colony on October 1 last year but the joint administration continued until January 1 this year.

Now the two are separate colonies with the Gilberts expecting to go independent by 1977. But no separation of two distinctly separate races has been attended with so much goodwill. It was Tuvalu's decision, arrived at by referendum in which the people voted overwhelmingly for their new status.

They believed that, if they stayed with the Gilbertese, who outnumbered them by seven to one, they would be dominated by their partners.

Such a situation almost anywhere else would have created great resentment one way or another but, from the first mention of separation in 1972, the Gilbertese, albeit regretfully, agreed that if that was what the Ellice people wanted, they could have it so far as the Gilbertese were concerned.

One New Zealand newspaper, reporting the formal separation, said the Gilbertese were glad as the Tuvaluans would have been a economic liability. Well, that's news to PIM. The Gilbertese would have welcomed the Tuvaluans as partners in an independent state.

The most striking thing about the ceremonies, which lasted for several days on Funafuti, was the great goodwill which was expressed in many ways.

Tarawa sent its Chief Minister, Mr Toalipi Lauti, and four other

ministers to the celebrations and before they left Funafuti they presented the new country of Tuvalu with its first gift, a motor cycle.

In case anyone thinks that a motor cycle is a rather prosaic gift for one country to give to another on such an occasion, such a gift will be of far more use on Funafuti than, say, a kava bowl or a set of war clubs.

The Tuvaluans can do with all the utility gifts they can get. After all, the only thing they've taken with them from the GEIC is a ship.

Funafuti's population of around 1,100 was quadrupled for the ceremonies and many telegrams of congratulation arrived, including one from the Queen and another from the Prime Minister of New Zealand, Mr Muldoon.

The Tuvaluans used the occasion to pick their team for the South Pacific Festival of Arts at Rotorua (NZ) in March. The dancing competition for places lasted three days.

Everything went without a hitch and, as the Queen's Commissioner in Tuvalu, Mr Tom Layng, heading the festivities, told PIM, "Separation was achieved with great goodwill. It was incredible that there have been no unpleasant incidents of any kind to mar the setting up of a separate territory".

Which isn't really surprising. The rest of the world could study with great profit the Islanders' pacific way of doing things.

Niuean gets a big one

Leslie Rex jr, a Niuean fisherman, has a great "fish story" to tell. It's about the one that DIDN'T get away.

With two companions in a small aluminium dinghy, Leslie landed a black marlin weighing over 380 kilos.

Caught off Niue Island's wild Sepa Point, the fish which was nearly four metres long, took four hours to land and was hauled onto the reef at Avatele village by a large bulldozer working nearby on the electric power reticulation scheme.

"We used a flying fish bait and landed the marlin on a 180 lb handline. At one stage we went so far



This is it.

out to sea that I was getting ready to cut the line", said Leslie.

The fish is believed to be one of the largest marlin ever landed on a handline and Leslie plans to make inquiries from NZ fishing authorities with the hope of submitting claims for a world record.

In true Niuean tradition, the fish was cut up and handed out to friends, relatives and villagers.

"Actually we never got to try a piece ourselves but we heard it was very tasty", said Leslie who, on the day of the big catch, originally set out to boat a few spanish mackerel.

High-flying Caledonians

The growth of private aviation in New Caledonia is underlined by the increasing number of instructors and planes at the Caledonian Aero Club and the licensing of the first company authorised to transport passengers by helicopter.

Since early 1976 the Aero Club Caledonien has had a fleet of nine planes, following its recent acquisition of two new Piper Cherokee Warriors. In addition, the club now has three full-time flying instructors, including two young men seconded from military service (VAT). With these increased reinforcements, the aero club is planning to organise an itinerant flying school to train inhabitants of the inland and outer islands.

At the last official count in early 1975, New Caledonia had 10 planes registered locally for public transport, three for the armed forces, two for the gendarmerie as well as six private helicopters and 43 private planes.

Meanwhile, the first company licensed to transport passengers by helicopter is Air Noumea, operating a French Alouette ("skylark") helicopter. Air Noumea is owned by well-known Caledonian mining personality Mr Jean-Claude Berton.

They're running round Tahiti

While Caledonians are keen to challenge overseas sportsmen to their annual races around the island by bicycle or rally car, the Tahitians have now set the pace with a round-the-island foot race.

The lead was given by solitary marathon runners from the French gendarmerie and Foreign Legion. Then, in December, a relay team, the 31 "Bureaucrates" of the Nuclear Test Centre (CEP) ran the route of 116 kilometres (72 miles) in 8 hours 58 minutes, making an average speed of 12.88 km/hour (8 mph).

The problem of changing history

PIM has a new frontispiece map this issue, but only to keep up with the changing Pacific.

Since Independence, Papua New Guinea is one nation, with no dotted line down its central mountain chain to distinguish the old Papua from the old New Guinea. And, of course, the Gilbert & Ellice Islands Colony has now been split into the Gilbert Islands and Tuvalu. Another recent change has been the name of the British Solomon Islands Protectorate, which is now simply the Solomon Islands. And a change to come soon is in the Marianas, currently part of the Trust Territory of the Pacific Islands, but to have a separate identity.

Although PIM usually manages to keep up editorially with the changes, unfortunately the office system which puts the addresses on our subscriber copies doesn't. PIM circulation department has always used stencils to label envelopes, and some of these stencils still show addresses in the "GEIC", the "BSIP" or simply "New Guinea". One of our PNG subscribers wrote

during the month that he was still getting his copy addressed to "TPNG" (meaning the Territory of Papua and New Guinea) and although he "enjoyed the magazine very much and have never regretted taking out a subscription", he's greatly surprised to see PNG still addressed as a territory. Our apologies to this reader and hundreds of others in PNG, the Solomons, the Gilberts and Tuvalu, but we have been aware of the problem, and relief is now at hand!

It costs money to change stencils, but we haven't changed them because all our stencils are being discarded and in the next couple of months we are going on computer. Our computer will get it right (so they keep telling us!)

And, before we get any more letters—yes, we do realise that the front cover of PIM still refers to the GEIC, but this is the last issue on which you will find that.

Footnote: We are relieved to see the people who design stamps share our problems. We've just received the latest GEIC definitives—or what presumably were designed to be GEIC definitives.

The set shows various Island

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activities, such as fishing coconut dehusking, and copra loading, but in each case the Gilbert & Ellice Islands name has been blocked out and replaced with a Gilbert Islands overprint. The method of blocking out will create the interest, as the printers have used at different times red, black and gold—but with varying results! Mostly the red doesn't do the job effectively, usually the black destroys the whole design of the stamp, and the gold overprint (on the 35c stamp) can't even be seen unless the stamp is held to the light in a particular way.

We can only imagine that both the designers and the printers are tearing their hair; although collectors perhaps will be happy at these oddities forced on the world by changing Pacific history.

Details of the stamps are: 1c (cutting toddy), 2c (lagoon fishing), 3c (cleaning pandanus leaves), 4c (casting nets), 5c (Gilbertese canoe), 6c (dehusking coconuts), 8c (weaving pandanus fronds), 10c (weaving a basket), 15c (tiger shark and fishermen), 20c (beating a rolled pandanus leaf), 25c (loading copra), 35c (fishing at night), 50c (local handicrafts), and \$1 (weaving a coconut screen).



Some of these children, about to board a Polynesian Airlines plane for a 20-minute flight over Western Samoa, "saw" the beauties of their country through other eyes. The children are blind. Twenty-five children, aged five to 18, blind or crippled, were given the flight, in December, by Polynesian Airlines as a Christmas treat. Wearing party hats and clutching bags of sweets, the children flew for the first time in their lives. The sightless were told of what the others saw by their teachers. Polynesian Airlines traffic sales manager Mr Richard Lyon arranged the flight and Australian Captain D. Cahill, New Zealander First Officer Phil Meredith and six Samoan air hostesses gave their off-duty Sunday morning for the children. On board the plane were Mr and Mrs Curtis Noriega, who came to Apia as Peace Corps Volunteers from the United States society Action. They have been drumming up support for the Blind Society and are sending a Samoan girl to America for training as a blind teacher. Like the children, Mrs Noriega saw nothing on the flight. She too is blind.

—Photo: David Eastman, Arrow Films

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The Editor's Mailbag

GUADALCANAL MEMORIES OF AN OLD MARINE

The other day I was enjoying reading a back issue of PIM (Feb, 1975) and came across an article concerning the Solomon Islands. At first glance I noticed that the article was mostly of a political nature and I wasn't immediately interested. However, on looking closer at the pictures printed with the article, I realised I was looking at aerial views of the ridges, beaches and jungles where the US Marines and Japanese soldiers met to begin the many battles of the Pacific War.

The pictures show today's view of Honiara and Point Cruz and the Matanikau River area. About five or six miles east of there the marines landed on August 7, 1942 near the mouth of the Tenaru River.

For six months the battle raged on land and sea. The Matanikau village and coconut farm were destroyed; several Japanese tanks were shot and burned on the sand bar at the river's mouth. The Japanese commander, "Tenacious Tanaka", threw his troops against the marines up and down Guadalcanal until over 25,000 Japanese had died and the island was left to the marines and their allies.

The beautiful waters out toward Savo island are now called "Iron Bottom Sound" because of the many warships that were sunk there during the battle. Your ships, the Australia and Canberra are there. You lost many fine men like Capt Gitting and Capt Farnsworth. The marines took into their fold Sergeant-Major Vouza, your Solomon Islander hero.

Marine Al Schmidt, machine-gunner, was blinded fighting on the ridges above the Matanikau, but kept firing guided by his buddies nearby. Pilot Joe Foss flew out of Henderson Field time after time, dead-tired, to shoot down almost 50 Japanese planes. Joe later became the Governor of his home state. Many other heroes were made at Guadalcanal. They were given first priority to rest forever in Hawaii's Punch Bowl cemetery.

The Japanese retired up the Solomon chain only to have the "Devil

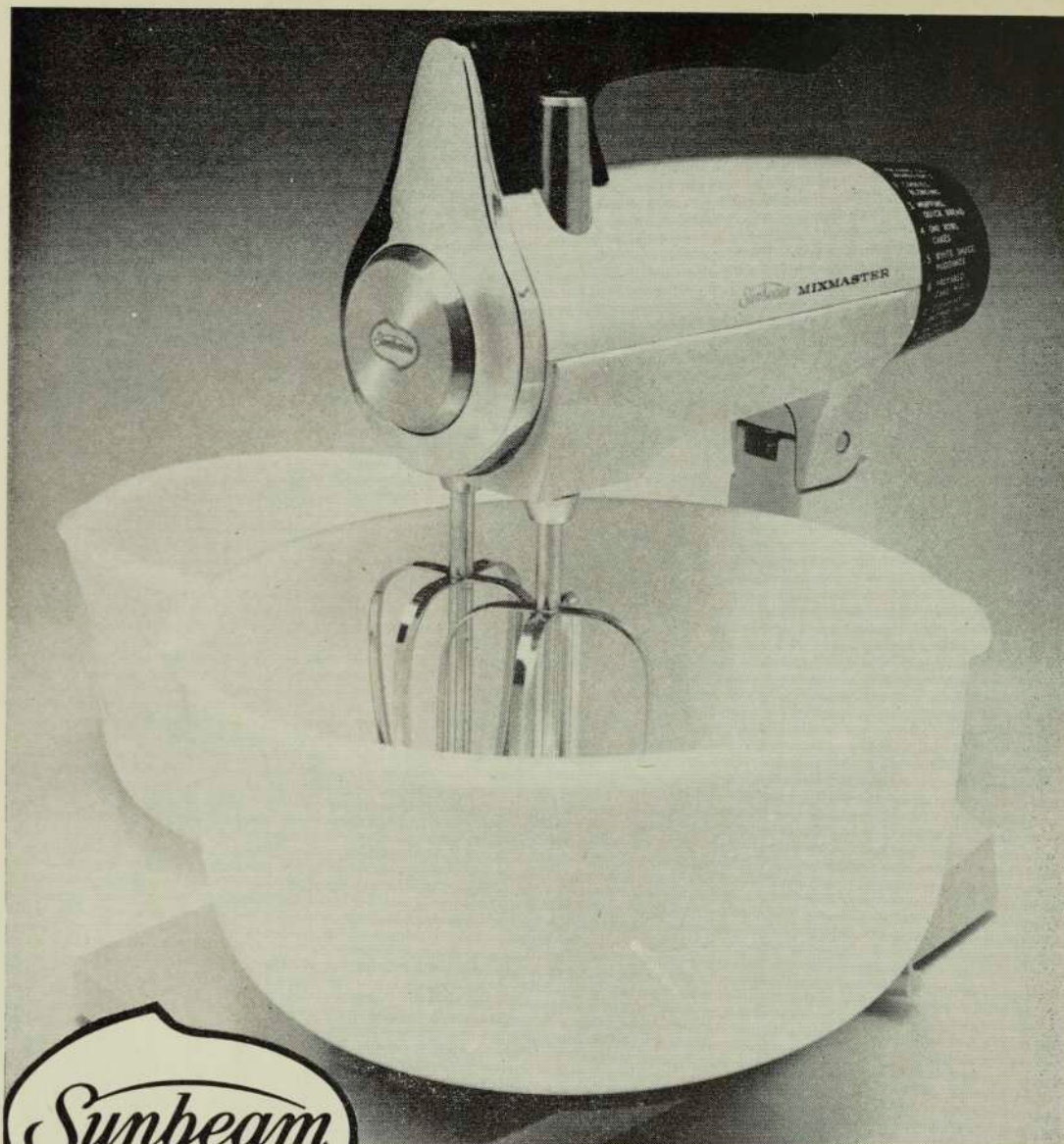
Dog" marines follow them relentlessly to New Georgia, Bougainville, the Gilberts, Iwo Jima and on to Japan itself where also in an August, the Atom bomb stopped the war.

During the long three years since the Guadalcanal landing, the marines fought to free many islands, but only on one were they fighting for American interests. This was on Guam. The marine hymn has a phrase "First to fight for right and freedom . . ." The phrase doesn't distinguish whose rights or freedom, what race, colour or creed. Marines interpret the phrase to include all mankind whether they be Chamorroes, Gilbertese, Palauans, Solomon Islanders or, yes, even Japanese.

The Marine Corps celebrates its 200th birthday this (1975) year. The corps was founded November 10, 1775, by the Continental Congress which authorised the first two battalions.

The marines have done a lot of fighting for right and freedom since then at lots of places around the world, but I like to believe Guadalcanal will live in history as one of the more significant battlegrounds. For it was there in 1942 that the free world watched and hoped and gained the inspiration and spiritual strength so desperately needed to defeat the Japanese.

I recall the day my unit left Guadalcanal to attack Okinawa back in 1945. My regiment had camped along the Bonegi River, west of Honiara. We were leaving for the last time. Our tent city was empty and as I prepared to board the boats I saw two natives appear out of the jungle and walk curiously among the vacant company streets. They were scavenging and wore nothing but a seashell at their loins and coloured baubles in their fuzzy hair. They seemed as primitive as the day Méndana discovered the Solomons hundreds of years before. I remembered that day and those men as I read your article on the soon-to-be independence for the Solomons. I felt better for all the tough war experiences and gratified that these natives and their kind are now about to have a free nation of their own, like Papua New Guinea, Nauru,



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Letters

Tonga and others. It won't be easy for them, but it will certainly be worthwhile . . . as was the battle for Guadalcanal.

FRANCIS HEPBURN
(formerly Marine Raider and
4th Regiment, residing on
Kwajalein).

San Francisco.

● See *US Marines at Guadalcanal*
again, p 37

CRUISE YACHTS

From my experiences the time is right for Island governments of the Pacific to take advantage of the economic benefits offered by the growing numbers of yachts cruising the Pacific waters. From all over the world they come to the Pacific—not as the adventure seekers of old but as a new class of tourist intent on enjoying but not despoiling the islands. In a sense it is the Exploration Era all over but the explorers are now family groups and friends. World-wide cruising, particularly in the tropical waters, has become possible through improved yacht design, better weather reporting, and the availability of reliable local navigation information.

People of all ages the world over have taken to the water in great numbers and, having whetted their appetite for sailing in home waters, they are now crossing oceans in their small craft to see new lands and people. The Pacific Ocean with its generally fine weather and a multitude of attractive islands and friendly peoples has become a most popular cruising ground. On July 14, 1975, PIM counted 56 visiting yachts in Papeete alone. They came from such (formerly) far-away places as Australia, New Zealand, England, Germany, United States, Canada, Switzerland, France and Belgium. We are personally aware of many others that were in ports stretched from the Marquesas to the New Hebrides.

A cruising yacht is combined home and transportation and depends on its ports of call for supplies and other necessities. While a yacht may depart from its home port well provisioned, the long ocean passages soon deplete the supplies requiring provisioning along the way. This can be an additional source of income to those Islands which have taken steps to attract the cruising yachtsman. PIM has from time to time reported income derived by Pacific

countries from tourism. The latest was Tonga (PIM, Oct, 1975, p 84) which happened to be our last country of call before coming to New Zealand to wait out the hurricane season. Tonga reported for 1974 that an average air tourist stayed 11 days and spent \$T17.25 per day while the average cruise ship tourist stayed one day and spent \$T18.81. I have no way of calculating comparative time and dollars spent by an average cruising yacht while in port but our experience may shed some light on such a comparison. Since leaving California in February, 1975, we have spent an average of \$US20.50 each day while in port. Our duration

of stay has varied widely but possibly averaged between seven and 14 days putting as much as \$US287 into the local economy at a stop.

The sectors of the local economy which receive this income are noticeably different from those which receive the income from ship and air tourists.

People's markets with their inviting home-grown, fresh foods and grocery stores handling staple goods are first-sought places in the yachtsman's shopping trip. Hardware, fuels and oils, and specialised maintenance services are other sectors of the local economy which benefit. It may come as somewhat of a surprise that



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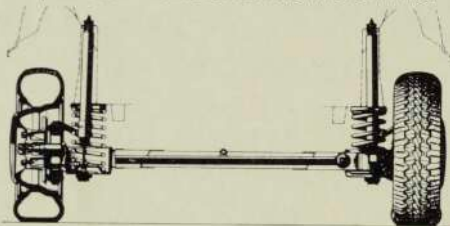


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Island handicrafts are also eagerly sought but the yachtsman rarely buys at the tourist craft stores. More in keeping with his desire to meet the Island people he will usually seek out those persons who do the craft work and buy from them the tapa cloth, wood carvings, stone and shell jewellery, etc. He may even have the craft items made to order as we have often done combining the artisan's skill with native materials to produce souvenirs far different from the usual kind at the tourist stores. All needs considered, the yachtsman's dollar finds its way into different and, possibly, more basic economic channels of the host country than does the usual tourist dollar.

But why are some countries already attracting more cruising yachts than others? It is because the yachtsmen, through their exchanges of individual experiences, are establishing the relative visiting appeal of each country. Further, the ports of entry of each country materially influence the visiting appeal for the entire country. Today's cruising yachtsman is not the transient ne'er-do-well beachcomber/seaman of yesteryear and he is attracted by clean harbours, fair officials, and security for his yacht while in port.

Nothing turns yachtsmen off quicker than theft, harassment, or dirty harbours. We have encountered these problems to varying degrees in our United States-New Zealand crossing. Apia, as an example, is considered a security risk in cruising circles. Neiafu has undue harassment by local persons seeking the yachtsman's dollar even before he goes ashore. The beautiful harbour of Pago Pago has an unkempt shoreline. Official harassment has been noticeably absent in all of our Pacific islands stops but we still carry scars from Mexican ports which are slow to heal. Since customs, immigration, agriculture, and port officials are the first and last persons a yachtsman meets in a foreign country, they make a lasting impression of his visit.

What, then, can a country's port of entry do within economic reason to make its harbour attractive to the hundreds of overseas yachts now appearing in Pacific waters? First, provide some elementary shoreside facilities such as a place to shower with fresh water (need not be warm), do laundry at least by hand, and draw water for the boat's tanks. Toilets would also help keep the harbour clean and a safe and secure dinghy dock is a very welcome sight. Papeete is the unquestioned Pacific leader in taking steps to provide attractive shore facilities for visiting yachts and no complaint is heard about the fair charge made. Secondly,



The Touku triplets 10 years ago—from the left, Komura, Tohi and Beryl.

boat security and freedom from local harassment must be impressed on the local people and enforced by the harbour management; Thirdly, official entry and departure procedures should be written (at least in outline form) and given to the entering yacht to avoid creating undesirable official problems. With such a variety of countries in the Pacific community, it is little wonder that a foreign yacht occasionally has trouble when effecting an entry or departure clearance in a new country.

Visiting yachtsmen can be ambassadors of goodwill for your country and, if tourism is part of the economy, they can materially help it along. Recognition of the yachtsmen's simple needs to make a visit pleasant is all that is asked.

Countries which would like to make their visiting yacht facilities known to US yachtsmen can write to me at PO Box 1315, Torrance, California 90505, USA, and I will endeavour to disseminate the information to the cruising yachtsmen.

EARL R. HINZ

Yacht Horizon,
Whangarei, NZ.

NEW HEBRIDES ELECTIONS

Congrats to the National Party brothers in New Hebrides and their historical success in November's general elections!

We watch your progress with interest.

To the pitiful efforts of the evil colonial forces that tried to stop the National Party (PIM, Jan, p 8) . . . Tut-tut.

TARCISSIUS M. BOBOLA
Port Moresby, PNG.

