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Up Front with the Publisher

Some colour has gone from Papua New Guinea's Government House with the resignation in February of the Governor-General, Sir John Guise. Sir John wants to contest the general elections in May. One might wonder what could be so attractive about the political hustings that a man would voluntarily relinquish the privileges and honour of the highest post in the land, that of the Queen's representative, to compete in them. But Sir John Guise has never been a man for doing the obvious, and politics are in his blood. In view of his latest decision it might be more accurate to say that politics are his lifeblood.

I have cause to remember one of the last occasions I met Sir John. It was during the Papua New Guinea independence celebrations of 1975. It was the big day itself. Only that morning Sir John had become the new nation's first Governor-General, and he was now seated on a dais below Independence Hill surrounded on all sides by seated Pacific leaders and heads of state, ambassadors and dignitaries of all kinds from many lands. All were patiently awaiting the arrival of the last guest, Prince Charles, heir to the British Throne, who was only a few minutes away in a cavalcade of cars, police and security men.

You would not have believed the number of security men who were present at that spot on that day. Imelda Marcos, First Lady of the Philippines, had brought a whole planeload of them for herself, and there was not one leader in the vast assortment who was not being watched over from behind dark glasses by men who had, as the thriller stories have it, tell-tale bulges beneath their coats.

You can imagine, then, my mounting horror when I detected Sir John apparently beckoning to me from across the no man's land that separated that great tier of VIPs from the roped-in press enclosure, where literally hundreds of us appeared to be under armed

guard. I hoped it wasn't happening, and I looked behind me to see whether it was really some security man that the Governor-General was attempting to attract.

But it was me he seemed to want.

Bravely I stepped into no man's land and marched purposefully and smartly across the open ground between us expecting any moment to hear a shot ring out, or to have a security man take a flying tackle.

I climbed the steps of the dais, and in full view of the waiting throng walked up to the seated Governor-General and went down on one knee.

"Stuart", said the Governor-General. "Would you be free for lunch tomorrow?"

"Yes sir", I said, a little shaken, probably at my narrow escape from assassination.

"I am having all the departmental heads into lunch and it might be useful for you to come along too".

"Thank you, sir", I said. And there was a great fanfare as Prince Charles's entourage rolled into view!

Well, it was a very good lunch at Government House. In other ways it was like no other function that I ever attended at Government House.

The new Governor-General didn't stand on his dignity. We all wore open-necked shirts. He got the beers himself and handed them out. And when it came time to go into lunch there was no formal arrangement at the vast table.

"Find yourselves a seat", said the Governor-General.

When we did there was, luckily, one seat left, at no particular part of the table, and Sir John sat in that — the last of us to sit down.

That lunch was the most relaxed lunch I've had in any Government House anywhere, or in most other houses for that matter.

Sir John that day set a Vice-regal style which he carried on through his entire period as Governor-General. As I said, some colour has now gone from Government House! Fortunately, the personality behind it is not lost to Papua New Guinea.

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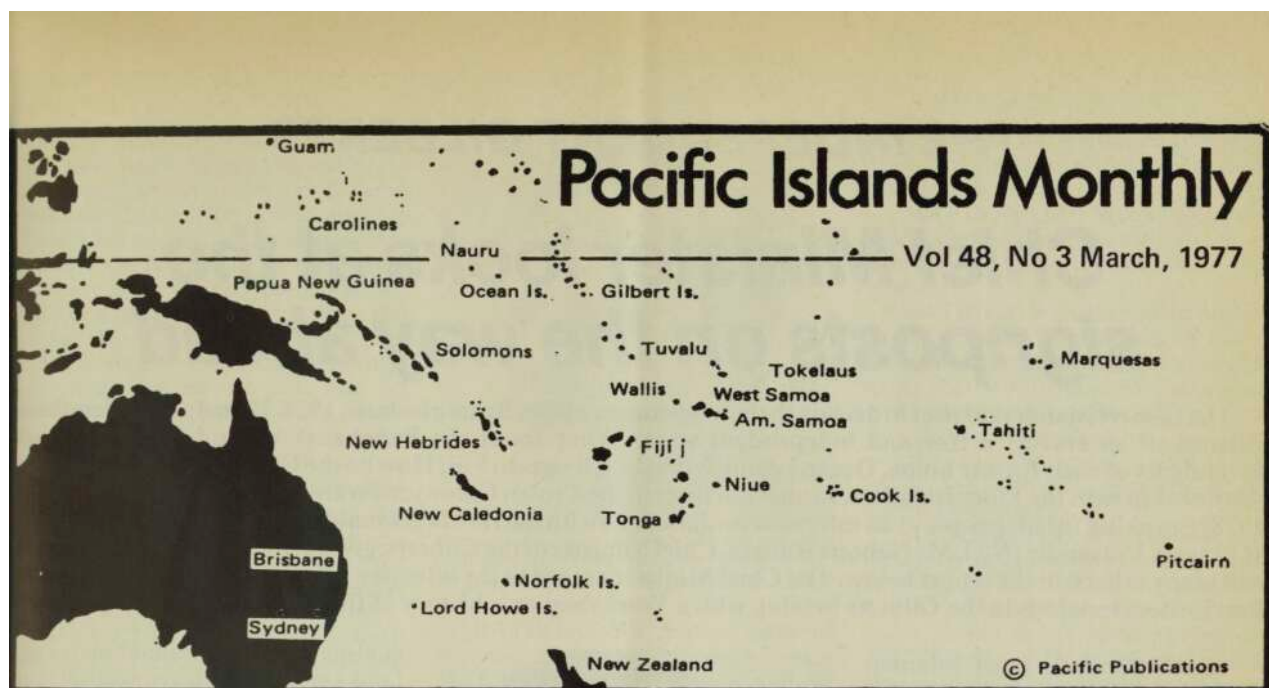
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OUR COVER

We don't know how long it took to make up this boy from the PNG Southern Highlands but he's a walking, dancing work of art. The boy, who was made up for an important sing-sing, was featured in the PNG film "... and then came dawn", which won for its producer Karl-Heinz Stellmach and his film company the first prize at an Italian film festival and an award from the Human Rights Association.