BOUGAINVILLE'S TRIPLETS

I write to challenge the statement made in the September, 1975, PIM (p 25) "Increasing output on Bougainville" referring to the first record of surviving triplets born on Bougainville.

I have only recently seen this article as I have been travelling a lot—in Papua New Guinea for the Dr George Brown centenary celebrations; on Bougainville during September, 1975, and in Rabaul for Independence Day celebrations.

But I knew that the statement was incorrect for I remembered the triplet births of girls at Tonu, Siwai, in 1957, while we were still living at Kihili Buin, one of which was named after my wife Beryl, so I wrote to the nurse who had been in charge at the time, Nurse Mary Addison, and only now have the details I asked for. I send a picture of the three girls born February 16, 1957, all of whom are still living, and the following details may prove of interest.

The mother's name is Tapukoi, and the father's name is Tamahe, who were living at Tonu village with their other three children, two boys and a girl.

The triplets were full-term babies and weighed 5 lb, 4 lb 7 oz and 3 lb 14 oz respectively. They were named Tohi, Komura and Beryl Touku. The parents cared for the two bigger ones, but Beryl was cared for at the sister's house for her first five years. The girls are now nearly 19 years of age.

The first one, Tohi, is married to Mr Philip Potoruho; the second, Komura, is with her parents and the third, Beryl, is a nurse at the United

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Letters

Church Hospital at Tonu, Siwai. We saw her and talked with her during our stay in September last.

These triplets pre-dated those you mention by nearly 19 years, and are all grown-up, useful members of the Bougainville society today.

At the time of the birth, I was Superintendent of the Methodist Mission on Bougainville.

A. HARRY VOYCE (Rev)
Brisbane, Q.

ISLAND MIGRANTS

I read George Atkins' "Language beating island migrants" enviously. (PIM Sept, p 29).

The Islanders living in New Zealand are believed to come from different cultures and the problems of language as he stated may be true. But what has he done to remedy this problem in the Solomons for the rest of the Pacific Islands to absorb?

He should realise that the Islanders flooded to New Zealand on their own accord, and finding the place "paradise" decided to send for the families and friends back home, so the exodus progressed rapidly.

The backward black world from which Islanders emerge which he mentioned in support of what others think, could easily mislead tourists to the Islands, but perhaps true where he's bred. Recently, there was an article about tourism in Tonga where visitors praised the kingdom about the things they see and the people they meet. This is the attitude of visitors to all the islands they've gone to, and this article in the paper is an insult to all of us in the Islands who are doing our jolly best to build up our societies to the standard Atkins is thinking about. There are no drinking habits in the islands like those he wrote about but because early settlers from the west came to the islands practised exactly what he said; such pictures islanders imitate, so the process is established.

Atkins brought to light Muldoon's deportation threat against the people who don't obey the law. But what's the use of the law to the language and culture spoilt by western influence?

A mother language is taught first to Island children back home. Gradually, English is taught further up the classes, and the children

arriving in New Zealand perhaps haven't got all the knowledge they should have for that new society and environment.

We really appreciated the help and patience of those involved in education in an endeavour to shape Island children to suit the new environment.

But the nonsense Atkins bothered to advertise I gathered, was inhumane, and I wish that he would have been awarded with a preaching decoration or something.

It's entirely up to the authorities responsible to see that law and order are respected by visitors so making everyone happy.

We owe our sincere thanks to New Zealand for allowing and accepting Pacific people into the country, so it's up to the Islanders themselves to show appreciation for this freedom. We in the Islands on the other hand don't want them to return home spoilt but we want them full of new ideas suitable for the development of the Pacific nations.

HERMON P. FOLIOLA
Hikutavake, Niue.

WHERE'S DIANA?

Perhaps one of your readers could help me find Diana, the daughter of the late H. L. (Harry) Downing who was a pre-war officer in New Guinea and later worked in the Department of Territories in Australia. I would like to ask her permission to publish some photographs taken by Mr Downing in New Guinea.

H. NELSON
(Dept of Pacific History,
Australian National University)
Canberra, ACT.

SOUTH PACIFIC COMMISSION

I have just received my copy of PIM November and hurry to congratulate you on the candour and incisiveness with which you wrote "South Pacific Commission Needs a Heart Transplant", the story of the Nauru South Pacific conference.

It should help in two ways: Act as a catalyst for people and governments involved in the membership of the South Pacific Commission and the South Pacific Conference, and provide accurate information to government and non-government organisations engaged in technical assistance to nations of the Pacific Islands, which help them in the policy-making decisions regarding the degree and manner of co-operation and co-ordination with the SPC.

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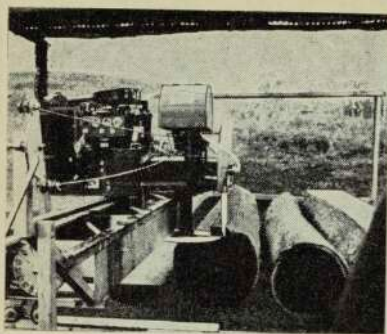
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Letters

years in Latin America, Europe, South-east Asia, Africa and the Pacific Islands. But ended only in the sense of location, for I will still continue to go out on assignments as a Foreign Affairs consultant, and anticipate several visits a year to these beloved Pacific Islands.

With best wishes and again to express what I did to the Editor in person at Nauru. The Pacific Islands Monthly is the most valuable and interesting publication covering the Pacific Islands. Each month's issue is looked forward to most eagerly.

WILLIAM B. HUSSEY.

Pago Pago,
enroute to Beverly Hills,
California.

SUBJECT: SHOCK

Shock, sir, is the word I find closest to my lips upon commenting on your cover for November, 1975. I refer of course to the startling insinuation implied in the caption "Nauru: what happened there?" You left this reader in a quandary of thoughts speculating upon all sorts of salacious possibilities. I'm sure you'll have other readers responding to your audacious choice of matter for a cover presentation.

JOE MURPHY,

Editor, Micronesia Independent.
Majuro.

SUBJECT: THRILL

I have been a reader and an admirer of your magazine for many years. I have always been impressed with your photography.

On the cover of the November issue is a picture of indescribable beauty and grace. It is especially meaningful for me because the woman is a Solomon Islander.

PETER FALION.

Honiara.

GUAM GAMES

Please let me clear up a point that was made about yachting in the South Pacific Games.

In your September issue of PIM (p 15) it was stated that "... Mike Tattersall, of Auckland, had more than an official interest in the competition. The lasers came from his factory ..."

The only truth to this statement is that Mike Tattersall is from Auck-

land. The Laser sailboats were made by Performance Sailcraft Corporation in California and were purchased and brought out to Guam by Paradise Safari, the authorised Laser dealer for Guam and the Trust Territory.

SCOTT DANIEL.

Paradise Safari,
Guam.

● PIM's comment on the source of the lasers arose from a misunderstanding. Mike Tattersall makes lasers and PIM understood they came from his factory. Sorry, Scott!

AIR NAURU'S RIGHTS

How can Stuart Inder write an article on Air Nauru saying bluntly that it "still has traffic rights difficulties" without blushing at his choice of accompanying photograph? (PIM, Nov, p 65).

Air Nauru still has no traffic rights in or out of Brisbane in any direction and this year has had to endure the chagrin of seeing Air Pacific get the first traffic rights on the Brisbane-Noumea route, which has proved to be very profitable for it.

In any court of natural justice I would feel that Air Nauru should be entitled to at least \$2,000,000 damages against the Australian Government and Qantas, Air Pacific's greedy godmother, for being forced to deny passengers their Noumea-Brisbane leg all the years that they have been flying it.

You sure have to be rich to be independent in the Pacific. Stuart Inder is right on that at least.

Yours in admiration of Air Nauru.

JOHN ALLAN.

Spring Hill, Qld.

● Stuart Inder wasn't responsible for the photograph showing Air Nauru in Brisbane in earlier days. However, neither Inder's story nor the picture caption said that Nauru had any rights in Brisbane, so Reader Allan is tilting at the wrong windmill. But we agree with him about the need for rights, as Air Nauru for technical reasons is forced already to put down in Brisbane on its south-bound flights between Nauru-Honiara-Noumea-Melbourne. Noumea to Melbourne via Brisbane is certainly a heck of a direction, and especially annoying for passengers who might want to disembark at Brisbane and can't.

The tourist IS searching for the Pacific of his dreams

By a Sydney travel agent

A recent item in PIM stated that colour TV in Australia was a cause of the falling-off in tourism by Aussies in Fiji. At least this is the view of the chairman of the Fiji Visitors Bureau. He claims that instead of visiting Fiji the Aussie is buying a colour TV set. He also attributes Fiji's tourist slack to the fact that Fiji is meeting competition from New Caledonia where there is a gambling casino at Noumea. He considers the gambling Australians would need a casino to get them to visit Fiji.

I think the chairman is dodging a few important facts as to why tourists visit a country or they don't. If an Aussie **wants** to visit Fiji, buying a colour TV set won't stop him—it will merely postpone the day. The point is, does he?

There is, of course, the question of cost. If it's expensive to get there, it's got to be worthwhile. Is Fiji worth it? If recent bad publicity is any guide, it is not.

Poker Machines

Apparently, gambling casinos and poker machines have been suggested for Fiji in the past and the government had the good sense to say "No". Their thinking was no doubt influenced by more pressing considerations than the tourist scene. The Fijian seems to be having difficulty coping with the stresses of an evolving society and the realisation that the haves and have-nots are a fact of life. The Fijian appears to be ensuring what side **he's** on.

When taxi drivers make their own rules and look on the tourist as fair game; when there is no law making it mandatory for all taxis to have meters so the tourist can see what he is paying for; when the crime rate is such that you run the risk of being robbed in broad daylight; where drinking is not a civilised custom but a marathon, resulting in dangerous drunks abroad, then Fiji had best take a long, hard look at itself if it wishes to attract tourists.

Within five minutes of arrival a tourist has the "feel" of a place. What a country is, is shown in the officials and the people with whom he comes in contact. If it is a "grab"

society your tourist sees it instantly. If it is a sick society, he feels it. And your Pacific Island tourist is a romantic—he doesn't want to see either.

What then does the tourist look for from the Pacific? All his life he has heard of the friendly, happy Islanders; of blue skies, white beaches and waving coconut palms. In music, song and literature the Pacific has been romanticised, so that to our starry-eyed tourist it represents the next best thing to Paradise.

Island Conspiracy

He is going for a holiday and hopes he has left the rat-race behind him. On the average he may be there two weeks. He is very often not rich but has saved hard for the trip. He will spend his money and be happy doing it if he is getting full value. But he doesn't want to be taken for his shirt. It must surely be possible to treat him kindly, give him a good time and send him on his way with his dreams intact, even if it means an island conspiracy to do so.

The difficulty with conspiracies, however, is that they often come unstuck. And when your starry-eyed tourist starts to look around him, he may be in for a jolt.

There are the frangipani and hibiscus just as he imagined it—but the place looks filthy. Empty beer bottles and beer cans all over the place; beaches and reefs strewn with broken glass and rusty tins; derelict cars and discarded machinery dotting the beautiful landscape. Who'd have believed it?

And call that a main road?—he'd never had such a rough ride in his life. What a bone-shaker!

He's right, of course. Roads come first and casinos last. He can gamble at home, but he's spent a lot of money to come and see your land and your people and he expects to do this in reasonable comfort.

And when he books into a hotel he doesn't want to see a carbon copy of the Hotel Australia or a Miami beach skyscraper. It should have something of the character of the place he is in. He wants to hear the sound of the sea, the rustle of coconut palms smell the scent of frangi-

pani. And he can't do all that from 20 storeys up. He expects meals to be reasonably priced and be tempted to taste the dishes of the region. He expects to see coconuts on the menu as well as on the trees.

And while he equates the Pacific Islander with the happy-go-lucky, he expects reasonably efficient service for which he is paying. Not breakfast at 10 o'clock when he was distinctly told 9 o'clock, and the bus arriving at noon when he was told 1.15 pm. No tourist industry will survive such frustrations. He only has two weeks, remember, and wants to see and do as much as he can.

Having been shown courtesy, friendliness, and had a marvellous time sightseeing, cruising, fishing, shopping, swimming, filming and photographing to his heart's content, our tourist is ready for the night's entertainment. Can he survive without poker machines and a casino? He can and must.

Song and Dance

I have sat for hours listening and looking to island song and dance, telling of their history and their legends of which I didn't understand a word—but what matter if the sights and sounds are right? Your happy tourist will be as delighted as I was, if only he is given the chance to get some of it on film. He has just got to show the folk back home—and of course it's all wonderful publicity for the islands.

It is important to remember that the tourist is looking for the unspoiled Pacific of his dreams. He does not want to see the islands he has idealised becoming a part of the civilised rat-race. If he is disillusioned the first time he will not go back again.

If the Islands wish to cash in on the tourist bonanza, then the people themselves must be educated in the part they too must play. Your romantic tourist doesn't want to be looked at with dollar eyes but to be welcomed as the romantic that he is. He is in love with you, so don't let him down.

And leave the casinos and poker machines to those places devoid of mystery and imagination—the Islands don't need them.

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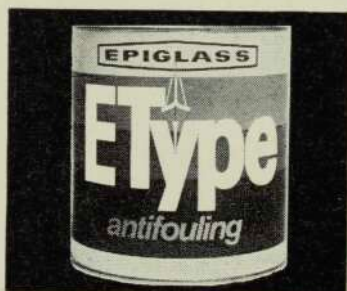
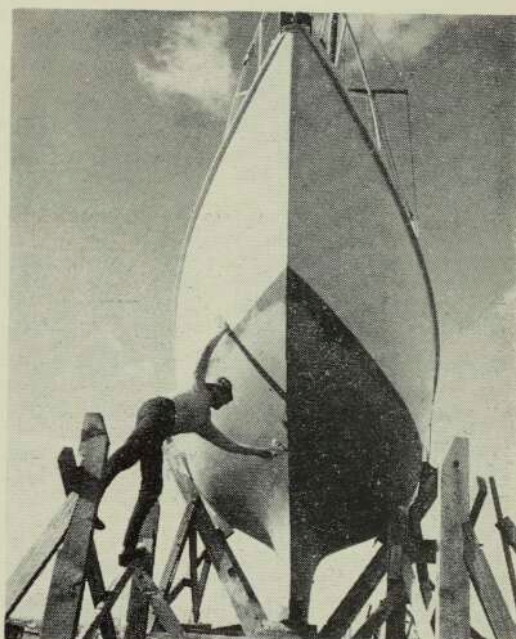
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New Zealand's looking for a bigger two-way trade flow

New Zealand looks to the Pacific Islands, especially its nearest South Pacific neighbours, as an area offering continuing prospects for trade expansion.

Recent export/import statistics support this view.

Exports from New Zealand, both of primary products and manufactured goods, have shown a steady increase over the years, and although the balance of trade continues to be in New Zealand's favour, there has been a significant increase in the value of purchases from the Islands which in the year ended June, 1975, totalled \$NZ36.9 million, compared with \$NZ16.7 million in the year ended June, 1974.

Shipping problems are of concern to both New Zealand and other Pacific nations. But despite this, there has been a considerable growth in trade within the Pacific region.

Fiji is New Zealand's largest South Pacific market, with exports to the value of \$NZ20,191,097 (fob) recorded for the year ended June 1975. This market has shown a steady growth over the years with meat and dairy products, fruit and vegetables, and manufactured goods being the major purchases.

With current New Zealand efforts to diversify further into the manufacturing sector, Fiji will continue to be a valuable market for these products.

Sugar is Fiji's main export to New Zealand although there has been a steady growth in sales of wood, wood manufactures, and miscellaneous manufactured goods including jewellery handicrafts.

Trade with Papua New Guinea has continued to expand over recent years with New Zealand's main imports from PNG being coffee, tea, hardwoods and veneers. New Zealand purchases of coffee have increased four-fold between 1970 and 1974. As the forestry industry expands, it is likely that NZ importers will seek to buy increasing quantities of hardwoods, veneers and other wood products.

New Zealand imports from other

Pacific island groups are mainly fruit and vegetables (including bananas), oil seeds, nuts and kernels (including desiccated coconut and products) and other primary produce, but imports of phosphate from Nauru and Ocean Island in the Gilberts amounting to \$NZ22.4 million in the year ended June 30, 1975, are also important aspects of New Zealand-Pacific trade.

While Fiji has been a target for special trade promotional activities, countries such as Papua New Guinea, Western Samoa, American Samoa, New Caledonia, Tonga, French Polynesia, and the New Hebrides are also valuable export markets. Meat, dairy products, chemicals and a wide range of manufactured goods have been New Zealand's chief export earners.

The NZ Government has recently established a Developing Countries Liaison Unit to provide assistance in finding opportunities on the New Zealand market for Pacific exporters and to encourage a greater flow of trade to New Zealand (and indeed third countries) from its Pacific neighbours.

Early 1975 saw a Fiji selling-mission visit major New Zealand centres and similar missions are expected shortly from other developing countries including Papua New Guinea. These ventures indicate the type of trade assistance through which New Zealand is helping the development of its Pacific trading associates.

A scheme to facilitate the importation into New Zealand of handi-

In terms of help for the undeveloped nations, New Zealand is, probably, the most generous country in the world. Per head of population—and it's only around three million—New Zealand gives away in aid more money than any other country. In the last 20 years, she has contributed more than \$75 million to Asian funds and another \$18 million is earmarked for 1975-76. The South Pacific Islands do even better. The beneficiaries could reciprocate by buying New Zealand's undeniably high-class exports. She's looking for bigger markets in the Pacific.

crafts from the Pacific Islands was established in 1973. It provides for duty-free entry for certified handicrafts from Papua New Guinea, Tonga, Fiji, Western Samoa, the Cook Islands, Niue and the Tokelau Islands.

Last October, the NZ Government instituted a new pricing scheme for Island bananas which will assist both the Island producers and the NZ consumers by encouraging the production of high-quality fruit.

The current world economic situation has caused balance of payment problems and depressed primary produce prices for both New Zealand and other Pacific nations. However, the proximity of New Zealand and its Pacific neighbours, a deliberate policy of closer co-operation by the governments, and an awareness by commercial parties of continuing business opportunities available will all ensure that trade between New Zealand and her Pacific partners will continue to grow and prosper in the coming years.

Air NZ's aerial grocery run

New Zealand has the chance to boost by up to five times its exports to New Caledonia following a decision by Air New Zealand to replace DC8s with DC10s on its weekly Auckland-Noumea service.

The airline's move is designed not only to overcome shortage of cargo capacity on the route but also to enable exporters of primary products to take full advantage of the new competitive edge provided by devaluation.

"We have been conscious of the lack of sufficient cargo capacity on this route and devaluation has made it all the more necessary to enhance New Zealand's airfreighting capability to Noumea", said Air New Zealand's Director of Commercial Services, Mr J. B. Wisdom.

He said it would enable exporters not only to expand existing business but also to open avenues for other products.

Fruit and vegetables are the major export to New Caledonia. Air New Zealand carried more than 200,000 kilos of them in the 1974-75 trading year.

Other significant exports have been meat, dairy products, fish and oysters and building materials. The extra capacity is expected to result, particularly, in an expansion of the meat trade.

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● Cessna ski-planes
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By ski-plane to NZ's snow- topped roof

By ROY SINCLAIR

The door of the small aircraft opened and I stepped out onto the glacier. Snow crunched under my feet as I turned to look at New Zealand's most spectacular mountain scenery, far away from hustling cities and noisy highways. Four ski-planes stood in line on the snow while tourists busily captured the views on film.

Our flight had started 40 minutes earlier from the Fox Glacier airstrip, only a few miles inland from the South Island's west coast, beneath the towering peaks of New Zealand's highest mountains. Zooming off the ground with four other passengers I felt the thrill of flying in a small aircraft as the green pastures and bush of South Westland quickly slipped away below. Lake Matheson, renowned for its spectacular mountain reflections, disappeared from view behind us.

The Mt Cook Airlines ski-equipped Cessna aircraft flew towards the coast, using the extra distance for enough height to cross the main divide, a range of mountains soaring to more than 11,000 ft which separates Westland from Canterbury. We were soon looking down on Gillespies Beach where the rough Tasman Sea endlessly pounds the shingled shore. This almost deserted coastline was once busy with gold prospectors.

The plane banked steeply and, still climbing, flew back inland along the western side of the high mountains. I steadied my camera as close to the window as possible to avoid reflections and photographed Cook and Tasman which stood majestically above the dense bush. Snow had fallen the night before adding to the splendour. The Fox Glacier, descending from high snowfields to the left of Mt Tasman, ended in the

shade of lush sub-tropical bush. A large stream wound its way from the ice out onto open country where it joined the Cook River.

The aircraft moved on towards the shimmering snows and I was soon looking down on the Franz Josef Glacier, a vast six mile long ice-flow descending from snowfields at 9,000 ft to the terminal face less than a thousand feet above sea level.

From the safety of the aircraft we could see the gaping crevasses in the ice with their deep blue-green interiors, and the sharp ice pinnacles thrust into the air by the movement of the glacier.

I continued to capture the changing scene on film as the vast snowfields feeding the glacier (the névé) passed slowly underneath. Towards the highest point of the flight the aircraft bumped slightly in a patch of turbulence and then we were looking down on razor-sharp ridges of the divide. The 18-mile Tasman Glacier, longest in New Zealand, came into view. A ski-plane was on the ice looking tiny from this distance.