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THE INDEPENDENT GILBERTS

Chief Minister looks at the signposts on the way ahead

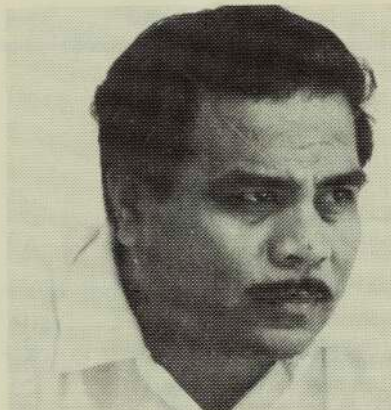
The Gilbert islanders expect to declare their independence from Britain in June, 1978. How do they view their chances of success as a free and independent state? What about the Banabans' demand for transfer of sovereignty of their former home, Ocean Island, from the Gilberts to Fiji? How do the Gilbertese see their future relationship with the Ellice islanders, former partners in the Crown Colony, who also hope for independence in 1978? Speaking for his people in an interview on January 6 with Barrie MacDonald, Lecturer in Pacific History at Massey University (NZ), Mr Naboua Ratieta, Chief Minister of the Gilberts, gives answers to these questions, and many others, in the report below. The Chief Minister agreed to the interview provided it appeared in PIM. Barrie MacDonald is in the Gilberts helping with a Workshop on a history of the Gilbertese people.

MACDONALD: Chief Minister, shortly after your return from the constitutional talks in London, you announced that self-government would be introduced on November 1, 1976; the British Government then put the date back to January 1, 1977. Why?

RATIETA: I think it was because the British Government acted for political expediency; I think they would like to please other people, other than the Gilberts and they would like to show that they are giving all the chances to try to make peace with everybody concerned — like us, the Rabi Islanders and the Fijians (because the Ocean Islanders are citizens of Fiji now). Also, because they said they believed that the decision of the court could have a bearing on the implementation of self-government if we were given it on November 1 before the court decision came out, so they asked us to defer the thing until January 1.

MACDONALD: In the House of Assembly's recent meeting you introduced a motion which criticised the intervention of third parties in your relationship with the British Government. You did not name names at that time but the motion was apparently directed at Fiji. Was this the case, and how has this incident affected your relationship with Fiji and other Pacific countries?

RATIETA: Well, in the interests of regionalism I thought that Fiji should not have intervened in these cases without consulting us because, after all, we are moving towards a fuller consultation between sovereign nations in the Pacific and if one leader of one nation goes behind the others'



Mr. Ratieta

backs and does his thing with the British Government then I think it is not in the interests of co-operation as friendly neighbours.

MACDONALD: Do you intend to raise this issue at the next meeting of the South Pacific Forum?

RATIETA: I don't know. I think things have cooled off and people, despite their first angry reaction to this intervention, seem to be able to understand Fiji's position now as acting on behalf of its citizens, the Banabans, and not, as before, of trying to become an impartial mediator.

MACDONALD: What was your reaction to the court decisions on the Banaban case?

RATIETA: I think we are very happy that there is nothing in the judgments in these cases that affects us or our independence, or our internal self-government, or our share of the royalties.

MACDONALD: Do you expect further talks on independence?

RATIETA: I made it clear to the

minister in London responsible for us, Lord Goronwy-Roberts, that there is no point in us meeting with the Banabans or anybody else if the Banabans insist on not considering anything but independence.

MACDONALD: Would you continue to oppose independence for Ocean Island after the exhaustion of phosphates in 1978?

RATIETA: Yes, we oppose independence not because of phosphate but as a matter of principle. It is one of our islands and it is not going to be taken by another country.

MACDONALD: Would you envisage Ocean Island being inhabited or used in any way after the exhaustion of phosphates?

RATIETA: Well, we thought it was going to be a very expensive exercise to live on Ocean Island after the exhaustion of phosphates but if some Ocean Islanders insist on living there then I think we should give them some kind of services.

MACDONALD: Phosphate is expected to finish in the second half of 1978, a few months after Gilbert Islands independence. What are the chances of the independent Gilberts being able to meet recurrent costs of government?

RATIETA: As far as using our reserves is concerned, we have about \$35 million in our reserves which is being kept by our brokers in London (James Capel). If we have to use those to balance our budget, provided we do not exceed our recurrent expenditure as at present, it will take about seven years to finish our royalties but we are planning to cut down unnecessary expenditure and also to find other means of supplementing our income,

for example by fisheries. As you know, we have been negotiating with the Japanese to establish a fisheries industry here. They came here in December and had an on-shore-based survey. On the results of this survey they are going to send another survey which is going to bring a ship. But thing that the Japanese have been emphasising to us is that their hands are tied because we are not yet independent and, maybe when we are independent, they can give us more money; as you know they will not then be restricted by their regulations governing their aid to other countries.

MACDONALD: You said the reserves might last seven years; do you expect to use the capital of the reserve fund as well as the interest from it?

RATIETA: We don't want to but if we have to use the capital and interest it will take only seven years to finish the reserves but we hope by that time we will have discovered other income. We are hoping that the brine shrimp industry at Christmas Island will come into production very shortly.

MACDONALD: As far as the development budget is concerned, your major source of aid is still the United Kingdom with, for 1977, about \$2.7 million, about \$1 million from Australia and about \$.2 million from New Zealand. Do you expect this pattern of aid to continue and do you expect, or hope for, any change with self-government or independence?

RATIETA: As I said, the Japanese said they will be able to give us more money after independence and we are hoping that, because we are nearer to the Australians and the New Zealanders, and because they think they would like to increase their aid to the Pacific countries, we might get more from them as time goes on. We are determined that in our independence talks we should be able to get something from the British Government like the Seychelles are getting. They have managed to get a deal that the British Government will balance their recurrent budget for the next five years after independence.

MACDONALD: So you will be looking for specific guarantees for development capital and perhaps, even, for recurrent expenditure?

RATIETA: Yes.

MACDONALD: The local contribution to development expenditure for 1977 is about \$1.5 million. One of the major budgeted areas for this expenditure is the purchase of Fanning and Washington islands; what is the



Gilbert's Governor Mr John Smith and most probably, its finest Governor-General, present state of negotiations with Burns Philp on this?

RATIETA: We sent a team of negotiators, headed by our Minister for Commerce and Industry, and, so far, we have offered Burns Philp a price for Fanning and Washington of \$250,000 based on the figures produced by Burns Philp for the last six years. Burns Philp have argued that the price should be fixed on a market price — the price they might have expected if the islands had been sold on a free market. Basing their argument on this, Burns Philp set a price of \$3.5 million for the two islands. We do not accept their figures and so have come to a stalemate.