The aircraft descended quickly towards the high-altitude landing field and passed over a small mountain hut perched on a rocky outcrop above the glacier. The retractable skis gently touched the snow and we quickly came to a stop, aided by the uphill slope. The motor roared again as the aircraft turned and parked behind the two other ski-planes. A fourth aircraft flew overhead and soon joined the line.

Here we were, tourists in the mountaineer's domain. The Tasman Glacier stretched away towards the

distance. Mt Cook stood up from the glacier like a towering monument. The snow and ice on the glorious summit, which soars to over 12,000 feet, is in brilliant contrast with the deep blue sky beyond. In another direction, the twin peaks of the Minarets descended in an ice-fall to the glacier, the huge blocks of ice jumbled as if they had been dropped from some giant flying machine.

Shading my eyes, I looked up the glacier towards Hochsetter Dome and the ridge leading up to Elie-de-Beaumont. I felt privileged being able to photograph the most spectacular mountain scenery in New Zealand without having to sweat under a heavy pack or negotiate treacherous ridges.

All too soon the pilot called us to take our seats. The motor roared into life and after racing down the glacier the aircraft climbed smoothly into the clear air. The forbidding Caroline Face of Mt Cook, only recently climbed for the first time, slowly passed the window. Lake Pukaki lay down to the left and extended to the dry Mackenzie Country. Mt Sefton, a large triangular pinnacle, slipped behind as we left Canterbury and flew above the Copland Pass back into Westland. Before long we were flying above the Franz Josef and then the dense forests. The friendly green pastures raced up underneath and the Cessna landed smoothly on the airstrip.

Ski-planes make regular flights from the Westland and Mt Cook National Parks, and provide the visitor with an excellent opportunity to experience the rugged beauty of New Zealand's foremost alpine region.



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COURSES FOR POLYNESIANS

Pacific Islanders are very much a part of New Zealand's industrial economy.

Many thousands work in factories, on construction sites and in commerce. In fact, many have risen through the ranks to become supervisors in a very short time.

To overcome communication and language problems experienced by some supervisors, the NZ Department of Labour, through its Industrial Training Service, has developed Instructor-Tutor courses for Polynesians. These have been accepted with enthusiasm by management and Polynesian personnel.

In Auckland the programmes have been operating for almost a year and the first Wellington programme was held at the end of last October.

Wellington personnel taking part came mainly from Western Samoa. Their tutor, Hugo Stanley, an Industrial Training Service officer, came to New Zealand from Savalalo, Apia, 14 years ago.

Some course members had already been through the programmes in their own factories or with the In-



Training officer Hugo Stanley makes a point to (from left) Amatago Milo, Timo Lolo, Ana Sea and Iakapo Pio.

dustrial Training Service. For others it was an entirely new experience.

The men and the one woman on the Wellington course all agreed the programme would help them immensely in their instruction and induction work with all nationalities.

In Auckland, Polynesian Training Officer, Fred Atiga, has with John Pasley, a training development officer, conducted six Polynesian

Instructor courses covering 20 companies. Students included people from the Cook Islands, NZ Maoris, Niueans, Tongans and Samoans.

All company managers have commented favourably on the results of the programme. They have noted improved performance and changed attitudes of employees which could only be attributed to the Polynesian Instructor programme.

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1.6

From the Islands Press

The Pitcairn Miscellany reporting the birth of a daughter to Tom and Betty Christian:

As one lion said to another lion at the Coliseum—Ah goody, here's another Christian.

From the Norfolk Island News which announces "We're on the phone at last" and reports that being without a phone—

... meant that outraged readers had to drive down to Collins Head in order to register their protests. On Tuesdays, there were usually two queues, one at the News Office and one at the editor's house. To avoid unfairness, people with complaints were given numbered chits, so that they could be assured that someone else would not get their scream heard first. Coffee was served, and many good friendships sprang up among people waiting to assault the editor.

A Fiji Times headline, reminiscent of the days of cannibalism:

FTU warns over drinking teachers.

From the Papua New Guinea Post-Courier reporting that Prime Minister Mr Michael Somare had cut his K12,000 a year salary by K1,000:

... Mr Somare said he did not believe that he or his ministers or MPs were overpaid. "People who have been critical of politicians' salary levels should keep in mind that there are no cost of living adjustments for parliamentarians. Except in very special circumstances a Member of Parliament retains the same salary level for the four-year period of his term", he said.

From the Lae Nius:

National male public servants living at the Government Hostel in Lae want the hostel's facilities and meals upgraded in order to improve its living conditions, the President of the hostel, Mr. Lukas Yawau, said this week. Mr. Yawau said that meals were very poorly prepared. Two meals of bread and spaghetti were eaten daily during breakfast and lunch hours, he said. "We need a good balanced diet to give us energy to do our work well" ... The officers are also concerned about their cooks who get themselves drunk when they are rostered for duty.

From an editorial in the Tonga Chronicle on Family Planning:

Isn't it just right that each family plan the number of children as thought essential. Whoever planned, regardless what, I think he is following the unique example manifested in Christmas joys. According to

clairvoyant Edgar Cayce and Dead Sea Scroll, Jesus was looked after and taught by Essenes staff, particularly Miss Judy. He was sent to Persia, India and Egypt to study and sat for examination qualifying for Priesthood. During this time Mother Mary didn't have any more children until Jesus was 10 years old before His brother James was conceived. His two sisters, Ruth and Jude were born much later. What a Happy Planned Family.

From a letter by Lady Cleland, of Port Moresby, in the Papua New Guinea Post-Courier setting out one point of view of the situation in Timor:

... I doubt if PNG would have been as restrained and patient for as long as Indonesia has. Of course, she must intervene if the United Nations won't. Would not a tiny Communist country which could offer bases to Russia or China be a terrible threat not only to Indonesia but to Australia and Papua New Guinea?

British Government policy as explained by the new British Resident Commissioner in the New Hebrides, Mr J. S. Champion, and reported in the New Hebrides News:

British Government policy is neither to keep constitutional progress from territories which want it, nor to force it on countries which do not want it. Every territory is different, though, and the needs and problems of each one must be carefully and separately considered. For example, we need to be very sure what are the real wishes and interests of the people of a country. They may not always be those of the people with the loudest voices.

From a Fiji Times report on earth tremors which shook Viti Levu in mid-December:

... Air Pacific's reservations clerks on the fourth floor of Air Pacific House dropped their telephones and left callers in the air when the tremor struck ... Many workers at Government Buildings raced outdoors after the tremors but moved back indoors when coconuts began falling among them from nearby trees ...

An editorial in the Norfolk Island News makes a few guesses about the future following the defeat of the Australian Labor Government:

It seems probable that—Pressures to amalgamate Norfolk Island into Australia and make it conform with the 'rest of Australia' will disappear for the time being. Socialist philosophies, including Mr Bryant's belief that there should be no private ownership of land on Norfolk, will become merely philosophies again rather than prospective government policies ...

From the Tohi Tala Niue:

The guest of honour to the celebrations (first anniversary of self-government on Niue) was the President of Nauru, Hammer DeRoburt nicknamed by the locals as 'Moneybags'.



Magazine Section

US MARINES AT GUADALCANAL AGAIN : PILGRIMAGE INTO A BLOODY PAST

From MICHAEL McCOY at Kira Kira

Joe Goble is a quietly-spoken man from North Carolina. He owns a prosperous little jewelry business in the small town of Newton, about 40 miles from Charlotte. Life for him today is peaceful although this has not always been so. At the age of 24 he became involved in some of the most ruthless and desperate fighting in World War II.

He enlisted in the Marine Corps in October, 1940, and after serving in both Cuba and Samoa he was landed on Guadalcanal on September 18, 1942. This small island in the Pacific hitherto unknown to many, had, after the initial US landings of August 7 of that year, gained a notoriety that made mention of its name synonymous with the fierce fighting that took place there.

A little over a week after arrival, Platoon Sergeant Joseph Goble of "B" Company, 1/7th Marines together with 281 other marines under the command of Lieutenant-Colonel "Chesty" Puller landed on a beach about six miles west of Henderson Airfield. They had advanced only 400 yards before they were ambushed by Japanese soldiers. Fighting a desperate retreat, they were evacuated by the destroyer USS Ballard which Puller had commandeered. When the marines were eventually taken aboard the destroyer it was found that they had lost 60 men. In later accounts this action became known as "Little Dunkirk". It was later when Joe was back in the States that he learned that the ambush he had walked into consisted of more than 2,000 Japanese.

During his brief stay on Guadalcanal Joe made five sorties behind enemy lines on reconnaissance missions. He sadly remembers how on one of these missions he and an-

other marine were the only survivors of a Japanese attack. The 13 other members of the patrol they buried on a grassy hill to prevent looting of the bodies. To this day those marines lie there in their unmarked graves.

On October 8, 1942, his battalion together with the 3/5th Marines crossed the Matanikau River to reconnoitre enemy positions and strength on the western side. After scrambling up the thick jungle they emerged on the grassy hills above the river. Joe vividly recalls how, on the morning of October 9, several weary marines spread a blanket in the depression on the grassy hill they were camped upon and commenced a poker game. Joe's warning to seek more adequate shelter was scarcely out of his mouth before a burst of Japanese machine-gun bullets scat-

tered the cards and sent the unharmed players diving for cover.

Throughout that day they advanced further west. Joe's company encountered sporadic fire from enemy troops in the valleys. At 3 pm as Joe's squad was advancing in single-file along a ridge top, they were fired on by snipers in the thick bush in the valley below. The man behind Joe clutched his stomach and fell to his knees. Joe immediately grabbed him under the arms to pull him to safety. As he did so, a sniper sighted on him and squeezed his trigger. A dum-dum bullet fired from a British Lee-Enfield rifle struck Joe's right leg and exploded, smashing his femur. Joe believes that the fact he can still walk today is due in no small measure to the work of the medical-corpsman who splinted his



The start of the pilgrimage—Joe Goble (left) and Sol Silver at Henderson Field.



A recent picture by Captain Gordon Shearer, of Fiji, of the scene of the struggle for Guadalcanal. At left is the mouth of the Matanikau River, once the No-man's land between the US Marines and the Japanese. Honiara, which didn't exist in the war years, is at centre.

leg with a palm-frond and stopped the flow of blood.

Joe was carried down to the coast several hours later on a make-shift stretcher of rifles and a poncho. Although the detail carrying Joe and three other wounded marines passed through enemy-held terrain, they did not encounter a single Japanese. At the coast they were met by Higgins boats and taken to a field hospital near Henderson Field. Joe was soon evacuated to a US base hospital on Espiritu Santo in the New Hebrides about 600 miles south-west of Guadalcanal. From there he was finally shipped back to the US where he spent 14 long months in a navy hospital in Maryland. For his efforts to aid his wounded comrade seconds before he himself was shot, Joe received the Silver Star.

Around the time when Joe was returning to the US, Sol Silver, a native New Yorker, joined the marines. As a PFC in "C" Company, 1/1st Marines, Sol saw action over much of the Pacific. He first landed on Guadalcanal in October, 1943, after leaving Palau in what is now the US Trust Territory of Micronesia. Although Sol's sojourns on Guadalcanal were after the bitter

days of 1942 and early 1943, he spent enough time on the island to appreciate those early days. He made a number of trips to Guadalcanal from late 1943, through 1944 and early 1945. In those years Henderson Field was a vast military complex. In place of the muddy fighter strip of 1942 were a series of runways, taxiways and parking bays for heavy bombers. Guadalcanal was then a stop-over point for troops moving to and from other areas in the Pacific. Heavy aircraft left Henderson on bombing raids north of the Solomons. The whole reason behind the campaign for Guadalcanal was epitomised in these later days.

Sol's time in the Solomons was spent on routine manoeuvres and practice landings. The Russell Islands, about 50 miles west of Guadalcanal, Sol remembers with a certain fondness. Days spent swimming in clear, warm water over coral reefs and drinking fresh coconut milk must have been a very welcome respite from the bitter jungle fighting and the beach landings under heavy fire.

Sol left Guadalcanal for the last time as a marine early in 1945. On April 1 of that year he landed in

another island in the Pacific. Like Guadalcanal, Okinawa was to be consequently remembered for the desperate struggle that took place there.

Several months ago, more than 30 years after leaving, Sol and Joe, together with some 50 veterans of the 1st Marine Division, returned to Guadalcanal.

The Mendana Hotel now stands on the beach where Joe and the 1/7th Marines were ambushed 33 years ago. Named after the Spanish discoverer of the Solomon Islands, the Mendana is a very comfortable hotel even by world standards. A large banner was draped over the main entrance. "Welcome Home—1st Marine Division" it proclaimed. These men, in most cases with their wives, had travelled to the opposite side of the world to visit an island that no doubt many of them feared they would never leave.

Joe's reaction to his return was typical of the group as a whole. For him the return seemed unreal. "I can't believe I'm back; I never thought I'd see this place again", Joe said with a certain awe as he looked

● Continued on p 43

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

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

"Can you prove that?" she demanded.

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

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over the hills he had walked as a marine.

With little difficulty Joe found the very spot where he was shot on October 9, 1942. He traced the path he took over the Matanikau River and over the grassy ridges. As Joe pointed out his movements on that October day, Sol was moved to remark how vivid was Joe's recollection. "The whole thing is really burnt into his brain, he can never forget the time he spent here".

Although the township of Honiara, the capital of the Solomon Islands now stands along the coast where much of the action took place during the Guadalcanal campaign, the grass hills behind the town are much as they were 30 years ago.

Along the tracks where Joe walked as a marine, rusty pieces of metal still litter the ground. C-ration tins, pieces of shrapnel, mortar bombs and unexploded hand-grenades are still to be seen. Coca-Cola bottles, spent cartridge cases and magazine clips are everywhere. Fox-holes still line the ridge-tops. Sol climbed into a few of these and, by digging in the loose earth at the bottom, found numerous pieces of wartime miscellany that he recognised at once.

Sol Silver is an astute man, keenly aware of the world around him. He admitted to a certain reluctance before returning to Guadalcanal. He remembers the war as "a bad dream, a nightmare, not something to come back to". Once back on Guadalcanal though, standing on the ridges looking over the grassy plains, he too was overcome by that feeling of unreality that Joe professed to. Sol is more philosophical than the other veterans with regard to the war and Guadalcanal in particular. Unlike the majority of marine veterans Sol regards the latter-day conflict of Vietnam as "a mistake—an illegal war my country was suckered into". The emphasis on "my country" is most apparent: Sol is a keen patriot. He regarded Guadalcanal as a necessary evil; something that had to be done. With the Japanese perilously close to Australia and given the strategic position of Henderson Field, his sentiments are no doubt justified in that context of 1942.

Sol was able to appreciate Guadalcanal for what it is today. When not viewed in its wartime setting, Guadalcanal is a beautiful island. With cool, clean, fast-running rivers all along its coast, palm-fringed beaches and, by tropical standards, very pleasant climate, Guadalcanal could easily be any city-dweller's idea of a South Pacific paradise. The tranquility of the island today belies the image it presented to the world 30 years ago.

Perhaps the only people to benefit from the war on and around Guadalcanal are the salvage divers who work in the Solomons today. Mostly Australians, they have found that the returns from the wartime scrap metal in the waters around Guadalcanal are quite lucrative. Brass propellers from Japanese and US ships, copper and brass engine-room fittings and the brass shell cases from US ammunition dumps are all easily disposed of on the scrap metal market in Australia.

Like the land, the sea-bottom around the coast of Guadalcanal and particularly around Red Beach where the initial landings took place, is littered with wartime debris. Jeeps, bulldozers, landing craft, pontoon bridges, aircraft and shell cases are all accessible to anyone proficient with scuba apparatus.

No doubt, the most grisly wartime relics still on Guadalcanal are the human remains. Skeletons are not uncommonly found as the township of Honiara expands. In 1972, a Solomon Islander from Guadalcanal found the skeletal remains of several US soldiers in thick bush on Mount Austen behind Honiara. With these remains were several items of personal effect. A gold ring, tooth-brushes and, most importantly, the dog-tags identifying the bodies were also there.

Joe Gaffney, who was then manager of the Mendana Hotel, collected these dog-tags and sent a letter to the appropriate authorities in the US notifying them of the find. Several months later a representative of the US Air Force Attaché's Office in Canberra, Australia, arrived in Honiara to collect the bones.

I went with Tech Sergeant Wood

and Joe Gaffney to the place where the remains were found. After about a mile walk through the forest we found the graves on a small embankment bordering a narrow stream. By digging in these shallow graves we came across more bone fragments and the remains of boots as well as buttons and brass eyelets from clothing and equipment. Nearby, along the stream bed, we found a considerable number of human bones. Skull fragments, ribs, femurs and sections of vertebrae were all there. All of these unidentified remains were solemnly collected and carried back to Honiara. Ironically enough, these bones were sent to a US Air Force base in Japan where, in the case of the identified remains, it was to be decided whether or not to send them to any next-of-kin still living.

The Japanese, too, have returned to collect their dead. More than 20,000 Japanese soldiers died on Guadalcanal and over the past few years there have been several groups from the Japanese War Graves Commission return to Guadalcanal to collect their soldiers' remains. These groups have also erected monuments at various sites on the island dedicated "to the Japanese and American soldiers who gave their lives in their country's cause".

Before the 1st Marine Division veterans left Guadalcanal they visited the village of Jacob Vouza, war-time Sergeant-Major Jacob Vouza of the Solomon Islands Police who was captured by the Japanese. Repeatedly bayoneted by his captors, he refused to betray the positions of the US troops he then served.

After being left for dead he managed to scramble back to the American lines where he gave a full report on the Japanese positions and strengths. Today Vouza is an old man. He is still held in great esteem by his people. In turn Vouza has a great deal of respect and admiration for the American people. Since the war Vouza has visited the US where he was decorated by the Marine Corps for his gallantry. He proudly wears his Marine Corps uniform and flies the American flag in his village which has been affectionately renamed "California".

Although Guadalcanal is looked upon almost reverently by the Americans who fought there, to the Solomon Islander in 1975 it is but one of the islands of the Solomon Islands. A British protectorate since before the war, the Solomons today are striving towards independence. While not a rich country in terms of resources, they possess an unspoilt beauty and a lifestyle that many richer countries would do well to emulate.



Jacob Vouza

Twenty years ago this February, Queen Salote, of Tonga, paid a month's unofficial visit to Sydney, during which she was guest of honour at the World Council of Churches' Festival of Faith. She appeared in a succession of fashionable frocks and chic hats at a number of social events. She made a one-day flying visit to Melbourne to inspect the Shell oil refinery.

Air cruises were becoming popular 20 years ago. Both Ansett Airways and Sir Gordon Taylor arranged imposing schedules of air cruises in the South Pacific region for the tourist season. Sir Gordon, using his Frigate Bird III Bermuda flying-boat, planned to operate 15-day cruises from Sydney with stops at Nuvata Lodges and Anse Vata Beach (Noumea) Beachcomber Hotel, Deuba, or Korolevu, and Vanua Balavu in Fiji for \$590. Sir Gordon also had a few longer cruises on his programme. Ansett cruise flights were scheduled out of Sydney for Port Moresby, Rabaul and Samarai, to Noumea, Suva and Auckland, and to Noumea, Suva, Apia, Aitutaki and Papeete.



This photograph of Queen Salote, in the height of fashion 20 years ago, was taken when she visited Sydney.

Yesterday

An Australian wharf strike ended early in February, 1956, after three weeks of sparring involving the union, the Australian Council of Trade Unions, shipowners, the Arbitration Court and the Australian Government. When work resumed ships trading to the Pacific Islands had a priority. As Australia was an important source of foodstuffs there was some panic buying in the South-west Pacific Islands late in January.

Mr Grimwald was appointed Governor of New Caledonia and High Commissioner for French Pacific colonies. His appointment brought the number of governors who had served in New Caledonia to 37—in 59 years. The record for brevity as a New Caledonian governor was held by Colonel Denis, appointed by Marshal Petain in 1940. Twenty days later, at the invitation of the de Gaullists, he vacated the position. One of his predecessors, Mr Barnhes, was in power for about six weeks only.

Residents of Papua New Guinea and the Solomons who wanted to get away from the inevitable Australian roundabout for leave, suddenly had an

easy variation at hand. Three smaller ships of the Royal Inter-ocean Line, Sinabang, Sibigo and Van Noort, started making round-trip voyages from Australia, via Dutch New Guinea, Borneo and Thailand to Singapore. Ports of call included Melbourne, Devonport, Sydney, Brisbane, Hollandia, Biak, Monokwari, Sorong, Sandakan, Jesselton and Bangkok.

According to a US Navy announcement from Washington, the Micronesian victims of the miscalculated Bikini hydrogen bomb test have "apparently recovered". The statement said, however, that navy physicians would continue to check the health of the 239 islanders, perhaps for years, to detect any delayed radiation effects. The victims included a 100-years-old woman and several babies. We know that one died from radiation effects, about three years ago, and several are suffering thyroid gland disorders.

Among the sequestered goods and chattels of the Japanese formerly living in New Caledonia which became the property of the French Government were some valuable mining leases. No doubt the Japanese wish they still owned those leases, which were auctioned, except for those covering iron, copper and gold.

There was savage criticism of TEAL (now Air New Zealand) in Western Samoa because the Solent flying-boat which flew from Suva to Apia on January 5 had to leave a good deal of mail behind. The cause was a combination of factors

—the mail awaiting transport far exceeded expectations, passenger demand was heavy, and the weather was unfavourable. The situation was further complicated by some official muddling—mailbags had not been properly classed and addressed. TEAL sent a man to Apia to study the situation and devise some way of avoiding delays in future.

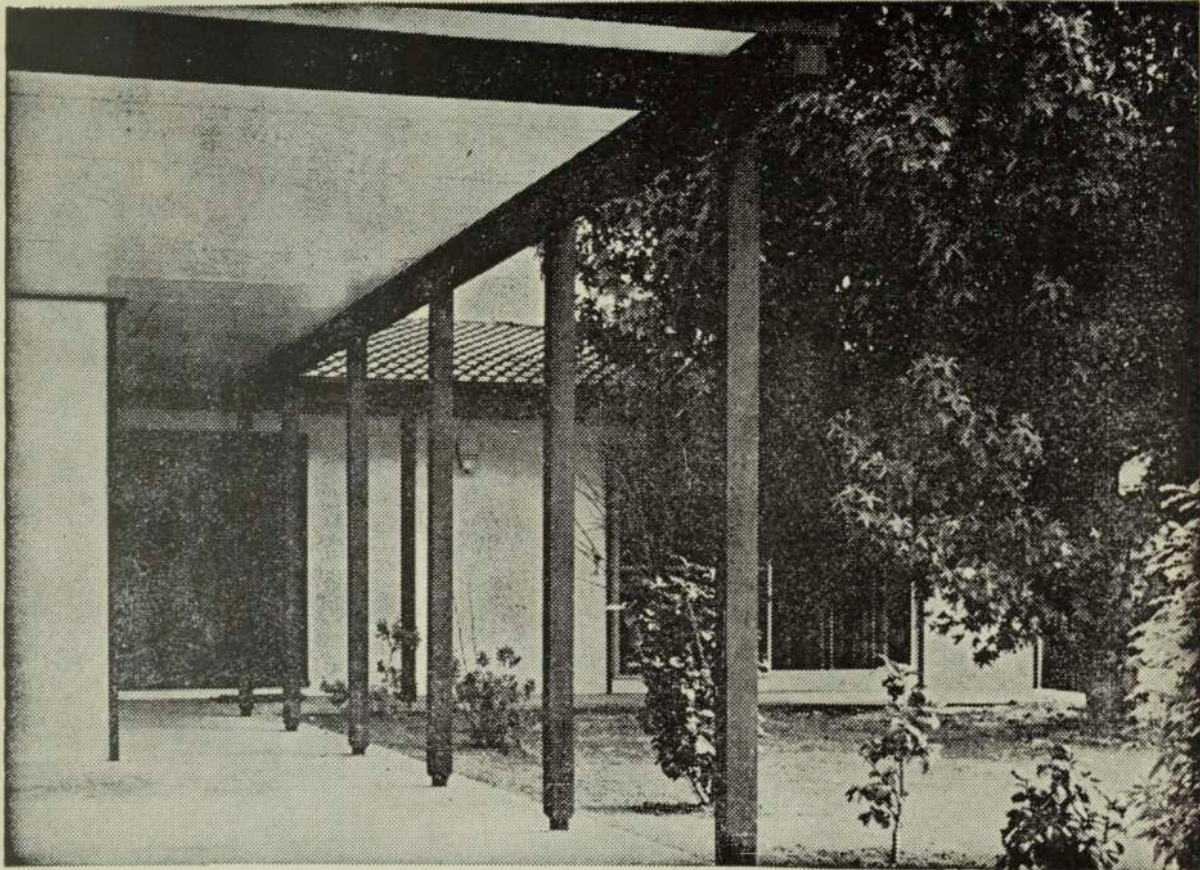
Reports from Papeete indicated that the Matson Line would go ahead and build a high-class hotel in Tahiti. A group of Matson officials, not the first, recently visited the island and looked at several sites over which options were held. Local opinion was that the hotel would be built on Taharaa heights, on the main route, just west of Point Venus.

Mr J. P. Bayly, a prominent Fiji citizen, wrote to an English MP asking him to take an interest in Fiji in the House of Commons. Mr Bayly was a strong advocate of votes for Fijians, arguing they were well able to take on political responsibilities. They were 80 per cent literate, which was higher than that of some people to whom Britain had granted the vote—the West African, for example. Mr Bayly's main argument was that he found it a strange and rough deal for the Fijian that two immigrant races—Europeans and Indians—had the vote, while the Fijian, in his own country, had not.

When Vaea Tupou, aide-de-camp to Queen Salote, of Tonga, arrived in Sydney he stirred Australian Rugby interests by announcing that arrangements were being made for a tour of Australia, in 1956, by a Tongan team. The Tongans had been in hard training for months, and were expected to average 14 stone. Vaea himself, who was expected to lead the team, weighed 17 stone and was 6 ft 2 in. tall. But Vaea was a long way out in his timing. The team, minus Vaea and other 1956 aspirants, did not get to Australia till 1973, when it surprised the critics by drawing the test series.

A seaman who was arrested as he got into a taxi near Suva wharf was subsequently fined \$50 because he was carrying two bottles of beer on which he had not paid duty. The taxi which he had ordered was seized and "confiscated". The court had no option but to order confiscation of the taxi, but the magistrate suggested the owner apply to have it returned. The Customs Department said it would not oppose the application. But while all the red tape was unravelled the taxi driver suffered loss of earnings.

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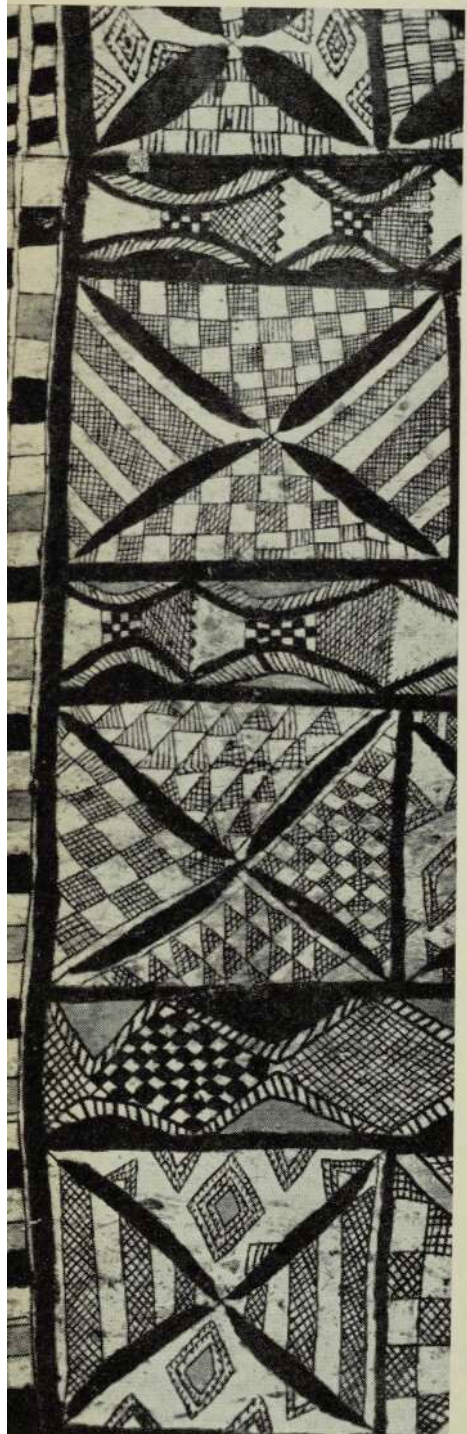
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mana



MANA is a vehicle for Pacific Islands' writers and artists to publish their work. It is an organ of the South Pacific Creative Arts Society and its editorial committee comprises writers from many islands. Material for publication must be sent direct to MANA's editor, Marjorie Crocombe, South Pacific Creative Arts Society, Box 5083, Suva. They are all familiar names in this month's MANA and, with the exception of artists Malakai Lavulo, who hails from Tonga, and the well-known Aloisio Pilicko, a Wallis islander, who has his studio in the New Hebrides, they are all from Fiji—short-story writers Rokobua Naiyaqa and Sam Simpson and poets Sushil Sharma and Alefina Vuki.

TURNING POINT

By *ROKOBUA NAIYAQA*

SHE was one of those people who didn't believe in God. To her, going to church was a waste of time and people who believed in God were nothing but first-class hypocrites. How could you believe in something that you couldn't see? All these things about the birth of Christ, his mighty works of healing the sick, his crucifixion were a lot of fairy tales to her. And the Bible was a big book which put all these fairy tales in some readable order.

All the same she loved going to listen to these fairy tales being retold so she made a special effort to attend sermons by evangelists who frequently came to her college. She and her friends, who were mostly boys, loved fooling around with these people.

Evangelists tried to convince the students that there was very little time left and that Christ would return soon and this was the time to repent, to take Christ as their saviour. If not, it would be too late and their chances of being saved would be gone. She was used to this kind of trick and she had heard the same thing year after year since she was old enough to understand what the preachers talked about. And here they were still saying the same thing for how many more years before their Christ really came down to meet her. These people were nothing but dreamers, she thought.

That evening when coming to the campus dining hall for dinner she saw an advertisement on one of the

walls saying that a group of evangelists would be coming that evening. This particular group always attracted a lot of attention amongst the students as their religion included music played by a hired band and even though students didn't feel like listening to the sermons, the music played had an attraction. Most of it was like jazz music, the students' favourites.

She thought amusingly to herself. Tonight would be another fun night for her and her friends. But she would have to look for them fast. Time was flying and if she didn't find them she would have to sit alone and wouldn't that be boring; she thought she wouldn't enjoy it of course.

After dinner, she found she had very little time left so she dashed down to the campus hall and got herself a seat. A lot of people were there already and the seats were getting filled up rapidly. She was forced to sit in the midst of students she didn't even know but she couldn't help that. At least she had a seat, she thought. She looked around and saw all her friends sitting together in the front but there were no spare seats there. She really missed sitting with them. Then again she thought what a good experience it would be to sit away from them for once.

THE evangelists soon came in. They set up their instruments and started tuning their guitars. The organist fiddled around, trying to get

used to his keys while the drummer tapped slowly and rhythmically on his drums, maybe just to pass away his time.

She observed them closely. There were about nine of them, all men, but about the same age as her boy friends. All looked young, maybe in their early twenties. The way they were dressed impressed her. Mute-coloured, long-sleeved shirts, neckties, dark coats. They all looked so lively, happy, neat and contented, so different from her friends who didn't even bother to look tidy or dress up. The evangelists really captured her attention from the start.

At 8 o'clock the programme began with the band playing a hymn and all the boys in the group singing. The sound of it penetrated her eardrums capturing its living melody. The expression of belief on their faces showed their real feelings for the God they were worshipping. It pierced her right through the heart. "I don't know why—Jesus loves, me, I don't know why he cares . . ." they sang. She watched deep in thought as the words drove through her heart.

For the first time she thought maybe there really was a God, a somebody called Jesus Christ. These people couldn't be liars. They all looked so sincere. They aren't paid to do such a job, she thought, so why are they doing it? There must be something behind all this. In it possible? Could there really be a living God, their so-called Christ?

The music stopped just then as if anticipating some action from her. She wanted more music, she wanted to ease her mind and heart. She had to find out somehow what was true. Is it possible—oh! she didn't want to believe it. She didn't want herself to be taken in by such actions. She must stick to her own principles. There was no God and there was no other creation.

Just then one of the boys stood up and gave a testimony, firstly by explaining how he came to know Christ. Before he took Christ he said his life had been empty. He looked for comfort in nightclubs, liquor and even drugs but he couldn't find satisfaction until he took Jesus Christ as his saviour. Since then Christ had been an inspiration for him and he praised his name and would worship Him forever.

When he stopped, the band started up again playing a tune so slow and remote that it took her mind far, far away. Oh! what's happening she wondered. Her inside was feeling funny and mixed up and she couldn't think straight.



Rokobua Naiyqa

One after another the boys, made their confession of how they were before they acquired this life with Christ. Now they'd found what life and happiness really was and what it meant to walk hand in hand with God. After every confession there was more music that took her further away from her friends, from the people in that large hall.

SHE concentrated only on the faces of the singers, so sincere, so sure of their feelings and so proud to show them off to the others. She felt confused, and lost between two worlds—that of her friends and this new one these people were trying to show her. She had no one to confide in just then. All those sitting beside her were unknown to her. The decision was her own. She was alone. She didn't know what to do.

Suddenly she pulled herself together when the group's leader invited the audience to bow their heads in prayer. She bowed willingly and closed her eyes. Maybe through these

prayers she would be able to make up her mind.

That was just it—the words of prayers hit the nail on the head, pierced her whole body, shaking it with emotion and realisation came to her about her aim in life. She had no pilot, no hope. She was really going on like a lost sheep, something she remembered mentioned in one of those fairy tales in the Bible.

She felt weak. She heard the man say "Come unto me all ye that labour and are heavy laden and I will give you rest". Is it true? Should she believe it? What will her friends say? They would really have a good laugh. She heard the man saying "Now is the time to give yourself up. God will guide you, make you satisfied and happy. Come to him, I'm inviting you. If you need help stand up and come forward".

Immediately she stood up and slowly went down the steps. Her eyes blurred with tears. Heads turned up and took sidelong glances at her. She didn't care. Where was she going? She didn't know. The longing there was all she knew. The longing to keep on going down the steps. Something was leading her on, she didn't know, an unknown person. She went on steadily. The music and the silence of the room made her longing more conspicuous. She knew that all she had to do was to reach the stage and the people there.

She passed her friends who whispered, "Come back, don't be funny, you'll be a laughing stock". But all these seemed so far away. What dominated her was the music alive in her and the words "Come to me".

At last she reached the main stage. A few people were there. Her fellow comrades she thought, but she didn't know any of them. One of the men came forward, took her hand and started praying for her. Just then, all her emotions boiled over. Tears rushed down her cheeks, her shoulders shook uncontrollably, her knees felt weak and nearly gave way but incredibly she felt relieved; she felt happy, she didn't feel funny and silly as she thought she would.

THE man stopped praying, got her seated and started counselling and talking to her. He congratulated her for being brave and encouraged her to carry on that way.

All at once her mind seemed to be put to rest. She couldn't have cared less about what her friends would say about her. Even if they deserted her, she felt safe, as if she had something, a stronger friend who would help her fight her battles and keep her company.

Her counsellor gave her some

THE WATERLILY

By ROKOBUA NAIYAQA

*Oh lovely waterlily
You bring life by
Blooming freshly to the rising sun
But why shrink away
When darkness closes in
Why not save your beauty
For lovers at dusk.*

pamphlets and small books about Christ and His works and she felt more confident.

The show ended, the audience stood up and left but she waited inside with her counsellor. When the hall was empty, the counsellor put both his hands on her shoulders and prayed for her for the last time.

Again she cried, this time with joy. Something was speaking to her. She heard it but didn't know where from. She felt confident and strong. She knew she could stand up and defend herself in the eyes of her friends who were very much against Christianity let alone people who believed in it.

She got up from her prayers, the counsellor shook hands with her, patted her back and let go of her with the assurance that she would now find peace.

She walked out of the hall deep in thought. In less than three hours her beliefs had changed. What's happened to her? Is it true, she thought. Did she really give herself up to that fairy tale king? But something in her told her that the fairy tale king was alive and that He was the one who led her down those steps despite the sarcastic looks of the audience. She thanked her king right there and then and promised herself that she was going to stand up and protect him always, no matter what!

The following week she was back to thinking it was all fairy tales and she was wishing that the evangelists would return and reconvert her with their convincing words and music.

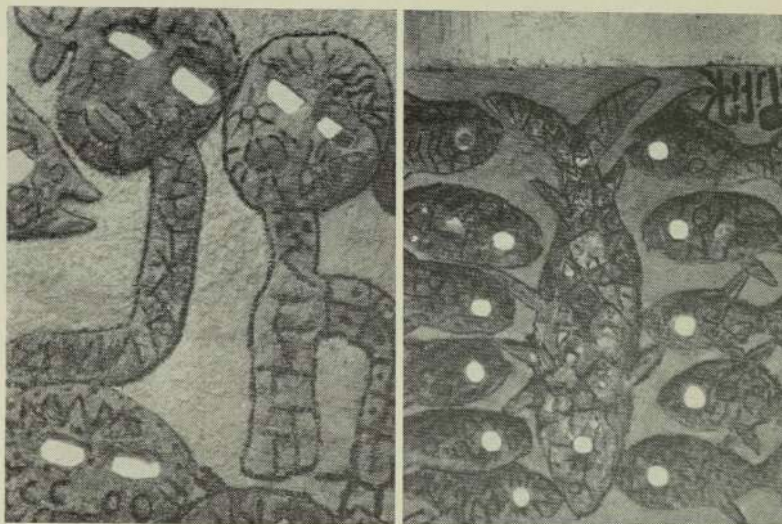
For the rest of her life it would always be like that and she would never understand why. Only that it was her.

THE VISITOR

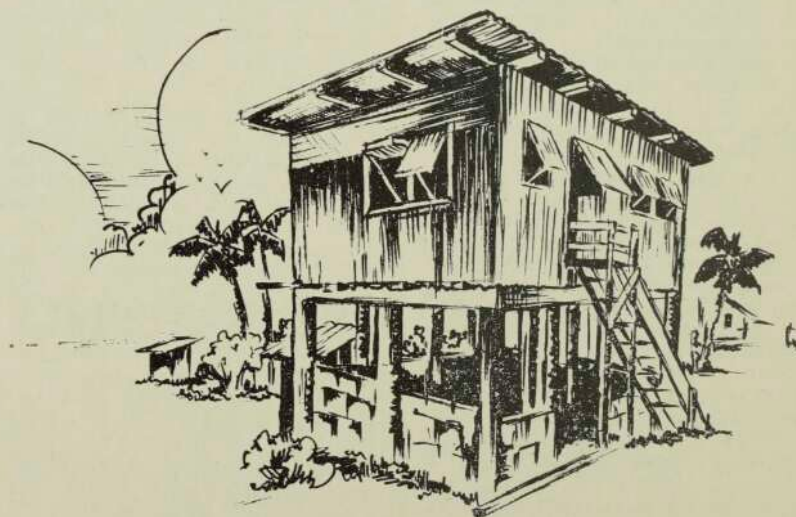
By SUSHIL SHARMA

*As the evening grew wet
Lamps in my village began to shine.
I watched a bat
land on a mango tree.
Clawed to a branch
it took a hungry bite on the fruit.
I heard the black bat squeal
and swoop away in the night.
The remains of the fruit lay
At the root of the tree.*

ISLAND ARTISTS



These striking murals executed for the new Post Office building in Vila, New Hebrides, bear the unmistakable stamp and style of Aloisio Pilioko, the 37-year-old Wallisian artist. Pilioko, who has been described as the "Polynesian Namatjira" but has a style all his own these days, was a protege of French painter Nicolai Michoutouchkine.



This black and white sketch of a Tongan house is by Tongan artist Malakai Lavulo about whom more will certainly be heard.

IN OUR DISTRICT

By SAM SIMPSON

HE was one of the ugliest characters I have ever seen. But there was nothing repulsive about him. He was a kindly, foolish and good-natured fellow and despite his ugliness, he inspired and received nothing but kindness, help and understanding wherever he went in our district.

Nobody knew his full name. Everyone affectionately called him 'Rao'. He was an Indian. He was equally at home among Indians and Fijians. He was everybody's friend. Beggars are few in our district and I sometimes saw him when I went to town. He was a beggar, a vagabond and a bum. He worked when he felt like it. He seldom stayed at one place more than a week. Nobody knew where he came from and nobody knew where he went. One day, he would arrive and then another day, he would disappear—as casually as he came. But people knew that he would be around again sooner or later.

His short, closely-cropped white hair contrasted with his coal-black shining skin. He went about bare-foot with black dungarees untidily rolled up. His once white shirt was now brown and soiled with dirt. His few possessions were slung over his shoulder in a knapsack.

One morning, I woke up and found him on our doorstep. He was brushing his very white teeth with a freshly-cut green twig. Everybody else came to the door to have a look at him. He grunted a good morning and went on assiduously cleaning his pearly white teeth with his homemade toothbrush.

We called him in to tea. He sat on the floor, and grinned with satisfaction at the tea, sugar, bread, butter, biscuits and milk put forward before him. I saw him put four teaspoonfuls of brown sugar in his tea which he stirred and drank noisily with evident satisfaction.

That day, he was feeling energetic so he worked hard in the fresh air of the copra plantation.

Although he was a Hindu, there was nothing ascetic about him. He ate whatever you ate. He ate beef, dalo, Fijian vegetables and fish with equal relish. He had a hearty appetite and sometimes he asked for a second helping.

Every morning, he greeted us on the doorstep, brushing his teeth assiduously as usual.

But one morning he was nowhere to be found.

Nobody asked any questions that morning.

Another day had begun.

Self - pity

By ALEFINA VUKI

*You get a hiding and
you run away into the bush
where you gonna starve
yourself to death,
and your parents will be sorry
they ever laid hands on you,
they'll think of what
a real sweet kid you are
but then it'll be too late
you'll be gone, gone, forever,
And . . . and . . . and . . .
the tears are pouring down your face
as you see yourself dead
and your relatives are crying
their hearts out,
but then it was their fault.
And your monkey-faced sister
she'll be screaming and saying
to forgive her, she didn't mean it
and she won't ever do it again,
she didn't know you were
gonna die.*

*But you're just gonna lie there
among the most beautiful
mats and masi,
and everyone is regretting
they were ever so bad to you
and they are all missing you
but then they shouldn't have
given you that hiding.
And—and—and you
remember your sister sniggering
and looking very smug
while you 'poor thing' was being
thrashed like a dog,
and you're getting madder and madder
and just before you die
you're gonna run now
straight home and give her
such a good wallop on the ears
and she'll be real sorry
she ever told on you.*

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Books, Reviews, Writers

THERE'S A NEW FOOT IN PAPUA NEW GUINEA'S RACIST BOOT

In his annual report for 1891/92, Sir William MacGregor, first administrator of British New Guinea, observed that "perhaps nothing shows more clearly the progressive development of a young country than a connected account from time to time of the legislation effected, and of the circumstances under which new laws are passed or old ones amended".