MACDONALD: Is there any chance of Burns Philp selling Fanning and Washington on an open market?

RATIETA: I don't think so,

because under our legislation alienated land can only be sold to Gilbertese people or to the government.

MACDONALD: Would you consider compulsory acquisition if a satisfactory solution cannot be reached?

RATIETA: Well, there is the power in the Crown Acquisitions of Land Ordinance but we haven't envisaged using that at this stage. We have also been advised by our law officers that by paying compensation we can acquire it under the title and without using the Crown Acquisitions of Lands Ordinances.

MACDONALD: The other major area for locally-financed development expenditure for 1977 is the Defence Force. \$250,000 has already been spent, \$1 million having been voted for 1977 as well as \$250,000 for recurrent expenditure. A number of roles have been suggested for this Defence Force; what do you see as its primary role?

RATIETA: There are two primary functions of the Defence Force as we see it. One is for internal security. The Defence Force will act as a sort of insurance policy against things getting wrong with the state. I think a recurrent expenditure of about \$250,000 will be a small premium for seeing that the nation doesn't break down through unforeseen circumstances.

The other role is the rural development role that we saw in Tonga and in Fiji. They use their defence forces for things like making bridges

PNG'S EVENTFUL FEBRUARY



The new GG

In Papua New Guinea in February, Governor-General Sir John Guise resigned to contest the coming general elections. National Parliament elected to succeed him Mr Tore Lokoloko, 48, an Opposition front benchman and an MP since 1968. Only other nominee was National Party leader Thomas Kavali.

Other PNG developments in February:

- Charges by Mr Oala-Oala Rarua, former High Commissioner to Australia and now chairman of the Papua Besena organisation, that Sir John had resigned to "get on the right side" because the government of which he had formerly been a member "looked like losing the coming elections"

- The arrival of the Australian Prime Minister, Mr Malcolm Fraser, on a State visit

- Adoption by the PNG Parliament of legislation empowering the government to make a unilateral declaration delimiting PNG borders, and subsequent talks between Messrs Somare and Fraser which ended with an "agreement" that PNG would not use the legislation to influence the dispute between their two governments over the PNG border in the Torres Strait area.

and causeways and we are also envisaging that we will do the same thing here with our Defence Force — helping the councils.

Another thing is that the Defence Force will also perform some of the ceremonial duties that the police are doing now.

MACDONALD: Is this Defence Force seen as a strike-breaking unit?

RATIETA: Strikes are lawful under our legislation but if the strikers do break laws like starting to burn the place down or looting shops or any of these things, then we would need a force trained to contain them.

MACDONALD: In a strike, would the force be used to run essential services?

RATIETA: It could be.

MACDONALD: If the primary function is internal security, why could this not be achieved by extending the present police force?

RATIETA: We are advised that the police as a law enforcement agency would not be able to do things that a well-trained and mobile security force could do. And we are cutting down on the police force where the Defence Force is taking over things previously done by them.

MACDONALD: 1976 also saw the final separation of the Ellice from the Gilberts with the Ellice becoming a separate dependency under the name Tuvalu. What have been the main implications of this partition for the Gilbert Islands?

RATIETA: It seems that the Gilbertese have more jobs available to them. We've suffered in certain areas but we've managed so far, in others, say in the field of doctors, to continue employing Tuvaluan doctors here.

MACDONALD: How would you describe the present relationship between Tuvalu and the Gilbert Islands?

RATIETA: As amicable as ever.

MACDONALD: Has there been any noticeable effect from the loss of Ellice civil servants — a loss of efficiency or a drop in standards?

RATIETA: We have not felt that very much because, in cases where Gilbertese cannot cope, we have employed expatriates.

MACDONALD: How many expatriates have you employed as a direct result of separation?

RATIETA: I think we have increased by perhaps half-a-dozen.

MACDONALD: How many expatriates are in the civil service and the Development Authority?

RATIETA: About 160.

MACDONALD: Are there timetables for the localisation of these positions or timetables for localisation you want to meet before independence?

RATIETA: We have a Select Committee to go into this problem and its report is being considered by government at the moment. We have extended the terms of reference; before, committees have usually done this exercise for the Civil Service only. But this last Select Committee has considered the Development Authority employees as well. I don't think the Gilberts will ever get rid of all its expatriates but we will try to make them as few as possible.

MACDONALD: Are you satisfied with the present rate of localisation?

RATIETA: Yes, in a sense, because the driving force behind localisation before — when we had a colonial type of government — was that we would like to get Gilbertese to be policy makers and now, with a ministerial system, Gilbertese people are policy makers so it doesn't really matter now who does what. But so long as we know that the Gilbertese people are the bosses around the place the main thing now is to get jobs for the Gilbertese people.

MACDONALD: The ministerial system has now been in operation for about three years and you have been Chief Minister for that time. What have been the major developments and changes in your role in that time?

RATIETA: When we had the membership system, just before the ministerial system, we did not know what to do and it was a rather frustrating experience for us. But as the Governor at that time pointed out, it was a time for learning, and we were certainly learning. With the advent of the ministerial system we changed from being inactive to being active in the field of policy-making and that has made, I think, most of our ministers feel more self-confident.

MACDONALD: What have been the major difficulties or frustrations?

RATIETA: I think the major frustration is that we can't do as much as we would like to because of the constraints of finance and the time taken on preparing a project here and getting it approved by the Foreign Commonwealth Office, which is not easy.

Continued on p. 76

TUVALU SETS THE DATE FOR INDEPENDENCE

The most significant even during Tuvalu's December budget meeting in the House of Assembly was the unanimous passing of a motion introduced by Chief Minister Toalipi Lauti, calling for the setting up of a constitutional committee and informing the United Kingdom that Tuvalu wishes to go independent in 1978.

All members spoke enthusiastically in support of the motion, though one or two expressed doubts about the country's economy. Mr Isa Paeniu said that those who did not want to live without their colonial masters could always emigrate to French Polynesia or New Caledonia!

Members of the constitutional committee was limited to the elected members of the House under the Chief Minister's chairmanship.

Strenuous touring programme is being carried out with two days of meetings on each island. The Attorney-General, Mr J.A.B. Disney, is accompanying the committee as adviser and Mr Ionatana Ionatana (ex-Chief of Police, but now an administrative officer) is secretary. The committee expects to report to the next assembly meeting in April.