Much of the book, *Race Relations and Colonial Rule in Papua New Guinea*, consists of the kind of connected account mentioned by MacGregor. On 164 pages, supported by 336 notes, some of them lengthy, there is a recital of many of the laws and a cursory description of the institutions used by the German and Australian administrations to differentiate, especially in the economic and social spheres, between persons on the basis of racial origin.

Some of the legislation, eg, the Land Ordinance, protected the islanders' interests, and some, eg the Native Administration Ordinance, was intended to simplify and streamline the judicial system and to cover sorcery, adultery and other offences that were not regarded as such in the metropolitan societies.

Many of the laws discriminated against the islanders. Restrictive laws, eg urban curfews, on holding sing-sings, on wearing non-traditional clothing on the upper part of the body, on acting in a motion picture, and on drinking alcohol, applied to islanders but not to Europeans. There was a special law, with the death penalty as ultimate sanction, covering sexual offences by islanders against European women, and the Police Offences Ordinance dealt more severely with islanders than with Europeans.

Colonel Ainsworth, a former chief native commissioner in Kenya who visited the Mandated Territory of New Guinea in 1924, told the Australian Government that the Native Administration Ordinance was "so framed as to aim at a form of direct administration of native affairs by white officials that cannot be helpful

to the development of native society", but neither Lieutenant-Governor Sir Hubert Murray in Papua (where much the same kind of ordinance was in force) nor Administrator Wisdom or his successor McNicoll in the Mandated Territory heeded Ainsworth's advice.

Only after World War II had caused the Australian people to take more interest in the two territories did Canberra, further influenced by world opinion favouring decolonisation and UN resolutions, make changes in its colonial policy that, among other things, removed discriminatory legislation in Papua New Guinea. Even so, it was not until the mid-1960s that the slate was fully cleaned.

White racism, as defined by the World Council of Churches, is the conscious or unconscious belief in

the inherent superiority of persons of European ancestry, which entitles all white people to a position of dominance and privilege. The author of this book, Ted Wolfers, claims that white racism was part of the Australian colonial system and not, as some writers have suggested, the product of attitudes held and actions performed informally by individuals. Indeed, says Wolfers, a political scientist with considerable experience in Papua New Guinea, "there were individual acts of care, kindness and assistance in development across the caste-barriers".

That racism continues to be worldwide and is not merely a phenomenon of relations between white people and those of other skins, colour and cultures, and that, as pointed out by Professor Encel, "Australia is a product of the colonial era and, like all colonial territories, there is a basic element of racism in its social fabric", helps to explain but does not exculpate the racist aspects of Australian rule in Papua New Guinea.

What worries this reviewer is the author's failure to deal with "the circumstances under which new laws are passed or old ones amended" which are part and parcel of MacGregor's prescription. To an economic determinist, Schumpeter's observations on human atavism are undoubtedly more to the point than the loosely-impressionistic conclusions arrived at by the author.

As stated by Leo Hannett, a Bougainvillean, "Black Power is as relevant to Niugini as betelnut", and by Michael Somare, Papua New Guinea's Prime Minister, "We like to keep Niugini black, just as Australians want to keep Australia white", it is all about power.

According to Section 55 of the Constitution of the Independent State of Papua New Guinea, all citizens have the same rights, privileges, obligations and duties irrespective of race, tribe, place of origin, political opinion, colour, creed, religion or sex. But section 68(4) of the same Constitution lays down that during the five years after Independence



Sir Hubert Murray . . . advice went unheeded.

Day only a citizen who was born in the country before that day and has two grandparents, who were born in the country or the Solomon Islands or Irian Jaya or the Torres Strait Islands, "shall have the rights conferred by Section 53 (Protection from Unjust Deprivation of Property)".

Section 53 and its concomitant Section 54, a special provision in relation to certain lands, and public statements by Sir Maori Kiki, Foreign Minister, leave no doubt that racism is as alive in Papua New Guinea today as it was during the German and Australian regimes. Only the boot is on the other foot.

There could be several reasons why the new nation has adopted a



racist Constitution and practises racial discrimination in certain spheres. For one thing, about 85 per cent of the country's secondary and tertiary industries are foreign-owned and foreigners hold most of the top positions in commerce and industry. For another, there are as yet only a handful of nationals on the academic staffs of the two universities and

other tertiary institutions. Again, isn't it all about power?

History teaches that racial discrimination in any form degrades those who practise it. It is sad that, like many other nations, Papua New Guinea has not heeded the lesson.

This book is a useful account of some aspects of Papua New Guinea's past but it falls short of presenting the whole picture. In spite of its title, it does not explain race-relations. It needs to be read and understood in the light of a number of caveats contained in the text, especially those in its Introduction and Conclusion.

—Harry Jackman.

(Race Relations and Colonial Rule in Papua New Guinea. By E. P. Wolfers. Published by Australia & New Zealand Book Co., Sydney. \$6.95).

A NOSTALGIC LOOK AT THE COOKS

Mr Ronald Syme, of Rarotonga, Cook Islands, may not be the original guy who got away from it all but he must come high on the list of those who made it stick.

In the good old days when Pacpub published a Who's Who in the Pacific there was this about SYME, Neville Ronald: "Author", we said, "b. March 13, 1913, at Formby, Lancs, UK, s. of David Godfrey Syme; ed. at Collegiate School, Wanganui, NZ Career: Feature writer and special correspondent, Express Newspapers Ltd, 1932-37; foreign correspondent, Abyssinia and Spain, 1937-38; editor, Peter Lunn, publishers, London, 1946-47; PRO, British Road Federation, 1948-51 . . . British Army Intelligence Corps, 1940-45, as Capt; Lecturer and broadcaster, USA, Britain, West Indies, New Zealand; radio playwright; script writer, etc, etc".

After all that, how was it that, according to the biography, he "arrived Cook Islands, 1953". What is more to the point, why was he still there, over 20 years later.

In a new book, *Isles of the Frigate Bird*, he tells how it came about and why, in somewhat nostalgic vein, concentrating on the 1950s and early Sixties, before Albert Henry and the conversion of the Cook Islanders to jet airports and tourism.

Although now inclined to look back on those years through gold-tinted glasses, the Ronald Syme that older PIM readers will remember during his first years in the Cooks was something of a stirrer—a reformer who got those who had been there longer, and felt they knew bet-

ter, by the short hairs. He lived for a time on Mangaia and caused anguish to PIM's old correspondent there whose typewriter ran hot with vitriol as a consequence. More importantly, he didn't like the way NZ officials were running the Cooks, and said so, a fact that didn't endear him to stodgy officialdom. He then set the Auckland Star digging up buried skeletons, which endeared him even less.

He fights some of these old battles again, dismissing all NZ newspapers other than the Star, as right wing, protestant establishment and, if you take what he says at face value, still doesn't think much of New Zealanders in general and NZ bureaucrats in particular. Although, from the Who's Who biography, he appears to have gone to school in New Zealand.

In *Isles of the Frigate Bird* his youth seems to have been spent in Ireland.

He has plenty of NZ gripes. He blames a Kiwi politician for introducing minah birds to the Cooks although these Indian migrants are now widespread in the Pacific and in Australia and no New Zealand politician can be blamed for that.

When he arrived in Wellington from Europe he found the Department of Island Territories almost totally ignorant of Cook Islands conditions; and in Rarotonga that officials were not only misguided in the way they were running the territory but downright uncouth as well.

At the old Rarotonga Hotel-cum-boarding-house, run mainly for expatriate public servants at that time, he sat at table with a young

man whom Syme dubbed The Thing. Their first encounter, after Syme had asked what he did in Rarotonga, went something like this:

"Oo, me?" grunted The Thing. "Treasury. 'Course I do a lot of the local sheilas as well. Got two of them in the family way right now I 'ave . . . Bloody Pom, aincha? Wotcha doing 'ere in this bloody place".

Some years ago this reviewer spent a short time in Rarotonga and came to the conclusion that some of its bureaucrats had been too long in the bush. But not even the Hotel Rarotonga, delicious as it was for journalistic copy if not for food, could then produce anything like The Thing. A wharfie from Woolloomooloo, Sydney, he might have been. But a New Zealand Treasury official? Shame on you, Mr Syme.

Apart from this phobia about NZ's officialdom, this is otherwise a pleasant enough light story about life in the Cooks a decade or two ago, more suited, perhaps, to people on the other side of the world who still have not heard of the Group and think all Pacific Islanders quaint children of nature, than for readers nearer at hand—in New Zealand, for instance.

At its best when describing Cook Islander life and his contacts with the family of the Rarotongan girl he married; at its worst when recounting old feuds and old theories. At the time the Cooks got self-government he thought it would be better if New Zealand and the United Nations shared administration

THE SOLOMONS THROUGH THE EYES OF BELLONA'S TALKATIVE ANIMALS

Having been awarded, by Frederick IX, King of the Danes, in 1952, the Galathea Medal for services in the cause of science, it has been a great pleasure for me to renew my acquaintance with some of those efficient and most human Danes who worked in many scientific fields in the Pacific over many years, by reviewing Volume IV of the Language and Culture of Rennell and Bellona Islands. This volume by Rolf Kuschel is called *Animal Stories from Bellona Island (Mungiki)*.

The great humanity of these Danish workers was, perhaps, their greatest asset, and this humanity is revealed in the way Kuschel handles the material in this volume. It is much more than a collection of animal stories: it is a revelation of the inhabitants of Bellona and Rennell as people as human as those who have recorded the zoology, geology, history and other aspects of those islands.

There are nine chapters before we come to the actual animal stories, all

for three years until the Islanders sorted themselves out, although why he thought UN bureaucrats any better than the New Zealand variety it is hard to imagine and he doesn't say.

Ronald Syme still lives at Muri, Rarotonga, with his wife and beautiful 12-year-old daughter and apparently intends to continue doing just that. He is thus carrying on the tradition established by two expatriate predecessors—Julian Dashwood, an Englishman who combined authorship, storekeeping and politics; and Robert Dean Frisbie, who left politics alone but was better known for his books.

In spite of its then-isolation, its small population on scattered islands, its parochial politics, its religious inhibitions and New Zealand hang-ups, the Cooks gave them sanctuary. Maybe Syme is the last of this tribe. Nationalism, work permits, residential visas, an Islands-for-the-Islanders outlook now make it almost impossible to take root on any Pacific Island, marry the local chief's daughter and do nothing more to boost the economy than tell it like it was.—*Judy Tudor*.

(ISLES OF THE FRIGATE BIRD. By Ronald Syme. Published by Michael Joseph Ltd, 52 Bedford Square, London, WC 1. 25.50).

dealing with aspects of the Danish expeditions and scientific investigations on these islands. In the chapter called *The Narrators*, Kuschel says of one of them: "Tony Teikangongo, Ngikobaka lineage, aged only 24, was the youngest of the story-tellers. Despite his rather weighty contribution of five stories he harbours no real veneration for the old oral tradition." How often throughout the Pacific have we heard this sad story; this generation trying to live in two worlds, recounting spurious 'ancient' tales, while singing equally spurious 'folk' songs to a guitar? However, Tony was outnumbered by genuine story-tellers, who were brought up in the true oral tradition. Kuschel tells us, "Training in oral ability took place informally, anywhere and at any time. However, it was not uncommon for children and young people to congregate round the older people in the evening and listen to their stories. This could hardly be avoided due to the limited size of the settlement, and due to the fact that parents and children preferred to stay closely together for the ever-present fear of possible attacks on the settlement".

Given as reasons for writing this volume, Kuschel tells us, "One of my intentions here, in publishing animal stories from Bellona, a tiny Polynesian raised atoll in the Solomon Islands, is to illuminate some

of the problems presented by the study of alien cultures, problems which tend to disappear or become marginal in the study of more comprehensive and complex institutions and phenomena such as a society's religion, social and economic structure: a people's visual perceptions or dreams.

"A second purpose is to help to fill a gap in our records of Polynesian oral traditions, for in most collections animal stories are rare. It is also my hope that work may help the Bellonese of the next generations to maintain and learn to write their own language . . ."

The illustrations by Sengeika Tepuke of Bellona are delightful. So are most of the stories. Let us finish with the shortest one in the collection: *The Blind Mollusk*. 1. The blind mollusk was sleeping and saw (in a dream) a mollusk coming into the shallow water, (saying): 2. "The thing I am sorry about is that my bottom will be eaten!"

Which of us has the right of it? We who sit in the evenings and view the imaginings of the television writers, or the Bellonese who sit and listen to the musical orations of the Bellonese elders? *ma te 'oti*. —*Peter Livingston*

(ANIMAL STORIES FROM BELLONA ISLAND (MUNGIKI) by Rolf Kuschel. Published by National Museum, Copenhagen, Denmark, Danish kroner 130.45).

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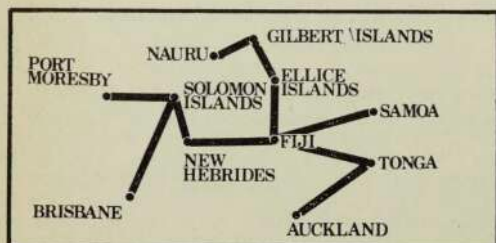
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Pacific Transport

SETBACK FOR CONTINENTAL OVER SAIPAN-JAPAN ROUTE RIGHTS

From a Saipan correspondent

The battle for the lucrative air route between Saipan and Japan is on again with Pan American World Airways and Continental/Air Micronesia still the main contestants. President Gerald Ford of the US, who has the final say, after several preliminary stages, directed the Civil Aeronautics Board to reconsider its award of the route to Continental/Air Micronesia.

A new point emerged—the Japanese Government has told the CAB that it would not allow Continental/Air Micronesia, which does not serve Japan, to establish the service. It seems odd that this should be raised at such a late stage. Had the Japanese policy been known earlier there would have been little need for the drawn-out hearings, with more than a little dirty linen washed in public, before the CAB sent its decision on to President Ford.

But the Japanese decision may not be final as the case has to be threshed out again, which would be a pointless exercise if Japan was determined not to accept Continental/Air Micronesia.

Naturally, Continental/Air Micronesia was not at all pleased with President Ford. Mr Stanley C. Kennedy jun, regional vice-president, speaking in Honolulu, said he was disappointed with President Ford's decision.

"We were pleased the CAB approved Continental and regret another delay in the final determination", he said. "But we hope

the reopening of the case will affirm the board's unanimous choice".

PAA will continue to seek the route. Mr Paul Kendall, PAA regional director of external affairs, said in Honolulu.

Japan Air Lines has rights on the Japan-Saipan route, but has not taken them up pending the appointment of an American carrier. However, Japan Air Lines serves Saipan on a charter and non-schedule basis.

Final authority for granting international routes rests with the president because of diplomatic and defence considerations. President Ford, early in December, asked the CAB to take statements from the US Secretaries of State and Transportation on the matter, and report to him in six months. This will probably be about the end of May, just when he is about to start on the campaign trail for the 1976 presidential election.

Saipan, and indeed all the Trust Territory is waiting for the route to be allocated, and the new service to begin. A new international airport there has practically all the facilities needed to handle international jet

traffic.

The 7,000 ft runway is finished, and so are the apron, parking area and arrival building. To be finished are the departure building, a "holding room", shops, a bar surrounded by viewing decks and a restaurant. The entire project is scheduled for completion by July 18 next.

The airport had a "soft" opening on December 15 when 1,500 people jammed into the arrival building.

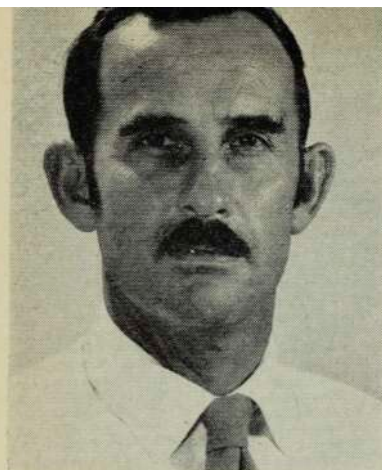
AIR NIUGINI'S WINGS MAY BE CLIPPED

Internal expansion will be the policy of Air Niugini if the PNG Transport, Works and Supply Minister, Mr Bruce Jephcott, has his way. Mr Jephcott took over his current portfolio from Mr Iambakey Okuk after the recent ministerial reshuffle. Mr Okuk, now Education Minister, was keen to expand international services and had commissioned Boeing to make a survey to guide him.

Mr Jephcott will have to have the backing of the National Executive Council for his new policies. He wants the airline to concentrate on



Papua New Guinea issued these four new stamps in January to commemorate the old ships, all with the Burns Philp Line, which provided the country with its main link with the outside world for 43 years. They were all built in Scotland. Montoro, the oldest, became a troop carrier; Malaita survived a Japanese torpedo strike; Bulolo, as a converted armed merchant cruiser, was at the Japanese surrender of Singapore, and Macdhui is still in Port Moresby harbour—a bombed-out wreck.



Mr Jephcott . . . wants a change in air policy.

internal rural services. He wants to see more dialogue between Air Niugini, the Department of Civil Aviation and third level operators.

Any competition between Air Niugini and third level operators should be healthy and open, he believes. There should be continuous exchange of data to develop inter-linking services. The life of the people in rural areas depended on aviation, which had to fulfil its obligations. Third level services had to be complementary to Air Niugini.

Mr Jephcott said emphasis on the international side, apart from services to and from Australia, and one service north, had to be curtailed. Service to the people of PNG was paramount.

After saying that the success of the Tempair lease was important, Mr Jephcott said the vicious drain of finance by Qantas, Ansett and TAA had to stop. Control through those organisations had to be eliminated. The improved financial benefit had to be passed on to the people of PNG.

In a reference to government land and sea transport, Mr Jephcott said it had to be distributed so that the maximum benefit could be passed on to the people, particularly the rural community.

AIR NAURU FLIES INTO FIJI

Air Nauru, on December 18, made an inaugural flight to Fiji, using its Boeing 737. One of the passengers was Nauru's President Hammer DeRoburt. Air Nauru has been given permission to operate a flight to Fiji, but rights have still to be negotiated between Nauru and Fiji.

The Fiji Cabinet approved the service in principle. Air Nauru has rights in Japan, Hong Kong and Taiwan, which could be useful sources of tourists for Fiji.

In January, Fiji lost its air link with Chile, when Lan-Chile withdrew its service from Santiago, via Easter Island and Tahiti, because of restrictions imposed on commercial operations in Tahiti by the French Government. The service was launched in September, 1974.

Meanwhile, the Fiji Government could add to its already dominant holding in Air Pacific. British Airways has offered to sell its 10 per cent interest to the government. So

far, Fiji has not decided whether to take up the offer. Fiji owns about 62 per cent of Air Pacific. British Airways, Qantas and Air New Zealand each hold about 10 per cent of Air Pacific's capital.

In Tonga, King Taufa'ahau Tupou IV, in his Christmas broadcast, said 1976 would be an important year in his country's air communications. There was a suggestion by the Western Samoa Government, made when Mataafa was Prime Minister, that Tonga and Western Samoa should each have a 10 per cent share in Polynesian Airlines.

Another proposal was that UTA and PAA, with Tonga and Western Samoa, should get together and operate Polynesian Airlines as a regional airline. The question was discussed, but further talks were delayed pending the results of the Western Samoa election in February.

The king said UTA was believed to be willing to help Tonga, if Tonga decided to have its own airline. That would give Tonga air connections with New Caledonia and Tahiti.

ROYAL THOUGHTS ON SHIPPING

King Taufa'ahau Tupou, of Tonga, seems determined to get his country into the big shipping league. He revealed in his Christmas broadcast that Tonga and Iran are negotiating for bigger cruise ships to call at Nukualofa and other Pacific Islands. Iran might have to buy a cruise ship with a capacity for more than 2,000 passengers. The ship would be based on Tonga. Tonga had consulted Iran, and was now awaiting Iran's views.

Should the proposal come to fruition, it would mean a big change in Tonga's economy. There would be employment opportunities in the cruise ships. Tonga could provide the ships with local meat, fruit and vegetables. Tonga might not have to look for export markets for her produce if there was sufficient demand from the cruise ships.

The king, about 12 months ago, was negotiating with Bahrain for a loan to buy a bulk carrier. Bahrain "cried off" temporarily in March, just before she was due to make a firm decision. The matter has not been revived, at least publicly.

Tonga wanted to buy a 65,000 ton ore carrier. The carrier would be chartered to an Australian mining company to carry ore to Europe and the US, via Suez, and coal from the

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US to Japan, via Panama, on the return trip. The ship would sail under the Tongan flag, and carry a Tongan crew.

MORE TALKING ON REGIONAL SHIPPING

A regional shipping line in the South Pacific is by no means certain. Whether it is practical, ie, profitable, as well as providing a good service, will be known by the South Pacific Bureau of Economic Co-operation (Spec) early this year. Members of the Spec Shipping Advisory Board met in Lae in December to study a special report on the business prospects of such a venture.