At the committee's first meeting, a timetable leading to independence on October 1, 1978, was agreed. October 1 is Tuvalu Day, and was the date in 1975 when legal separation from the Gilberts was achieved. It is likely that a constitutional conference in London in March, 1978, will be proposed.

In November, Professor David Murray of the University of the South Pacific paid a 10-day visit to the colony, at the invitation of Commissioner Tom Layng, and held a series of seminars with politicians, civil servants, church leaders and members of the public.

He also visited two of the outer islands and was able to explain some of the constitutional possibilities open to an independent Tuvalu.

His meetings provoked much lively discussion, and some quite original ideas were put forward.

Under the present constitution, the life of the current House of Assembly expires on October 1. It is understood that there are plans for a General Election (probably on August 29).

PACIFIC ISLANDS MONTHLY — MARCH, 1977

The heads of tall poppies roll in Western Samoa...

From FELISE VA'A in Apia

These days, if you are a head of a government department in Western Samoa, you are living in fear — a deadly weapon has been unleashed on public servants: the commission of inquiry. The aim of these commissions is to combat bribery and corruption and improve efficiency in government operations. Whether they are succeeding in their tasks remains to be seen but almost invariably the top men have lost their jobs.

Already, three commissions of inquiry have been held. In the first, Saena Hunter, Director of Lands, was fired. In the second, Willie Meredith, Director of Agriculture, did not lose his job but his minister, Muagututia Pinati, was pressured to resign. Other inquiries by the auditor and Public Accounts Committee resulted in the sacking of Vince Brebner, Controller of Customs, along with his top assistant, as well as the dismissal of Tuataga Te'o, secretary for Health and the accountant, Lamusitele Sio — currently chairman of the Public Accounts Committee. Now in the latest commission of inquiry held late 1976, Lavea Lio, Commissioner of Police, and Pa'u Young, Superintendent of Police, have both been sacked, effectively from January this year.

The Commission of Inquiry into the Department of Police and Prisons found much corruption, a high level of inefficiency, a drastic drop in morale, an extreme lack of training and motivation and the existence of brutality, and inhumane treatment of suspects and prisoners. In its report, the commission said: "It remains to be considered upon whom the responsibility for this alarming state of affairs must rest. We have no hesitation in placing full responsibility for this state of affairs on the two top commissioned officers, namely the Commissioner and the Superintendent."

In the commissioner's case, one of the most serious findings against him was that, though he was aware of some allegations of bribery, he did not take any action. In the last analysis, the level of efficiency in the running of the department is reflected by the quality of leadership.



Samoan Prime Minister Tupuola Efi who has inherited some knotty problems in government departments.

The level of efficiency was so low and, therefore, the quality of the top leadership must be low. Therefore, the commissioner and the superintendent must be replaced, the commission reasoned.

There is general agreement here that the members of the commission were highly qualified for the task. The chairman was G. J. Donne, former Chief Justice of Western Samoa; Sir Angus Sharp, a former Commissioner of Police in New Zealand; H. H. Bisset, another expert on police matters and Tamaseu Papa, a Samoan *matai*, who replaced Herbert Clarke, a local barrister and solicitor, who died in a motor vehicle accident last year.

The commission found there was widespread bribery in the force, particularly among traffic personnel. This has arisen through payments of money to policemen by traffic violators who hoped, thereby, to escape prosecution. Bribes were also paid to obtain a warrant of fitness for a defective motor vehicle. In some instances, certain police officers had obtained loans they never intended to repay except that the lender would receive favourable consideration in police matters.

There was also evidence that the police had failed to pursue complaints and press charges in criminal matters, suggesting ulterior motives. Perhaps there had been family pressure. Whatever the reason, the commission

found that bribery was facilitated because of inadequate remuneration for members of the police force as well as inept control on the part of superior officers.

"We have received much evidence of brutal and cruel action by members of the police in relation to alleged offenders," the commission said. It then went on to give the details of some cases of brutality. In one case, for instance, "certain defenders who prior to their appearance in court had been in police custody, appeared in court with obvious injuries including puffed eyes; one had a swollen jaw, another a back blackened by bruises and all had blood on their clothes."

"In another case," the commission said, "persons arriving at the Police Headquarters to complain against assaults on them by policemen the previous day in their homes, were kept waiting from 9 am to 3.30 pm. They were then charged with obstructing the police the previous day and placed in custody."

A further case concerned a motorist who double-parked his motor vehicle near the Apia Post Office for which offence he was wrongfully arrested by a policeman and ordered to drive to the Police Station. On arriving at the Police Station he was severely beaten by the policemen and placed in custody."

The commission expressed surprise that though the Police Regulations provided for complaints by the police, there was no procedure laid down to deal with complaints against the police. There was much evidence that complaints against the police had been treated with complete indifference by senior police administrators, and because of their example, by subordinate officers also.

The commission condemned the standard of the strict security block at the main prison at Tafaigata. It said, "We find it inconceivable that this block has been tolerated and condoned for so long. There is no feature in it which we commend. To incarcerate human beings in it is undoubtedly subjecting them if not to inhuman then

certainly to degrading treatment or punishment."

In the same vein, the commission went on: "Even if they (the cells in the block) were in a temperate climate they would not provide sufficient ventilation to safeguard the physical and mental health of an inmate."

"In a tropical climate such as that of Western Samoa, it is surprising that, in fact, there have not been more deaths and suicides of inmates than have been reported in the past."

"The so-called exercise yard would not meet the needs of a reasonable pig farmer for the housing of his stock."

Referring to the women's prison, the commission said the punishment cells were no better than closed boxes with very little ventilation.

In general, the commission's report was a superb one, especially in the recommendations made in regard to a new organisational structure for the police force and prisons system. Though there was nothing in the report saying specifically that the commissioner and superintendent had to be fired, Cabinet's decision in so firing these two officers was in keeping with the spirit of the report.

Another way of looking at the outcome of the commission's inquiry is that the fired commissioner and the superintendent, both well-meaning persons, represent the old order. The state, however, is ready for reform — and the new police bosses will represent the new order. Chief Inspector Sonny Schuster, for many years head of the Criminal Investigations Branch, has been promoted to superintendent. He was highly praised by the commission for the efficiency of his section. And, for the next year or two, Sir Angus Sharp, who was a member of the commission, will be commissioner. He was asked to take this post by the new administration, presumably so that he can train the police force and bring about some of the recommendations made in the commission's report.

There was a certain amount of public outcry against this appointment but it is also felt that he would be the best man for the job required to be done.

Despite all this, some people are still asking whether the firing of the commissioner represented a private vendetta by Talamaiavao Niko, the Minister of Police, who years ago resigned from the police force over a disagreement with the fired commissioner.

...AND FIJI PLANS TO WEED OUT THE GRAFTERS

From ROBERT KEITH-REID in Suva

Corruption has suddenly reared its head as an issue in Fiji — a country whose people tend to think that they are relatively free of it.

This was underlined with the publication of two draft bills through which the ruling Alliance Government plans to zero in on those on the take and the people they take it from.

One bill proposes the appointment of "special investigators" with extraordinary powers to delve into bank accounts and other intimate business affairs of not only corruption suspects, but their immediate relatives.

The other prescribes hefty penalties for those who fall foul of the anti-corruption code.

Offences involving government matters would fetch a fine of up to \$15,000, or seven years gaol, or both. And cases not directly involving the government would incur fines of up to \$10,000, gaol for up to five years, or a combination of both.

On top of the fines and gaol, courts would have power to really exact the state's revenge by ordering the confiscation of wealth judged to have been amassed through corruption.

Modelled on Singapore and Hong Kong legislation, the bills are in part reaction to cases that have caused concern in Fiji in recent months, involving petty sums and minor matters compared with the giant swindles reported daily from the cities of Asia, America and Africa.

But they have been enough to make Fiji Islanders nervous, and in one case spelt personal disaster for a cabinet minister, Mr M. T. Khan.

The country began to get corruption conscious at the time of the Khan affair, a story which accounted for a good deal of local newspaper space through 1976. Earlier in the year, Mr. Khan then Minister for Commerce and Industry, found himself in a fix over the matter of several hundred dollars of building materials — cement, steel and suchlike — he was alleged to have corruptly received from Mr Sennik, managing director of Suva steel rolling mill. Khan strenuously denied the charges from the start. He was acquitted after a trial but the verdict didn't bring the



Sir John Falvey... where there's smoke there's fire.

restoration of his cabinet position that he had resigned when accusations were made against him.

Coupled with his decision to abstain from voting on an important government land tenure bill, the affair prompted a move for his expulsion from the party.

A side feature of Mr Khan's ordeal was the uproar emanating from the Fiji civil service when Attorney-General Sir John Falvey told Parliament that he was discovering far more corruption in government circles than he imagined ever existed.

There were shrieks of indignation from the Fiji Public Service Association — the civil service union — at his implication that any of its members were anything less than honest.

And the Prime Minister, Ratu Sir Kamisese Mara, whose portfolio covers the service, thought it wise to mention that he couldn't quite agree with Sir John. But Sir John, chewing hard on the cigar he invariably wears in his mouth, was unrepentant.

"Where there's smoke there's fire, and in some cases it's a conflagration," he said giving details of the anti-corruption bills in January. He told reporters that he basically stood by his contention that there was a good deal

of rotten material in Fiji's public life.

His office was getting numerous complaints that could not be satisfactorily substantiated. The reason, he explained, was the existing corruption law, dating from between 1889 and 1916, was just not geared to coping with the sophisticated forms of fiddling being carried on in the last quarter of the 20th century.

The Prime Minister took a rather cautious line on the need for the bills.

"It is wise to have legislative provision, perhaps even more as a deterrent than as a corrective" he said.

Corruption was, after all, getting to reach "epidemic" proportions in developing countries and "unless we have a proper ordinance people will continue to indulge themselves in these peccadilloes".

The PM said that under the bills everyone, including politicians, "will have to explain if their bank accounts suddenly take a bump".

A sudden increase of private wealth, particularly if it happens to be out of proportion to an apparently honest citizen's avowed annual income, will be an excuse for the special investigators to get cracking.

Such corruption as exists is certainly not as blatant as that experienced in some countries, where the waving palm of officialdom is the first and the last one (if you want to get an exit visa) encountered.

It's fair to say that most Fiji residents never experience more than a hearsay whiff of it. On the other hand there has been of late a steady traffic in rumours, in which some well-known names have featured, and which Fiji journalists know are the foundation for some sensational stories if only enough evidence could be gathered to fight off counter-action under the country's tough libel laws.

Fiji elections

Fiji's second general election since independence for the House of Representatives will be held from March 19 to April 2. The country is at present governed by the Alliance Party. Elections for the House of Representatives are held every five years.

Kosrae, ex-Kusaie, celebrates its new district status

*From BONIFACIO BASILIUS, ON
Kosrae*

No one present on this wonderful island has any doubt that the four-day celebration marking the initiation of Kosrae as a new district of the Trust Territory of the Pacific Islands has been a resounding success.

That's right, Kosrae. Everyone has known it as Kusaie but times are changing, and the new District Legislature wants it this way. Kosrae is a high island 347 miles south-east of Ponape and its population is about 4,000.

In addition to the presence of the Trust Territory's Acting High Commissioner Peter I. Coleman, his wife and representatives from the Marshalls, Truk, Ponape, Yap and Palau, there were also in attendance Assistant Secretary of Interior Albert Zapanta; various high-ranking defence personnel; White House Representative Thomas Aranda Jr, the 35-piece Navy band from Guam; 145 members of the Kosraean community of Ebeye, their friends and relatives, and 32 people from Kwajalein.

And it cannot be overlooked that the contingent of 270 Nauruans provided lively entertainment each day. And so did the crew members of the MV Cenpac Rounder, the MV Militobi, the MV Robert DeBrum and the USS Abnaki. Contrary to reports, the island of Kosrae did not sink under the weight of all these visitors. However, the Nauruan dancers did register 3.9 on the Richter scale during their singing and dancing performances.

Gentle rains blessed these activities which began on January 4 with a swearing-in ceremony for the new District Administrator, James Pualoa, and other officials, conducted by the Acting High Commissioner.

That evening at Utwe village, the site where the infamous Bully Hayes and his ship met their end many years ago, the residents feted the guests with food and songs.