Members were tight-lipped about what went on at the meeting, although such vague expressions as a "fairly encouraging report", and "generally constructive discussion" were leaked.

The Shipping Advisory Board is scheduled to meet at Rotorua, NZ, on February 9 and 10 for further discussion on the report. The meeting will have the benefit of member countries' comments on the report, which was prepared by Mr D. De Vlaming, whose services were made available to Spec by the Netherlands Government.

The members of the Shipping Advisory Board are Australia, Cook Islands, Fiji, Gilbert Islands, Nauru, New Zealand, Papua New Guinea, the Solomon Islands, Tonga and Western Samoa.

A FIRST FOR PACIFIC PRINCESS

The Pacific Princess will create a first for P & O on May 1 when she calls at Santo in the New Hebrides. No P & O liner has ever called there. Another P & O liner, the well-known Arcadia, 30,480 tonnes, will follow the Pacific Princess into Santo twice, later in 1976.

The New Hebrides is becoming more and more popular with cruise ships. So far 48 liners are scheduled to call at Vila in 1976. In the 10 months from January to October, 1975, 35 liners visited Vila, and a further eight were scheduled to call there in November and December.

APIA'S PORT TO BE SHIFTED

The port at Apia will be resited at Valusu Bay on a recommendation from Professor Raudkivi, formerly of Auckland University, who was commissioned in 1972 to investigate the problem of surging in the harbour, and future expansion of the port. The Western Samoa Cabinet

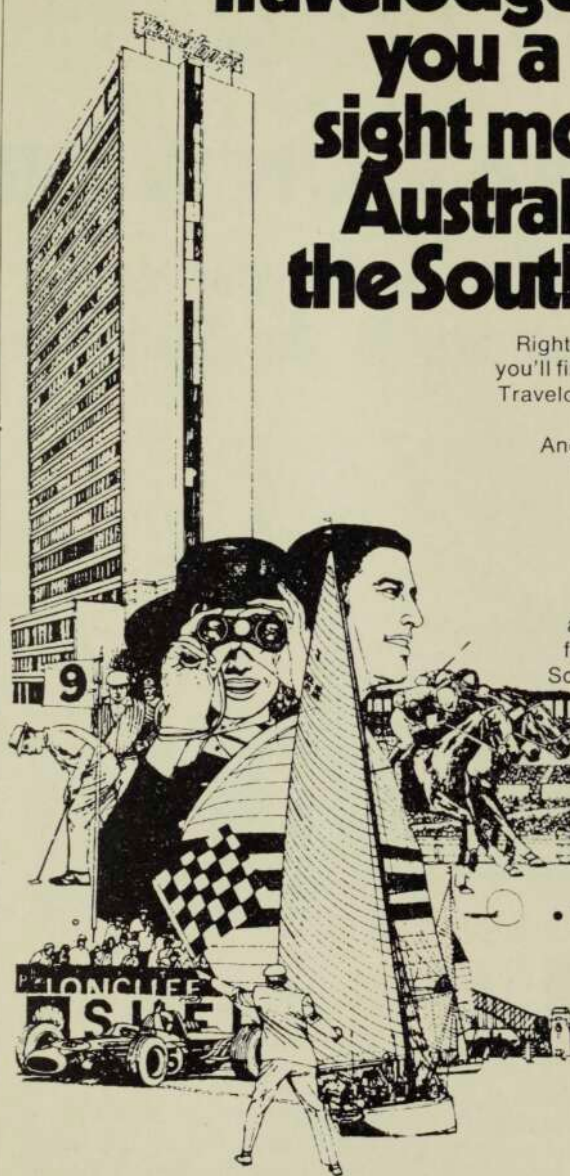
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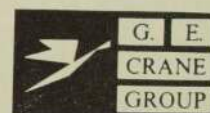
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early in December approved the recommendation covering resiting.

Professor Raudkivi recommended a programme of drilling and sampling of the coral in the bay. The programme would include a hydrographic survey of the area. The Public Works Department will make the preliminary investigation. Details of the port will be investigated with the aid of a computer and hydraulic model studies.

The Apia wharf, which was opened in March, 1966, cost £800,000 and, as was realised at the time, was sited in the wrong place.

At the opening ceremony, in which the Union Steam Ship Company's veteran passenger-freighter *Matua* took part—being the first ship to berth there—doubts were privately expressed about the site. Some of the *Matua*'s crew prophesied to a PIM man, who was there, that there would always be trouble from surging.

The opinion expressed by a visiting US warship's crew was in much more colourful terms.

RAISING THE WIND TO SAVE MONEY

Sail power allied with engine power may be one way of cutting down operating costs of the Fiji inter-island fleet. The Fiji Marine Department is studying the question, prompted by several sharp increases in the price of fuel.

Some time this year a 100 ft diesel ship will be fitted with sails. If this pilot project shows worthwhile savings can be made, the ship may be turned into a staysail schooner. With sails used to assist the engines big fuel savings would be possible.

The prevailing south-east trade wind in Fiji would make the use of such ships a one-way proposition in most instances. Ships leaving Suva for Lau would have to rely on engine power for most of the trip. However, on the return trip, sails could be brought into full play.

NAURU BORROWS A GERMAN SHIP

The Nauru Pacific Line has chartered the *Weser Carrier*, a semi-container ship, from German owners to operate a service covering Fiji, Samoa, New Zealand and ports on the east coast of Australia. The ship has an overall length of 345 ft and a beam of 50 ft, with a speed of 19 knots. She will make two trips a month between Australia and Fiji with up to 5,000 tons of cargo.

The *Weser Carrier* was previously used by Bougainville Copper Ltd to carry copper from Bougainville to Hobart and other Australian ports. She carries a crew of six German officers and 20 Papua New Guinea seamen.

TRANSPORT BRIEFS

● Mr Paul Pora has been appointed chairman of the Papua New Guinea Airlines Commission, which operates Air Niugini. The other members are Messrs Joa Tauvasa, Elies Vuvu, George Blacker (PNG Banking Corporation), Captain R. J. Ritchie (Qantas), Dr Harold Poulton (Ansett) and Captain R. Bailey (TAA). Alternates are Messrs Paul Bengo (Prime Minister's staff), Paul Kipo (Secretary, Transport Department), Cedric Chee (Lae), Henry DeRobert (Governor, Bank of PNG), H. G. Cook (Qantas), B. Costello (Ansett) and Captain L. J. Thrift (TAA).

● The Fiji Government shipyard in Suva is booked for the next five years. Ships to be built include a second Kaunitoni-class passenger-cargo ship, a fourth cruiser for Blue Lagoon Cruises Ltd, a 140 ft landing barge which will be the longest ship built in Fiji, and a tug.

● The Fiji pleasure cruise ship, *Sayandra*, 132 tons, has been bought by Mr Barrie LeFevre, managing director of LeFevre Enterprises Pty Ltd, of Australia. Mr LeFevre hopes to form a company in Fiji to promote charters.

● Nissan Island Shipping, a PNG company, has opened a trade route covering Buka, Nissan Island and Rabaul. It recently bought a 130-ton ship, the *Astronaut*, for K140,000. The ship will ensure a regular link with Rabaul for the Nissan islanders who have had difficulty in shipping their produce there. The PNG-Chinese Association helped to arrange the purchase of the ship, and to negotiate a carrying contract with the Copra Marketing Board.

● A Cessna 185 somersaulted just before making a forced landing on a Fauro Island beach, south of Bougainville, late in December. The pilot, Graham Barnett, 30, a Seventh-day Adventist mission school supervisor, a little shaken, walked away unhurt. He radioed a Mayday call just before the crash.

● The Pacific Navigation Co., of Tonga, has chartered the *Fijian Swift* from the Reef Shipping Co. Auckland, to replace the *Aoni* and *Frysna*. The *Fijian Swift*, on a bare boat charter, will be reregistered and renamed in Tonga. The small ships she replaces are nearing the end of their lives, and have been a drain on the strained finances of Pacific Navigation Co. Reef Shipping, which operates a service between Auckland and Fiji, expects to charter a 2,600 ship to replace the *Fijian Swift*.

Cruising Yachts

● **ASHYMAKAIHKEN**, yacht, arrived December at Port Moresby from Fort Lauderdale, Florida, via the Caribbean and the Pacific. She is owned by Ashley and Brenda Russell, both 32. They left Fort Lauderdale about two years ago. From Port Moresby they planned to sail to Australia, then across the Indian Ocean, through the Mediterranean and across the Atlantic Ocean to Canada, where they live. Ashley, an Australian journalist, left his native country 10 years ago to live in Canada. One of his Australian ports of call will probably be Fremantle so that he can visit his parents in Perth.

● **DUMEKLAMMAR**, 10 metre greyhound yacht, left Port Moresby late in November for Germany, via Suez. The yacht, skippered by owner Hermmanns Heinz, of Ratingen, Germany, is on a world tour, and expects to be home by July, 1977. He has a crew of two, American Randy Baier, who joined in Suva, and Australian Paul Brant.

● **ARMINEL**, 94 ft ketch owned by Michael Morehart, 26, of Santa Barbara, California, is spending the hurricane season in French Polynesia, after sailing from Ft Lauderdale, Florida through the Panama Canal and visiting the Galapagos and Marquesas. With Michael aboard the *Arminel* were Susan Calkins of San Francisco, Brian Murphy, Donald Carroll and Sharon Dittner. The *Arminel* was built in Southampton in 1910 for an English peer and had no engine for 50 years. Michael has been rebuilding her as they sail. From Tahiti their plans will carry them to Tonga and New Zealand.

● **CYGNET**, 30 ft ketch from Hawaii, left Hawaii in July and arrived in Tahiti in September, after visiting the Marquesas and Tuamotus. Aboard were Harm Koster and Lea Mizuta, who planned to sail to the Societies before heading westward to New Zealand after the hurricane season.

● **EDWARD RICHMOND**, 60 ft black ferro-cement ketch from Hilo, Hawaii, is in Tahiti after visiting Mexico and the Marquesas. Paul and Wendy Pollitt and their son Ian, 8 years, plan to remain in French Polynesia until April, before continuing their circumnavigation.

● **MESSIAH**, 46 ft Cross trimaran from San Diego, owned by Stan and

Kathy Gollaher, went on the reef in Raiatea on November 4, as a result of strong currents and not enough wind. There was no engine aboard to save the yacht from the wave that brought her destruction. The Gollahers sold her to a Tahitian for \$500. Also aboard at the time were Chris Briscoe of Santa Barbara, Tom Armour and Karen Crie of San Diego. Stan's plans were to return home and build another boat.

● **WEST WIND**, modified Piver Trimaran 25, registered in Vancouver and owned by single-hander Heinz Kuntzemann, arrived in Tahiti after being stripped in Mexico of all the food, utensils, knives and anything of value, and after losing her rudder at sea 300 miles from Nukuhiva, Marquesas. Heinz put **West Wind** up for sale in Papeete for \$5,500 in sail-away condition. His plans were to return to Los Angeles to build another boat.

● **BLACK DUKE**, Cheoy-Lee Offshore 40 yawl, left Honolulu on December 8, 1975, bound for the Line Islands, with owner-skipper Edmond K. Slaven, LCDR USN ret, and his wife Opal aboard. Cdr Slaven did his last tour of duty with the Navy in Rota, Spain. Commander Slaven is a naval aviator and also a radio Ham (HP1-AX). After spending Christmas at Christmas Island, plans call for an extended visit to the Marquesas, Tuamotus and Papeete for Bastille Day, 1976. The Slavens left San Francisco in November, 1969, spent two years in the Sea of Cortez, Mexico, a year in Central America, then Cocos Island and the Galapagos. They sailed back to Panama, up the west coast of Central America to Nicaragua, then to Hilo, Hawaii. After wintering in the Hawaiian Islands, they are off again with the Mediterranean and

their old home in Spain as their ultimate destination. "We are hoping that all of our old cruising friends will see this in PIM and we can once again renew the old friendships that make cruising such a meaningful way of life", writes Cdr Slaven.

● **DAUNTLESS**, 36 ft plywood/fibreglass ketch, with Colin and Sandy White of Auckland (NZ) on board arrived in Honolulu in October. They left Santa Catalina, California on September 18, and, after leaving Oahu, they plan to stop at Lanai before heading for the South Pacific and their home in Auckland.

● **KWAIE TEK**, 53 ft Spencer ketch (skipper/owner Albert P. Morrow of Vancouver, BC) arrived in Honolulu in November after a two-year cruise of the South Pacific. Also on board were Dan Borman of Eugene, Oregon, Jefferson Menze, of Honolulu, and Mary Ann Page of Oakland, California. Since leaving Vancouver in September, 1973, Kwaie Tek has called at US, Mexican, and Costa Rican ports, the Galapagos, Marquesas, Tuamotus, and the Societies. She has now left Honolulu for San Diego.

● **RASCAL**, 28 ft wood/fibreglass sloop, skippered by Rex McDowell of Wellington (NZ) arrived in Honolulu on November 18. She left the Marquesas in September and stopped at Hilo before continuing on to Oahu.

● **FREEDOM**, 45 ft fibreglass ketch, with Don McNeil, and Scott Morris of Los Angeles, and Chris Bliscoe of Santa Barbara, California, left Papeete in November and arrived in Honolulu on December 17.

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Business and Development

WHILE THE EXPERTS PLAN, TONGA GETS ON WITH HER FISHING

From W. A. WILKINSON, Tonga's Fisheries Officer

For more than 20 years, the South Pacific Commission and other agencies have schemed, planned and experimented to create viable fishing industries for the Islands. But, with the exception of Tonga, none of the Island territories yet has a fishing industry other than those run by outsiders.

Tonga has shown courageous initiative in attempting to develop its pelagic fishery resources and, with some help from the Japanese experts, has become the first Island territory to own and operate successfully a deep-sea long-line fish catcher.

Solely engaged in long-lining for oceanic species, such as the deep-water tunas and bill fishes, the Tongan-owned vessel Ekiaki is Tongan-manned with a Tongan master, fishing master, and crew.

Of typical Japanese long-liner design measuring 33 metres overall Ekiaki operates within a radius of 200 miles from her home base, Nukualofa.

Ekiaki fishes for 10-day periods with an average catch rate of 1.25 tons of fish and shark daily. The bulk of this catch is sold locally. With the demand for fresh fish exceeding supply, there is no shortage of cash customers.

Tonga's involvement in pelagic long-lining goes back to 1953 with the purchase of the Alaimoana, a 47 ft fishing boat of wooden construction. This was replaced in 1960 with the MV Teiko direct from Japan. This vessel was lost with all hands on its maiden fishing trip.

In 1966, a steelhulled side-trawler was bought from the UK for \$180,000, and named Pakeina on arrival in Tonga. She was ill-suited for fishing conditions in tropical waters and for long-line fishing operation, for which she was intended. Also plagued with refrigeration and mechanical problems Pakeina was taken off fishing oper-

ations, and became an inter-island cargo steamer. She now operates a Vavau-Niua fortnightly shipping service.

In 1970 Tonga acquired the present fishing vessel Ekiaki. From the outset, fishing results for this vessel were good, with catch rates exceeding those of similar type foreign-owned long-line vessels fishing in nearby waters.

The main factor retarding the success of this vessel in terms of overall production has certainly been the lack of mechanical expertise to maintain and operate a relatively-sophisticated fishing vessel. This has resulted in costly machinery breakdowns, and subsequent loss of fishing time.

The situation has now improved, with the vessel having completed a major refit in Japan, and with im-

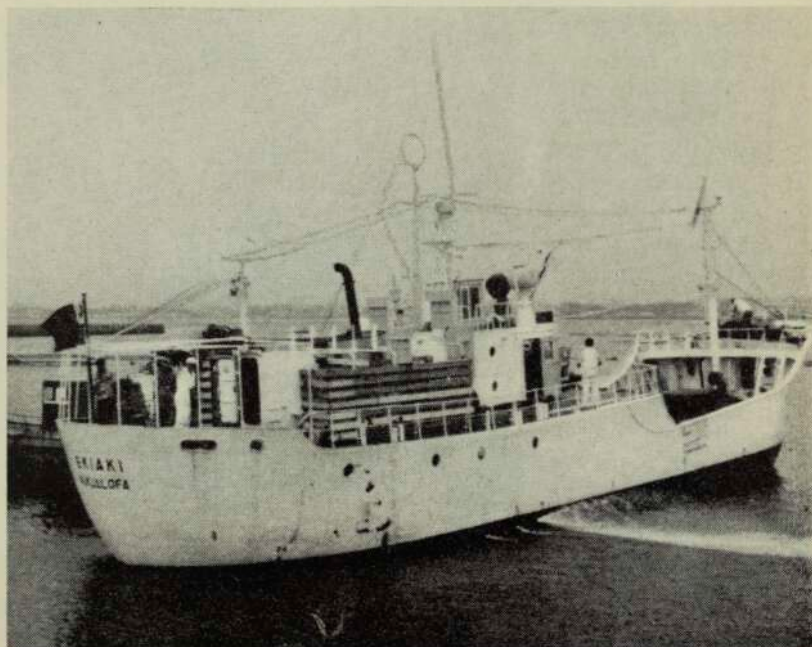
proved servicing facilities ashore within the Fisheries Division.

Ekiaki was expected to have a record year's fishing in 1975.

Tonga's involvement in pelagic long-lining was certainly dictated by the inability of the local subsistence fishery to supply the food and protein requirements of an ever-increasing population.

Without being wise in hindsight it might have been better and cheaper in the long term to have developed the local fishermen's capability to provide sufficient fish to satisfy local demand.

Oceanic species caught by the long-line method, such as the albacore and yellow-fin tunas have a revenue-earning potential; the rather specialised and relatively-sophisticated vessels required to exploit these species is geared to a high-priced



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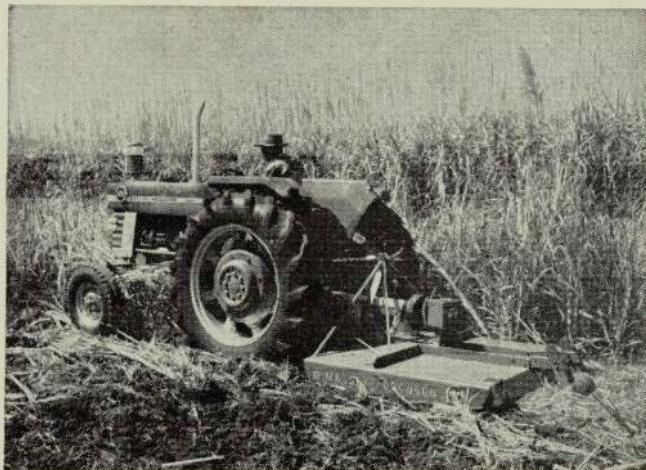
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and product such as canned tuna, rather than for local domestic consumption in fresh fish form.

Nevertheless, Tonga is now progressing towards the development of its local fisheries. A Loans to Fishermen's Scheme has been established which provides low-interest loans to fishermen for the purchase of engines, boats and fishing equipment. The use of ice is now being encouraged by the Fisheries Division; new diesel-powered fishing boats are being constructed, and used by the local fishermen.

Bilateral assistance from the more developed Pacific neighbours has been requested. Australia has completed a fisheries programme report for Tonga, and will assist with the provision of fishing boats, extension and training centres, cold storage and transport facilities.

New Zealand is providing scientific and material help in assessing the possibilities of establishing an oyster and mussel cultivation programme. The UNDP has now an ongoing fishery resource survey project, which is looking at both the potential for demersal and the pelagic migrating species, particularly the skipjack tuna.

During 1973, a survey carried out by the Japan Marine Fishery Resource Centre Organisation indicated a potential commercial resource of skipjack exists, sufficient to support live-bait pole and line fishery based on Vavau. The UNDP team is also investigating the availability of a suitable live bait to support this fishery.

The prospects for fisheries development in Tonga looks promising. Mistakes made in the past, hopefully, will not be repeated. What is encouraging is that Tongans have shown that they can master modern fishing techniques. Their long liner is manned entirely by Tongans, in a way that is accepted as one of the world's most arduous jobs.

Future development of the fishing industry will ensure employment in Tonga for Tongans who certainly must otherwise look overseas, with the social and community damage which enforced family separations causes.

It will provide revenue and much-needed protein; it should lessen the importation of nutritionally-suspect tinned food from overseas.

Tonga imported \$365,000-worth of tinned fish alone in 1974. These may not be over-prestigious objectives; they are certainly fundamental ones, which no Pacific Island territory can afford to neglect.

GLOOMY FUTURE FOR COPRA

Embattled Pacific Islands copra producers can expect little change in their plight in the foreseeable future. Prices went down quickly after the 1974 boom. In several territories they do not now cover the cost of production.

Mr Boyamo Sali, recently, when acting as Minister for Agriculture in Papua New Guinea, said the industry was faced with a major crisis.

The PNG Government resisted attempts to increase the bounty of K50 a tonne from the Copra Stabilisation Fund. There is enough money in the fund to keep paying the bounty till August. In December, PNG producers expected to receive prices K30 to K40 a tonne below the calculated average cost of production for plantations and K40 a tonne below that needed to give smallholders a return equal to the rural minimum wage of \$8.90 a week. If it were not for the bounty, prices to growers would be K80 to K90 a tonne lower.

Although Stabilisation Fund money will keep prices at current levels till August only, Mr Sali urged growers to continue to produce copra.