Wednesday morning highlights included the raising of the colours by the Kosrae police force, and major speeches. Assistant Secretary Zapanta noted the future potential of Kosrae

was great and urged close co-operation with the TT government and with Washington, DC., remarking that many projects such as the new hospital, new high school, and new power plant were all nearing completion and the airport and harbour facilities were in the planning stage.

The newly-elected Nauruan Chief of State Bernard Dowiyogo was unable to be present but he sent best wishes by telegram.

Perhaps the most significant speech of the morning was made by Joab Sigrah, Senator-elect to the Congress of Micronesia representing Kosrae district. He said his people had long requested and dreamed for a separate district status.

"We are grateful that the older generation of our district who have desired these steps for many years will be able to experience and participate in the realisation of that dream. And let me add, we do not view our achieving district status as a separation from Ponape, but a realisation of a cultural, geographic and political reality.

"Let me emphasise that we intend to continue our close ties and friendship with the people of Ponape in the future. By the same token, as a district, we strongly support the desire of the other districts for a Micronesian political family and for a compact of association with the United States of America."

That afternoon and evening, the people of Malem village hosted the visitors at another feast at which songs and dances were also provided by the members of the Kosraean community at Ebeye, the visitors from Nauru and the crew from the Nauruan ship Cenpac Rounder.

On Thursday, the host community was Tafunsak village located on the windward side of the island, where the future airport and harbour will be built.

On Friday, the host village was Lelu, site of the present port facilities and the location of the district offices. The day was highlighted by not only grand feasting and music but by outrigger canoe races and other contests.

SOMARE IN INDONESIA — TWO WORLDS MEET

From GUS SMALES in Port Moresby

Indonesia, adjoining Papua New Guinea and outnumbering it in population by 40 to one, has long projected a bogey image to most Papua New Guineans.

The situation goes back to the early 1960s when Indonesia launched a mini-war (one paratrooper per half mile dropped in darkness) against the Dutch, who then controlled the western half of the New Guinea land mass.

The intervention by the United Nations, the international disavowal of any Dutch rights and Indonesia's subsequent take-over of what is now Irian Jaya became a highly emotive chapter in Asian and Pacific history.

"Liberation" the Indonesians called it, but many Papua New Guineans who recognise an ethnic brotherhood on the western side of their land mass, have never been quite convinced.

For the first time they saw the hardships and inconveniences which a strictly-controlled border can bring to border-dwelling families, and in the years which followed the take-over there have been frequent allegations from border-crossing refugees of Indonesian repression.

In recent years a more sophisticated and doctrinaire attitude has entered the criticism.

So-called Black Power supporters in Papua New Guinea have branded Indonesia as a neo-colonialist nation intruding on Melanesia, and in one incident which strained the official friendship between the two countries, university students in Port Moresby trampled an Indonesian flag.

Politicians, too, have not been slow to sense the feeling of the electorate and in a milder way have added to the erosion of the Indonesian popularity poll.

The practically-minded Papua New Guinea Government has found itself in an invidious position, balancing on one hand the obvious need for a peaceful co-existence and on the other the more emotional issues at home.

Where Papua New Guinea has been satisfied that border crossers

have a legitimate or humane right under international protocol to remain in Papua New Guinea, refuge has been granted.

Recently 157 permissive residents who came across the border more than five years ago were granted citizenship, a move which irritated Indonesia and added to undercurrents of friction.

Officially the two countries are friendly neighbours; each has an embassy in the other's capital, and of all the borders which Papua New Guinea shares with its neighbours the Indonesian one is the only one properly defined and established by mutual treaty.

Officially, too, the Papua New Guinea Prime Minister, Mr Somare, has always preached friendship, co-operation and close ties with Indonesia, although his comments have often suggested an element of no option in the arrangement.

"You don't annoy a sleeping lion," he told his parliament not long ago, with an eye to the disparity in size, population and strength between the two countries.

This was the background against which Mr Somare recently accepted an invitation from President Suharto of Indonesia and spent a one-week state visit there, leaving behind the political sniping of some of his countrymen who accused him of playing to the Indonesian camp.

The first point which was brought home very quickly to members of Mr Somare's party was that there is little deep-seated similarity between the Indonesian brand of national security and nationhood and the Papua New Guinean brand.

This has nothing to do with the acceptability of co-existence and co-operation, but it strengthened Mr Somare's belief — which he expressed strongly at the end of the tour — that Indonesia is an integral part of South-east Asia and Papua New Guinea is an integral part of the Pacific.

If PNG can be a bridge between two regions it will gladly accept the responsibility, Mr Somare said, but any connection with ASEAN will be



A few minutes after this was taken in the armaments factory at Bandung the Indonesians banned photographs. It was a reaction to Mr. Somare's comment to members of his staff that he was not keen on being photographed looking at weapons.

as an observer and partner — not as a member.

The difference in outlook emerged in a variety of ways as the tour progressed.

Indonesia, for instance, made a great point of demonstrating its military self-sufficiency, something which the Melanesian countries, because of size or outlook, or perhaps a combination of both, usually find fairly tedious.

Mr Somare rushed through a giant armaments factory at Bandung almost as fast as the muzzle velocity of the projectiles which were being demonstrated.

He was embarrassed at being photographed inspecting firearms, but was even more embarrassed when the Indonesians over-reacted by banning cameras with a great deal of fuss and offstage activity among the press party.

Asked to give a reply at the end of the inspection, and presented with a hunting rifle which he wasn't too sure how to handle, Mr Somare searched rapidly for words.

"I see you make irrigation pumps here, too," he said. "This is a great achievement — we could do with pumps like this to bring water to isolated villages."

At a military college he listened to an involved exposition of Indonesian politico-military doctrine and instruction methods, and then startled the Indonesians by telling them

he was not aware of the details of the curriculum at his own Joint Services Training College in Lae.

Immersed in dedication to their own structure, the Indonesians seemed unsure whether Mr Somare was pulling their leg or playing a very deep game.

The large-scale use of military personnel for civilian and security-type duties was another activity which Mr Somare found at odds with his own type of society.

From a political and diplomatic point of view the focal point of the tour — and the point which probably least is known about — was the two-hour private talk held in Jakarta between Mr Somare and President Suharto.

The bones of it emerged in the official and fairly generalised communique which the two leaders released, but the details have yet to be written.

One thing was obvious, however, and that was that Mr Somare came away from the talks much more at ease over his country's relationship with Indonesia.

He is believed to be satisfied that much of the friction over border-crossers arises from military factions directly associated with border affairs, and that the Indonesian leadership puts the border situation into a far more rational perspective.

In the official communique the two leaders agreed that "measures had to be taken" to prevent the border being used by groups who crossed in either direction to plan subversion against the other side.

The two leaders also agreed in the communique that the affairs of East Timor, where Indonesia took over last year, were internal matters for Indonesia.

PNG says "no" to new embassies

The Papua New Guinea Government has rejected applications by the Soviet Union and China to set up embassies in Port Moresby.

A spokesman for the PNG Department of Foreign Affairs said in January that the department did not have the facilities to accommodate any new embassies. It would have to double its size to do so. There are seven embassies and high commissions in Port Moresby.

The spokesman said that Russia and China were not the only countries refused permission to establish embassies in PNG. France and South Korea had also made requests and been turned down.

Changes in PNG diplomatic representation in Australia were announced in the same month by the Prime Minister, Mr Michael Somare. He said the new High Commissioner would be Mr Vincent Eri, previously Consul-General in Sydney. Mr Eri fills the post left vacant following the resignation late last year of Mr Oala Oala Rarua. Mr Eri's position as Consul-General in Sydney will be filled by Mr Austin Sapias, formerly PNG Information Officer in Sydney.



In sisterly pose - Mrs. Somare (left) and Madame Suharto.

From Mr Somare's standpoint this contrasted sharply with Papua New Guinea's earlier attitude in the United Nations, refusing to recognise Indonesia's sovereignty in East Timor.

It is difficult to avoid the conclusion that in the interests of peaceful co-existence Mr Somare made a degree of concession to Indonesian attitudes over the border and the East Timor situations.

Mr Somare strongly denies, however, that he weakened his attitudes in any way, suggesting it is all a matter of interpretation.

In the long run the visit has probably been of great value even if it merely demonstrates that the two countries may not have a great deal in common but can still establish and maintain a sound diplomatic link between South-east Asia and the Pacific Islands.

Torres talks break down

Papua New Guinea and Australia have failed to agree on a Torres Strait border treaty between the two countries, it was revealed at the end of January. Negotiations between the two governments had bogged down on three major Australian demands unacceptable to PNG.

In the National Parliament here the Foreign Minister, Sir Maori Kiki, accused Australia of having failed to discharge its moral obligations to a former colony.

The three Australian demands which have stonewalled the talks were disclosed in parliament by Sir Maori.

They are:

- Within the immediate Torres Strait zone, Australia wants the border to apply to the seabed only, and not to the sea, thus failing to rigidly differentiate fisheries management.

- Australia is claiming sovereignty over eight uninhabited islands on the PNG side of a generally-agreed border (three inhabited islands also claimed by Australia are not in dispute).

- Australia is claiming territorial seas of three nautical miles and fishing rights of 12 miles around the eight uninhabited islands on the PNG side of the border.

Sir Maori said his government was prepared, "To take the necessary action to protect our interests". He did not elaborate on this comment, but his remarks are taken to mean that PNG is seriously considering an approach to the International Court of Justice.

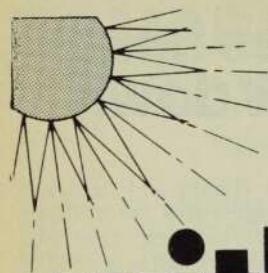
For Australia, this would be an embarrassing development in its hitherto copybook transfer of powers and responsibilities to its former colony.

Negotiations to define an international border between PNG and Australia began more than a year ago after PNG became independent.

Sir Maori reported agreement on a general border line of about 1200 miles which will pass from Indonesia, through Torres Strait and into the Coral Sea.

It will run south of the three inhabited islands of Saibai, Boigu and Dauan, but they would be recognised as Australian enclaves.

Sir Maori also reported general agreement on establishing a protected zone for Australian and PNG islanders



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PACIFIC ISLANDS MONTHLY — MARCH, 19

AUSTIN BERNICKE DEAD

Austin Bernicke, a former leading Nauruan Cabinet Minister, died unexpectedly in Nauru on January 13. He had a little earlier been taken to hospital ill. He was 68.

Austin Bernicke was a Nauruan leader who was an original member of the first Legislative Assembly before independence, and held an original Cabinet post from independence in 1968 right up until the change of government last December. He was Minister for Health & Education in that time.

in the region, and for safeguarding their rights. He said the border would be an agreed sea border for most of its length, but Australia wanted only a seabed boundary in the immediate Torres Strait zone.

PNG could not accept this demand on the grounds that it would store up trouble for the future, and there was an immediate need for a clear definition regarding the waters.

The PNG Government was prepared to accept interim Australian sovereignty over the eight uninhabited islands, but would not accept Australia's claim to all-time sovereignty. Australia's concept of wanting a 12-mile fishing zone round the islands within PNG's border was completely unacceptable.

"This is simply perpetuating the state of affairs that came about as a result of colonising action many years ago. Papua New Guinea cannot be expected to accept the situation where Australia has sea jurisdiction on the basis of a few uninhabited islands a few miles off our coast", he said.

Later, PNG's Foreign Minister criticised the Queensland Premier, Mr Bjelke-Petersen for "continued and unwarranted interference" over the border controversy.

He said the border was entirely a matter for negotiation between the PNG Government and the Australian Government as representatives of their sovereign nations. The negotiations did not concern Mr Bjelke-Petersen, who had no standing in the matter.

Sir Maori added that one of the greatest errors being perpetuated by the Queensland Premier was that a border already existed and that it might be "shifted". That was not true. In international law, no border existed and the purpose of the negotiations with Australia was to define a border.

LISTENING IN! CIA BUGGERS AT WORK ON MICRONESIANS

From TOM BRISLIN on Guam

In the strangest development to date in the oft-criticised relationship between the United States and its "strategic trust" islands in Micronesia, the US Central Intelligence Agency (CIA) has admitted that it has been conducting wiretap surveillance on members of the Congress of Micronesia involved in negotiating a new status with America.

Reported Bob Woodward of the Washington Post revealed the CIA "bugging" early in December. Woodward was the reporter who unearthed the original stories on the "Watergate" bugging scandal. Because of this coincidence, the affair has been dubbed locally the "Microgate" scandal.

Early reports did not make it clear whether the Micronesians had their phones tapped while in Washington (DC) or in their home islands or both.

The US Senate plans an investigation into the affair during the early part of this year.