In Fiji, the government pays growers a subsidy to keep the price for top grade at \$190 a ton and second grade at \$171 a ton. As this is a direct charge on the revenue the government is not keen to continue the subsidy indefinitely. But Fiji does have a chance of receiving a subsidy under the Lome Convention through its associate membership of the European Economic Community.

The return of the Philippines to full-scale production, plus buyer resistance, forced prices down from the 1974 levels. World supplies of coconut oil are sufficient to meet demands.

The failure of the US soya bean crop and the fish meal industry in Peru in 1974, sent up the demand for alternative sources of protein, which coconut meal helped to meet. The soya bean industry is now back in full production and the fish meal industry in Peru is recovering, two factors which are affecting the demand for copra.

One Sydney copra authority sees no light at the end of the tunnel for the copra grower. Big mills in Europe have bought forward to June, so any chances of a recovery before then are remote, even though there have been one or two upward moves in recent weeks. But those rises were short-lived.

When copra prices rose in 1974, a number of users looked for alternatives, and some started using palm oil. Now they have no intention of going back to the coconut while there are supplies of palm oil at steady prices.

In Australia, which admittedly does not use a great deal of copra or coconut oil compared with the huge markets of Europe and the US, two main users have given up copra and turned to palm oil. A third user has retained copra, but has introduced palm oil.

Fiji to boost tuna fishing

The Fiji government-owned Ika Corporation has chartered a fishing ship from Japan in an effort to step up skipjack tuna fishing. The main aim of the corporation is to supply skipjack tuna from Fiji waters to the Pacific Fishing Co at Levuka.

The chartered ship, the Hatsutori Maru, will carry a crew of 10 Japanese and 24 local men. The Japanese crew will train the Fiji crew in skipjack tuna fishing techniques.

The Pacific Fishing Co plans to add up to 20 longline fishing boats to the fleet.

Japanese cold water on oil prospects

Japanese oil interests do not share the belief of King Taufa'ahau Tupou that there are rich oil deposits in Tonga.

The king, late in 1975, sent a team of three to Japan to approach Japanese companies about developing Tonga's oil resources. The team comprised the Deputy Prime Minister, a law officer, and Mr Masanobu Ono, a Japanese who is special adviser to the king. They took with them a report by the Saudi Arabian Government which, at the request of the king, made a survey of Tonga's oil potential.

The Tongan team said in Japan that six companies, including Shell, were prospecting for oil in Tonga. The Japanese companies they approached said they were reluctant to undertake development of the resources because boring by the US companies showed there were no promising oil fields in Tonga. The managing director of one of the companies added that his company could

not afford it because it was hard hit by the recession.

The two other companies made a concession by saying they would study the matter further.

Big profit for Fiji post office

A dream of a former Fiji Postmaster-General, Mr W. J. (Bill) Cruikshank, has come true. The country's postal and telephone services are now operated as a business organisation, not a government department, and in its first year it turned in a net profit of \$2,476,936. Mr Cruikshank, who is now a businessman in Fiji, worked hard in the early 1960s to have the post office become a business, but he could not convince his colonial masters.

In spite of the good result, the post office is not happy. The accounting system is understaffed and in some areas out of date, and a "total breakdown" is said to be only a matter of time. And even though the services are among the cheapest in the world, users don't get value for money, because not enough is spent on operating and maintaining services. Earnings were enough to meet all annual costs and a substantial part of the amount needed for expansion.

A smashing time!

This is globe-trotting Peter Fisher, an islands agent, who, when he's not making his rounds in almost every part of the world, sits at his desk in Sydney. Recently, Peter went to see two bone specialists, one in Switzerland and the other in Nairobi for a check-up. But, why two and in such far-flung places? It's all because Peter had a smashing time twice while on his rounds. In Addis Ababa (Ethiopia) he fell



in the street and broke a hip. He was airfreighted to Nairobi for treatment. Then, after he'd recovered, he was once more on his rounds; this time in Switzerland.

He slipped on some ice and broke his arm.

Smooth dollar swap for PNG

Papua New Guinea smoothly changed over to an independent currency on January 1. Only kina and toea are now legal tender in PNG, after a long period in which Australian currency was legal tender, and a short period during which Australian dollars and PNG kina operated side by side.

The kina has been pegged to the Australian dollar, with K1 equalling \$A1.

On January 5, PNG Finance Minister Mr Julius Chan said, "Some other fixed relationship could be adopted depending on circumstances

at the time, but at present, one for one is the appropriate one. This is the only policy that makes sense in our present circumstances. A few half-hearted people have been predicting the kina would be devalued on January 1, but events have proved how wrong they were".

Mr Chan said that as at December 31, 1975, when the dual currency period ended, the total value of PNG's international reserves was K140 million, which he regarded as "relatively modest, but adequate provided we in PNG exercise restraint in our expenditures over the next few years".

He added, "PNG has become the unhappy recipient of the worst economic conditions in 50 years".

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● A panel discussion gets under way with, from the left, Gregoria Baty (Guam), Bernadette Rounds (Fiji) and Marjorie Crocombe (Cook Islands).

PACIFIC WOMEN SPEAK UP

From VANESSA GRIFFEN in Suva



The Pacific Women's Conference held in Suva was not, as one of the local newspapers reported, the first time supporters of Women's Lib had got together in the Pacific. Spurred on by the impetus of International Women's Year, women came to discuss the conditions and forces in society affecting them and the changes that women in the Pacific want.

They distinguished their needs and demands from the western-orientated women's liberation movements, and more than one delegate voiced the feeling that women in the Pacific should find their own ways of seeking equality and better opportunities.

The conference was attended by women from the Cook Islands and the Gilberts in the east, right across the Pacific to newly-independent Papua New Guinea, and Guam and Micronesia in the north. The conference was funded by non-governmental organisations overseas, and delegates came as individuals and not official representatives of their governments.

Governmental response prior to the conference was varied and interesting. Fiji's Prime Minister Ratu Sir Kamisese Mara declined to open the conference and thought that anyway a woman would be more appropriate; Sir Albert Henry declined to give the Cook Islands' delegation his blessing because they did not come from the officially-recognised women's organisation; Western Samoa and New Zealand offered support and wished the conference success, while the Solomon Islands Government was the only one which asked for follow-up information on the findings of the conference. For the most part government priorities place women low on the list.

The opening session on the family and traditional culture was indicative of the varied comments that added interest to all the sessions that followed. Tupou Fanua, Tonga, told the conference, often with a hint of

humour, of the Tongan family structure where the father is the head and the mother acts as go-between when the children misbehave. Women keep house and act as hostesses, though when visitors come, they retire and take no part in discussions.

Ms Fanua said that women now have more opportunities to do different things but few are prepared to use this, being their own stumbling block to advancement.

In the Gilberts women are like slaves, a Gilbertese woman told delegates, shouldering all the family worries, and gardening and fishing. They cannot address meetings and are considered inferior to men. However, women can do more than allowed to before, especially with education, but there are not equal opportunities for girls in secondary schools, and many are forced to end schooling early.

Josefa Namsu from Papua New Guinea advocated strongly that women should work out their own way of seeking equality with men, based on their capabilities and not just following western ideas of liberation. She said that in her country, outsiders remarked on how oppressed their women were, but, in reality, women did indirectly take part in decision-making, because the men always conferred with them.

Lavinia Kaurasi raised some laughter when she described the difficulties of Rotuman women, who are not considered economically productive in agriculture, yet if they try to work hard, their husbands will be called lazy. Thus women, even educated ones, have to play a lesser role to uphold family dignity. Wives also are secretly tested for their proficiency by their in-laws, and, in the past, those who failed had songs composed about them for all the village to hear! Finally, a husband is praised for his success, but his wife gets the blame for his failure.

Maoro Whichman from the Cook

Islands summed up the first day well. Speaking in her own language, she said that "Usually, only men are invited to conferences as if only men know how to think and speak and know what's best for the home. At the end of this conference, men will know that women know how to speak too".

Resolutions called for more training and learning opportunities in the Church for women, and that they be allowed to enter the church hierarchy.

The conference called for a re-examination of Pacific education systems to make them more relevant, more community-orientated, and defined by local needs. A reorientation to the Pacific, its history and cultural heritage, and equal opportunities for males and females, were other recommendations.

Women wanted a more careful scrutiny of all aspects of the news media, especially concerning its treatment of women, and that commercial advertising also come under criticism where this is needed.

Women and politics had cropped up throughout the other discussions, and by the time it came to its panel presentation, it was evident politics could not be ignored if women in the Pacific, and elsewhere, were to gain the equality they want.

Nahau Rooney from Papua New Guinea and Ida Teariki Bordes from Tahiti had the same message to give the conference—that women have to get involved in politics if they want to influence what is happening to themselves and their country.

Ms Irene Jai Narayan, a guest speaker and member of Parliament in Fiji was quite confident of the positive contribution women could make to politics.

The conference ended on a very positive note, with many delegates expressing the feeling that they had gained a lot from the experience of getting together and sharing ideas with other women in the Pacific.

Produce Prices

Unless otherwise stated quotations are in Australian currency. Australian dollar (January 14) equals: New Zealand, \$1.2069 (buying), \$1.2025 (selling); Fiji, \$1.0973 (buying), \$1.0733 (selling); Western Samoa, tala 0.9705 (buying), 0.9571 (selling); US, \$1.2616 (buying), \$1.2566 (selling); UK, £0.6222 (buying), £0.6168 (selling); French Pacific, CFP, 103.17 (buying), 101.61 (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, Jan 9, 90 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, if serviced by government ships and \$55, \$45 and \$35 if serviced by private ships.

EXCHANGE RATES

FIJI: — Jan 13: Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank, Aust \$ on Fiji buying \$F1 = \$A.90.

COOK IS., NIUE: — New Zealand currency is used.

NEW HEBRIDES: — Jan 13: Through Banque Nationale de Paris (Sydney), Indosuez Bank, ANZ Bank, Bank of NSW, National Bank of Aust, Commercial Banking Co of Sydney, Commercial Bank of Aust, Hong Kong and Shanghai Banking Corp, Barclays Bank International, \$A1 = NHF 91.64 (buying), 90.39 (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 kina and toea used; no exchange payable, at present, 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 Jan 13 quoted: \$A1 = 103.09 CFP (buying), 101.69 CFP (selling). Paris-London: £1 = 9.07 francs (buying), 9.06 francs selling. Pacific franc—London: £1 = 165.1818 CFP (buying), 165 (selling). CFP to 1 metropolitan franc 18.43 (buying), 17.94 (selling).

Banks should be approached for daily rates.

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, \$WS109.50, 2nd grade \$WS96.50.

OTHER PRODUCE

COCOA. — Islands rates are based on Ghana prices. Ghana price on Jan 13 was spot Estg749 ton, cif, UK Continent.

Jan 13, in store, Rabaul, export quality, K945 per tonne; delivered ex wharf Sydney \$1,185 per tonne.

Solomons. — Delivered to Agriculture Dept. offices in Honiara and Aukl. Recent price was 25c per lb dried beans first grade, 20c second grade.

Western Samoa. — Ungraded beans, \$23.50 (100 lb).

COFFEE. — PNG, Jan 13. Good quality, A Grade 176c per kg; B Grade, 172c; C Grade, 165c, Y Grade, 165c (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.

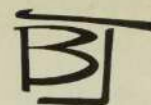
RICE (Aust): — PNG: Dried brown, 25 kilo bags, \$298.94 per tonne. Vitamin enriched white, 25 kilo bags, \$303.94 per tonne, all f.o.w. Sydney/Melbourne.

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, 35.25c 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.

● The Marshall Islands expects to be operating a copra processing plant early in 1977. The plant, at Majuro, will process 60 tons of copra a day, five days a week. It will pelletise copra residue for export.



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● Nauru has been provided with a satellite communications system by a Hong Kong-based company. The contract for the project, valued at \$US1.3 million, was signed by President Hammer DeRoburt, of Nauru, and a representative of Cable and Wireless Systems (Hong Kong), a subsidiary of the Cable and Wireless group.

Installation was completed in December.

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Shipping & Airways Information

SHIPPING

SYDNEY - NZ - FIJI/TAHITI - UK

Chandris Lines maintains a twice-monthly passenger service from Sydney via NZ, Suva or Papeete.

Details from Chandris Lines, 135 King Street, Sydney (28-2451).

SYDNEY - LORD HOWE IS - AUCKLAND - NORFOLK IS - NEW CALEDONIA

Compagnie des Chargeurs Caledoniens operates four-weekly cargo service Sydney-Lord Howe Island-Norfolk Island-Auckland-Norfolk Island-Noumea.

Details: Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671).

SYDNEY - NEW CALEDONIA

Somacal 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 and 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

Sitmar Cruises operates a South Pacific cruise 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, Hobart and Cairns 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 maintain 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).

AUSTRALIA - FIJI - W. SAMOA

Nauru Pacific Line operates monthly conventional/container service from Sydney and Brisbane to Fiji and Western Samoa.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Intercean 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 maintain 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).

Farrell Lines operates a service every 18 days from Tasmania, Melbourne, Sydney and Brisbane to Lae and Rabaul.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (20-517), 60 Market Street, Melbourne (67-7237), Burns Philp (NG) Ltd, Rabaul and Kiefta, Robert Laurie-Carpenter (NG) Pty Ltd, Lae.

New Guinea Express Lines with two ships operates three-weekly Melbourne, Sydney, Brisbane, Port Moresby, Lae, Rabaul.

Details from New Guinea Express Lines, PO Box R73, Royal Exchange PO, Sydney (241-3991) and 70 Eagle St, Brisbane (221-9333), Westralian Farmers Transport Pty Ltd, 459 Little Collins St, Melbourne (67-8291), Breckwoldt's Shipping Agencies in Port Moresby, Lae, Rabaul, Niugini 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, Wewak, Honiara, Kiefta, Gize, Madang and Samarai.

Details from Intercean Swire, 8 Spring Street, Sydney (20-522).

AUSTRALIA - NG - MICRONESIA - GUAM

Nauru Pacific Line operates monthly conventional/container service Melbourne/Sydney to New Guinea, Koror, Guam and Micronesia.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Intercean Swire, 8 Spring Street, Sydney (20-522).

US - PNG

Farrell Lines operates regular services from all US west coast ports to Lae and Rabaul.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (20-517), One Embarcadero Centre, Suite 701, San Francisco, Burns Philp (NG) Ltd, Rabaul and Kiefta, Robert Laurie-Carpenter (PNG) Pty Ltd, Lae.

PNG - US - CANADA

Farrell Lines operates regular services from Lae and Rabaul to US west coast ports and Vancouver.

Details from Burns Philp (NG) Ltd, Rabaul and Kiefta, Robert Laurie-Carpenter (PNG) Pty Ltd, Lae, PFEL, One Embarcadero Centre, Suite 701, San Francisco and Wilh. Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (20-517).

FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express (CNC, MOL, RIL) operates a three-weekly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaoshiung, Keelung, Hong Kong.

Details from Intercean Swire, 8 Spring Street, Sydney (20-522).

Royal Intercean Lines operates monthly cargo service with three ships from Surabaya, Bangkok, Port Kelang and Singapore to Suva and NZ ports.

Details from Intercean Australia Services, 261 George Street, Sydney (2-0573), Burns Philp (SS) Co Ltd, Suva and Lautoka.

Ben Shipping Co (Pte) Ltd, sailing monthly from Singapore, Hong Kong, Keelung, Kaoshiung, Suva and main NZ ports.

Details from Seatrans (Fiji) Ltd, GPO Box 152, Suva, Fiji.

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FAR EAST - PNG - BSI - NEW HEBRIDES - NOUMEA - TAHITI - SAMOA

China Navigation Co's vessels operate a regular cargo service from Hong Kong, Taiwan and Singapore to Rabaul, Wewak, Madang, Lae, Port Moresby, Honiara, New Hebrides, Noumea, Papeete and Samoa.

Details from InterOcean Swire, 8 Spring Street, Sydney (20-522).

NORTH EUROPE - NEW CALEDONIA

Hamburg/Sued operates monthly cargo services from Dunkirk and Le Havre to Noumea, via Panama.

Details from Columbus Overseas Services Pty Ltd, 333 George Street, Sydney (290-2966).

Messageries Maritimes operates five cargo services a month from north and Mediterranean European ports to Papeete and Noumea.

Details from Messageries Maritimes, 4-6 Bligh Street, Sydney (221-2522).

JAPAN - GUAM - FIJI - SAMOA - N CALEDONIA - N HEBRIDES

Daiwa Line runs a monthly cargo service from Japan via Guam to Suva, Lautoka, Pago Pago, Apia, Vila, Santo and Noumea.

Details from Burns Philp (SS) Co Ltd, Suva.

TONGA - SAMOA - FIJI - NORFOLK IS - AUSTRALIA

Pacific Navigation Co Ltd operates a monthly cargo service between Nukualofa, Apia, Suva, Lautoka and Norfolk Is to Sydney.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt St, Sydney (27-6301); Burns Philp (SS) Co Ltd.

NZ - FIJI - TONGA - SAMOAS - TAHITI

Union Steam Ship Co of NZ operates a fully containerised service-Auckland-Suva-Pago Pago-Apia-Nukualofa every 14/16 days.

A 28-day service by conventional ship is operated from Auckland to Papeete, Apia and Nukualofa.

Details from Union Steam Ship Co of NZ Ltd, PO Box 12, Auckland, or from branch offices/agents in Fiji, Tonga, Samoa and Tahiti.

NZ - NORFOLK IS

Compagnie des Chargeurs Caledoniens operate four-weekly cargo service from Auckland to Norfolk Island.

Details from Maritime Services Ltd, 14-18 Customs Street E, Auckland (75-509).

NZ - N CALEDONIA - N HEBRIDES - NG - BSIP

Sofrana/Unilines with two ships operates to Vila and Santo; to Honiara and New Guinea; and to Noumea.

Details from Sofrana-Unilines, 42 Customs Street, Auckland (73-279), P.O. Box 3614. Telex: NZ 2313.

NZ - N CALEDONIA

Compagnie des Chargeurs Caledoniens operates four-weekly cargo service from Auckland to Noumea.

Details from Maritime Services Ltd, 14-18 Customs Street E, Auckland (75-509).

NZ - PNG

Farrell Lines operates regular service every 18 days from Auckland to Lae and Rabaul.

Details from Dalgety NZ Ltd, 41/45 Albert Street, Auckland (71-859), Burns Philp (NG) Ltd, Rabaul and Kieta, Robert Laurie-Carpenter (PNG) Pty Ltd, Lae.

NZ - FIJI - NORTH AMERICA (WC)

Crusader cargo ships call at Suva, Levuka and Honolulu on NZ-US west coast trips and at Suva and/or Lautoka on US-NZ return trips.

Details from Blue Star Port Lines (Management) Ltd, P.O. Box 192, Wellington (739-029); Burns Philp (SS) Co Ltd, Suva.

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, 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

The Shipping Corporation of NZ Ltd with Toa Moana and Lorena, operates cargo services from Auckland to Rarotonga and Aitutaki (fortnightly) and Niue (monthly).

Details from The Shipping Corp of NZ Ltd, PO Box 3420 Auckland (379-430); Waterfront Commission, PO Box 61, Rarotonga; Lighterage and Stevedoring 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 (A/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: Intercean 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 (A/asia) Pty Ltd 1 York St, Sydney (27-2041).

Pacific Far East Line cruise ships operate regularly from San Francisco, Los Angeles, Honolulu, Moorea, Papeete, Rarotonga, Auckland, Opuu, Sydney, and return via Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Freight is carried on these passenger liners. Details from World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (232-4844).

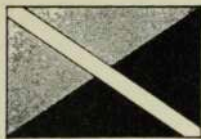
US - A SAMOA - NZ - AUST - PNG

Farrell Lines LASH ships operate regularly from US to Australia, via Pago Pago and Auckland, returning via PNG ports.

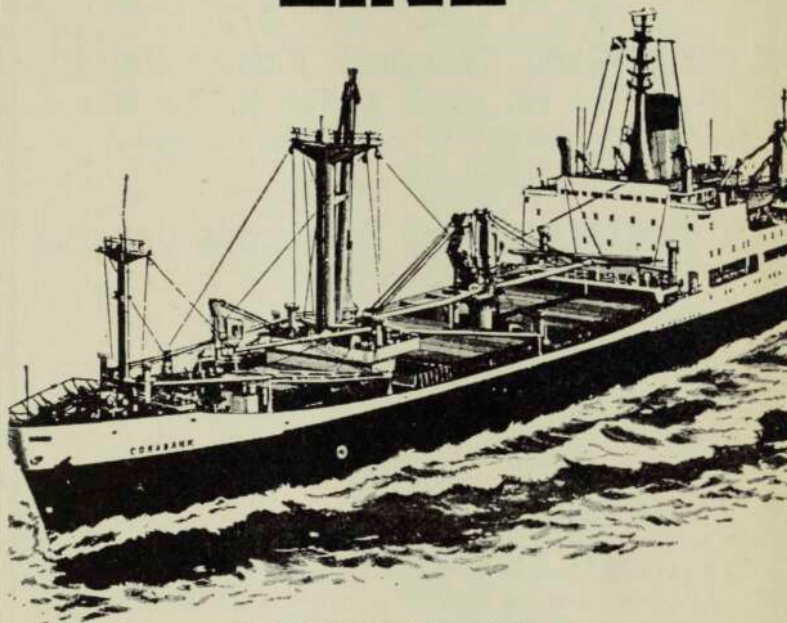
Details from Wihl Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (20-517); 60 Market Street, Melbourne (61-3031); PFEL, 1 Embarcadero Centre, Suite 701, San Francisco (576-4000); Dalgety NZ Ltd, Auckland (71-859); Kneubuhl Maritime Services, Pago Pago (633-5121).

US - TAHITI - SAMOA

Pacific Islands Transport operates a five/six weekly cargo service from North American west coast ports to Papeete, Pago Pago, Apia.



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Aviation Ltd.

FIJI PLANS TO USE ITS EMPTY ACRES

From p 15

Moala and Bua province, in Vanua Levu.

Work on building jetties in the islands will be accelerated also.

The present inter-island shipping service set-up is in a parlous state and the solution appears to be the introduction, in place of numerous small worn-out motor-sailers, of larger, more efficient ships.

But these need jetties at which they can load close in to shore, in sheltered waters.

The jetties will appear at more than a dozen centres.

DP7's broad objectives are the attainment of a seven per cent annual growth in the gross national product, to keep population growth at two per cent and to create jobs in a fashion that is not going to ruin the quality of the Fijian way of life.

Planners see agriculture as generating most of the new jobs, but they admit difficulties in this area.

"The problem is not only to ensure a high rate of employment growth in cash agriculture, but to provide conditions adequate for better-educated youths to be attracted to such work", they comment.

Agriculture, regarded as the backbone of the Fiji economy, was the big failure of DP6. Instead of achieving the growth rate set for it, agricultural production actually fell.

There were a lot of reasons for this—a succession of hurricanes and droughts, huge increases in farm costs, see-saw commodity prices and a drift by farmers from the land to jobs in towns or in hotels that offered a better return.

Up and coming crops such as cocoa, passionfruit and ginger are due to be small but healthy export earners by 1980. They already are, and the aim is to build them up steadily.

DP6 was supposed to have made Fiji self-sufficient for rice. But it is still necessary to import over 20,000 tons a year, and the state of self-sufficiency has been deferred—due to a host of difficult problems with irrigation schemes—to 1979 or thereabouts.

Emphasis on rice growing will switch from Viti Levu to Vanua Levu.

In 1974, meat exports cost Fiji \$4,690,000. DP7 sets out to whittle this down with a target of eventual self-sufficiency for beef. Nearly all the pork and eggs eaten locally are home-produced, but there is a long way to go yet when it comes to

poultry meat, goat meat and dairy products.

The Fiji Government has always been annoyed about the amount of tinned fish imported by a country which has seas teeming with fresh stuff. DP6 set down a lot of what the experts like to call "infrastructure", in this case organisation, and boats and nets and fish-freezers.

The chief move in the field of fisheries will be the opening this year at Levuka of a Japanese-Fiji Government-owned cannery. It will be supplied by chartered Asian ships and a fleet of up to nine local tuna-catchers.

Forestry began to change the face of the dry hills area of Fiji early in the 1970s as plantations of young, quick-growing Caribbean Pine began to spread over them. The pine project is the big hope for the future; by the mid-1980s annual export of pine chip, pulp and logs could be earning more than sugar, according to some forecasts.

Close to \$13,000,000 will be spent on this scheme through DP7. With some 30,000 acres planted already, it's intended to take this figure to at least 186,000 acres with 67,000 acres covered by 1980. Felling for pulp is due to start in 1986.

Through the 1960s and 1970s, tourism, growing at express speed, was regarded by the government as an industry to be milked for revenue to finance longer-term projects in other sectors. It boomed with growth rates of over 30 per cent. But in the last two years growth has halted, due to world-wide economic problems.

Last year the tourist total was less than the 1974 figures.

The government view of tourism has become far more cautious and cooler.

The plan sets an annual growth rate of 10 per cent for tourism and stresses that this level "in no way indicates government's curtailment of the industry".

Dealing with commerce, manufacturing and trade, DP7 sets a 20 per cent a year growth rate for the export of locally-manufactured products and promises vigorous efforts to stimulate new industries making goods to reduce imports.

Abolition of commonwealth tariff preference in 1974 has not, so far, radically altered Fiji's trade patterns, but there are signs that changes are under way.

While Australia, New Zealand and Britain supplied more than half the

imports in 1974, a group of 10 Asian export countries increased their combined hold on the Fiji market from 10.4 per cent in 1965 to 16.6 per cent in 1974—displacing Britain and New Zealand in the process.

This trend will continue, the plan forecasts.

The planners warn that, despite the huge investment to be made in hydro-electric power, the country could still be facing serious power problems in the early 1980s.

The hydro-power schemes will produce a total of 121 megawatts of power compared with the 83 megawatts produced by existing oil-fuelled power stations. Yet, say the planners, it is possible that the entire hydro-power output could be taken by a copper mine likely to open at Namosi, 25 miles inland from Suva, while a pulp mill due to open in south-eastern Viti Levu in conjunction with the pine schemes would also have big power needs.

Hoping to further lessen dependence on imported fuels, the government will embark on a \$2,000,000 investigation of 86 known geothermal sites, hoping that some can be tapped for power, and also carry out research aimed at harnessing solar, wind and gas forms of energy.

Education plans call for the continued revision of school curricula and, at least, 10 years school for every child wanting it. School fees will be progressively scrapped.

Consideration is being given to increasing the time schools are occupied from 1,200 to 1,800 hours a year. Some big secondary schools will operate from 8.30 am to 1 pm for one lot of pupils and from 1 pm to 5.30 pm for a second lot.

Where's all the money coming from? The plan will draw 22 per cent from the government's general revenues and it is hoped to get 50 per cent from lending agencies such as the World Bank and in overseas aid. The balance, it says, will be borrowed from local sources. Chief source of local loans will be the Fiji National Provident Fund, to which every regular worker in Fiji must compulsorily contribute six per cent of his earnings and his employer a matching amount.

The FNPF, the planners reckon, should supply \$70,000,000.

A stock exchange will be opened and legislation will be enacted to ensure that foreign insurance firms operating in Fiji channel very much more of their income into local development instead of sending it abroad.

Deaths of Islands People

Mgr J. A. L. Guerrero

Monsignor Jose Ada Leon Guerrero, Chancellor of the Diocese of Agaña and secretary to Bishop Flores, died in Guam on December 21, aged 50. He was born in Saipan.

He graduated from George Washington High School, Guam, in 1946, and studied for the priesthood at the Aquinas College, Michigan, and St Patrick's seminary, Menlo

Park, California. He was ordained in June, 1955, and became a Papal Chamberlain with the title of monsignor in 1963.

Monsignor Guerrero was chaplain of the Guam Legislature. He was a member of the board of the Bank of Guam and of the board of trustees of the Medical Centre of the Marianas. He is survived by his mother, two brothers and two sisters.

Mrs S. H. Yaeman

Mrs Susan Mary Yaeman, who lived on Norfolk Island most of her life, died there on December 23, aged 72. She was born on the island. In 1948 she married Eddie Yaeman, who survives her.

Mr P. W. Quintal

Mr Percy William Quintal, a Norfolk Islander, who followed a number of callings, died on Christmas Day, aged 75. At various times he was a whaler, a plantation manager in the Solomons, a drover, a water-side worker, a farmer and a soldier.

Elder Carnis

Elder Carnis, of Unua, Malekula, New Hebrides, died recently. He was 100. He was 41 when he first went to school at his home village. He then went to what is now Tangoa Bible School, South Santo. In 1926, he returned to Unua as elder, working with the bush people, and later setting up a school in the Big Nambas area. He was also the first elder of Paton village, near Unua.

Senator L. Faliu

An American Samoa senator, Lualemana Faliu, aged 52, was shot dead while visiting the island of Savaii in Western Samoa in December. Senator Faliu was sleeping at a village, where he had taken the body of a man who had died in American Samoa, when he was killed. A man was later arrested.

Mr Neville Chatfield

The death occurred in Grafton, NSW, in December of Mr Neville Chatfield, who was closely identified with the Pacific Islands before World War I. He was 91.

Mr Chatfield for 12 years until 1914, plied the Central and South Pacific as a "supercargo" (agent's representative), in Burns Philp steamers and schooners, visiting almost every island in those areas.

Although he never returned to the Pacific after the war, he established in Sydney an importing-exporting business, and carried on, almost for the rest of his long life, a correspondence with Island people. His memory for detail was quite extraordinary, and Mr Chatfield wrote many articles and letters for PIM over the years, usually under the pen name of "Supercargo". Most of his stories dealt with personalities and historical events surrounding the old Gilbert & Ellice Islands, and the Marshall, Carolines and Marianas in the German days.

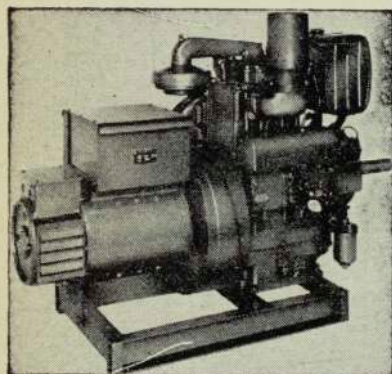
He retired from Sydney to a Grafton nursing home about three years ago.

Last October he was present at the unveiling of a plaque in Grafton to one of the BP ships he sailed in, the Induna, whose bones are on the bank of the Clarence River.

Mr Chatfield's wife died in 1958 and he leaves two daughters.

● In the Deaths of Island People in December PIM, it was reported that Mr Anthony George Thackeray Carver has died. His first name should have been given as Ashley.

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Independent Santo!

From p 12

investment in the New Hebrides by Caledonians (cattle industry) is regarded as highly beneficial while Australian companies setting up in the condominium have always been treated with suspicion by the French who openly in their Press interpret their presence as a desire by Australia to take over from the UK and establish an Australian empire in the South Pacific.

On the subject of investment, Jimmy Stevens was quoted as saying that the French authorities were welcome on the island provided they were prepared to invest. The French Pacific Press was also quick to claim that Nagriamel has the "substantial" financial backing of Hawaii businessman Mr Peacock, who was interested in carrying out subdivisions for land sales in the New Hebrides.

Another backer is believed to be American (or Minerva Republican) Mike Oliver, who, in 1972, emerged as a parent of the Republic of Minerva, the reef in Tongan waters. The republic, which was to have been a city built on the reef, was but a foetus in the minds of a business group until it was aborted by King Taufa'ahau Tupou IV, of Tonga. The king annexed the reef

in the name of the Kingdom of Tonga.

Mr Oliver has been spending some time in the New Hebrides.

The French government-sponsored press gave extensive coverage to Jimmy Stevens' outburst against the British. Of course, there is no doubt about which power wants to stay in the New Hebrides and about which neighbouring nation she most wants to keep out.

France is anxious to fortify her position in the New Hebrides, which helps her stand in New Caledonia, in Tahiti and in the whole Pacific. And France, ever scheming and flirtatious, is prepared to bestow her favours upon whatever other powers may be useful in helping keep off the one she sees as her prime rival in the South Seas, Australia.

These seductive favours could amount to a skilfully-devised land deal with the Americans here, a kindly gesture of a hotel deal with the Japanese there . . . all on the understanding of course that France be maintained as mistress of the New Hebrides.

Moreover, the expense is so slight: a few planes to fly in voters here, or boats to ship supporters across there . . . and, as Britain has so much more to worry about far off in the EEC, a little harassment could soon wear her out!

Around the middle of January, one of Nagriamel's envoys to the UN, Mr James Garae Bakeo (70), who describes himself as Nagriamel's Foreign Minister, arrived in Fiji seeking Fijian recognition for the new State of Santo. He claimed that his federation now ruled all the islands in the north of the group. They had their own flag, the Nagriamel symbol (the nagria and namele plants) with a black and a white hand clasped in racial unity on a blue background.

PACSEC 76

Police, fire brigade officers and others in the Islands interested in security, fire prevention and industrial safety are invited to the Second Pacific Security Exhibition and Convention which opens for three days from April 14 in the Exhibition Building in Melbourne.

The exhibition, sponsored by the Australian Security Industry Association and police forces and other appropriate bodies in Australia, will cover more than 5,000 square feet, showing the latest equipment services and technology from around the world.

Further details can be obtained from Peter Daniel & Co Pty Ltd, 11 Clarke Street, Crows Nest, Sydney (tel. 431235).

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EXPORTERS TO THE PACIFIC ISLANDS

FROM P 13

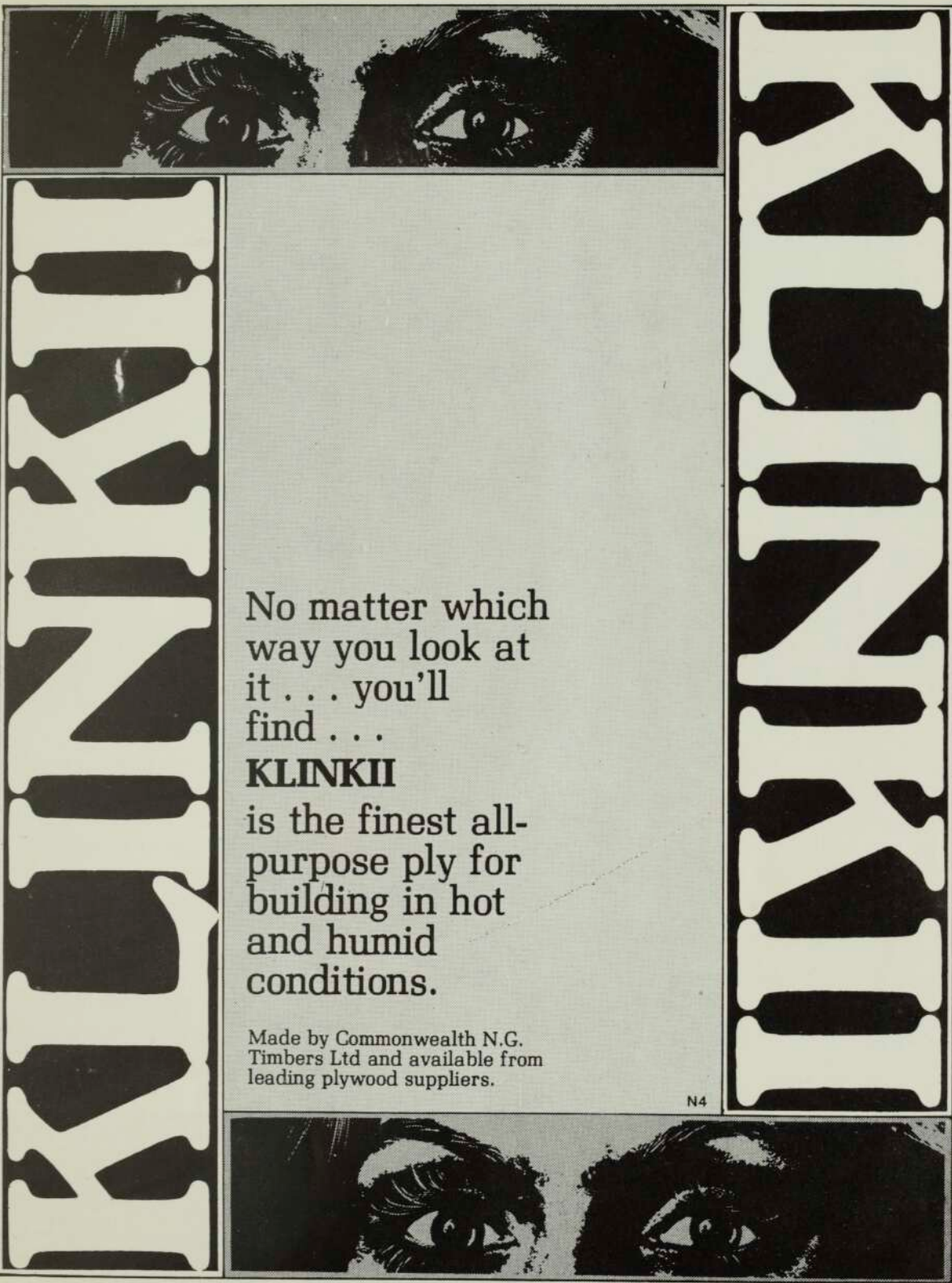
New Hebrides have growing move-
ments calling for independence and
this on the eve of the arrival of
French Overseas Territories Minister,
Olivier Stirn, expected in Noumea
by early February.

Some observers would see the
bitter confrontation since December
27 as a repeat of past French ad-
ministration performances in allow-
ing, if not inciting, Melanesian vio-
lence to overflow, thereby frightening
the Europeans and thus giving
France another opportunity to sup-
press opposition and declare that
her presence is essential to maintain
the peace between what would
allegedly otherwise be economic
exploitation (of the Melanesians) or
death (of the Europeans).

Mr Uregui, leader of the Union
Multiraciale Party, in an attempt to
enlist support in Fiji and, perhaps,
have Fiji's delegation at the United
Nations raise the matter there, visited
Fiji in the second week in January.

He had a meeting with Fiji's
Deputy Prime Minister, Ratu Sir
Penaia Ganilau. Later, he saw com-
mittee members of the Conference
for a Nuclear Free Pacific and said
that, after the fatal shooting, the
administration censored radio, tele-
vision and newspaper reports.

• The Niue Hotel, opened in
March, 1975, had accommodated
only 20 tourists by about the end
of November. The hotel which cost
about \$220,000, was paid for by NZ
government grants. It can accommo-
date up to 40 guests. In an effort to
boost the tourist industry for the
island, room tariffs have been halved
till March 31.



The advertisement for KLINKII plywood is framed by a large, bold, black and white border. The word "KLINKII" is written vertically in a large, stylized, blocky font on both the left and right sides. At the top and bottom of the page, there are two pairs of eyes looking out, rendered in a high-contrast, graphic style. The central area is a light gray rectangle containing text.

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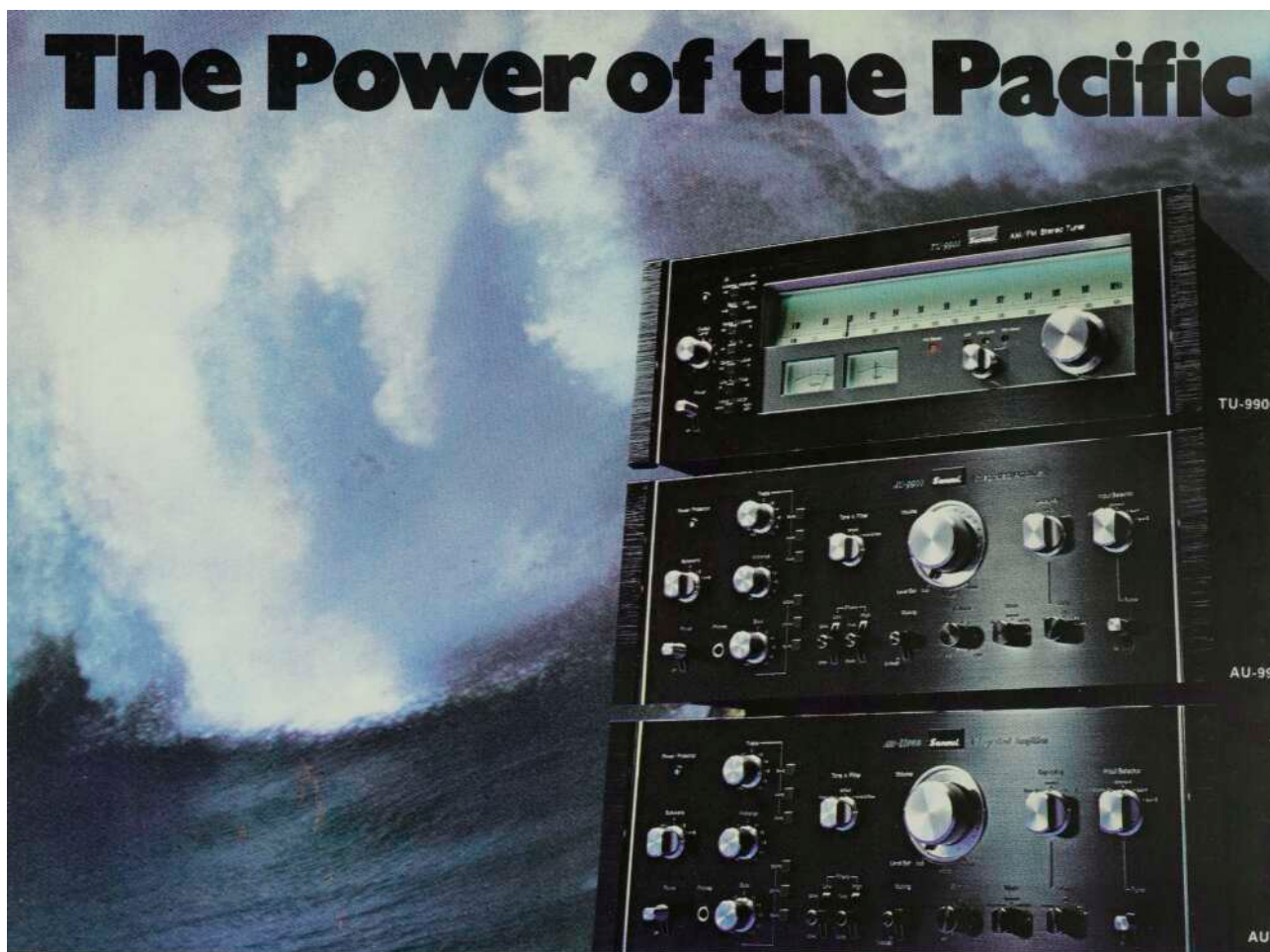
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