The Congress of Micronesia has also asked for an investigation by the United Nations Trusteeship Council, with a possible recommendation of censure for the US.

According to early reports, a CIA spokesman said the wiretapping was done in attempts to learn the negotiating positions and strategies the Micronesians would employ in their status talks with the US State Department.

State Department officials, however, have denied requesting, or using, such surreptitiously gained information.

The Attorney-General at the time of the wiretappings, Edward Levi, stated on a nationally-broadcast interview programme (NBC's Meet The Press) that his office never authorised any electronic surveillance of the Micronesians.

Recent US laws have dictated that all wiretaps by federal law enforcement agencies must have the approval of the Attorney-General.

At question, and a key in the upcoming US Senate investigation, is whether the CIA could lawfully conduct such wiretaps.

The CIA cannot, by law, "spy" on US citizens. The CIA spokesman quoted by Woodward gave the opi-

nion that Micronesians are not US citizens, evidenced by the fact that they are negotiating with the US State Department, who deal only with "foreign" governments and people.

However, provisions of the US Constitution have been extended to Micronesia, including freedoms of expression and rights to privacy.

Micronesians are technically "wards" of the US Government, as all the multiple chains of islands were placed "in trust" to the United States by the United Nations following World War II.

The Trusteeship agreement, however, called for the US to foster political autonomy and self-determination for the islands.

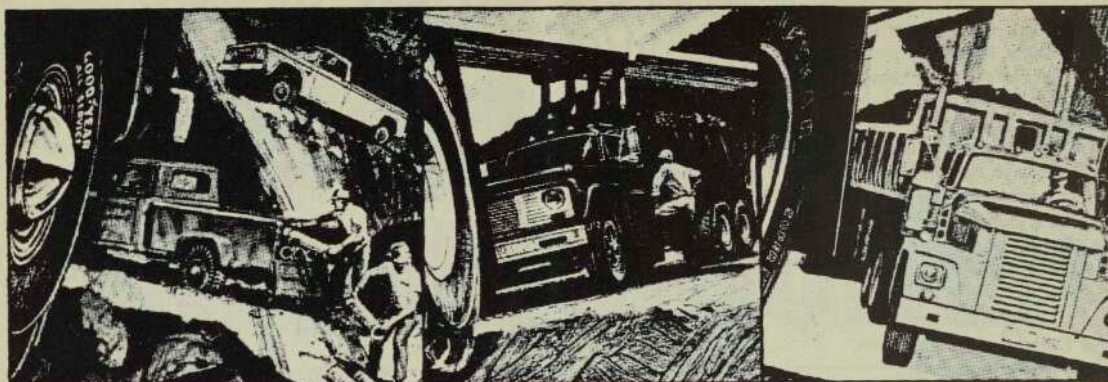
The islands are administered by the US Department of the Interior, as are Guam, the Virgin Islands and American Samoa.

The future political status negotiations are being conducted by the State Department as independence is one of the statuses under consideration, as well as a "Free Associated State," which would call for common defence by the US and constitutional protection, but general immunity from US laws and administration.

The resolution passed by the Congress of Micronesia requesting a United Nations investigation was strongly critical of the US.

In a letter to the Trusteeship Council, Congress of Micronesia Senate President Tosiwo Nakayama and House Speaker Bethwel Henry wrote that while the US "enjoys certain rights pertaining to the maintenance of international peace and security" under the Trusteeship Agreement, the Congress of Micronesia "firmly believes that these rights cannot be exercised at the expense of the administering authority's (US) obligation to promote the political advancement of the people of Micronesia as spelled out in Article Six of the agreement."

The two Micronesian leaders also pointed out that Article Seven of the UN Charter directs the US to "guarantee to the inhabitants of the Trust Territory freedom of conscience, and, subject only to the requirements of public order and securi-



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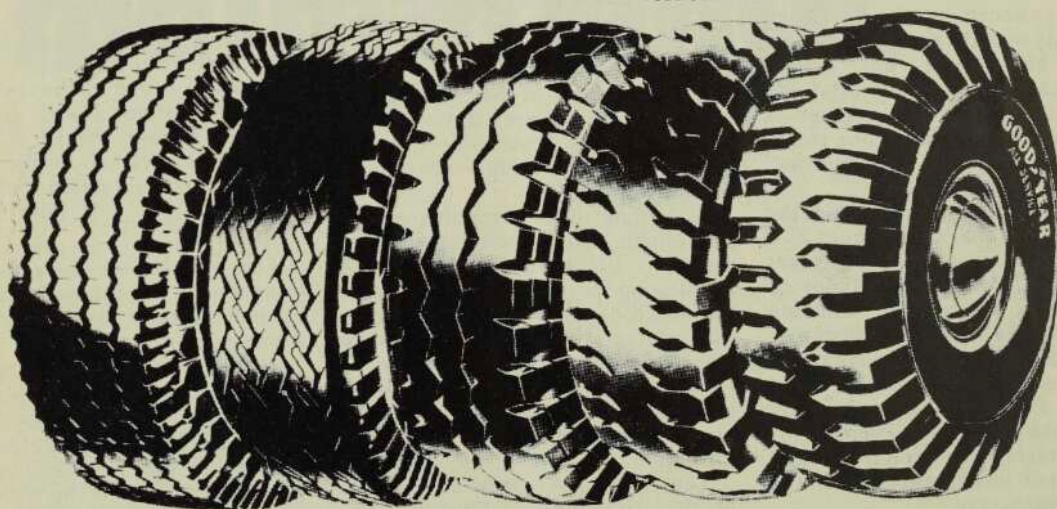
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Susupe Enterprises
Saipan, MARIANA IS.
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P.A.M.I.
Kolonia, PONAPE
Island Transport Service Co.
Majuro, MARSHALL IS.
Yap Cooperative Ass.
Yap, W. CAROLINE IS.
Cook Islands Motor Centre
Rarotonga, COOK IS.

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Boroko Motors Ltd.
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Santo, NEW HEBRIDES
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Service Mobil
Papeete, TAHITI

171-0137

ty, freedom of speech, of the press and of assembly; freedom of worship and of religious teaching; and freedom of migration and movement."

Nakayama and Henry stated that Article Seven does not "allow (the US) to conduct covert (or any other) surveillance against Micronesian citizens to determine the Micronesian negotiating position or to foster disunity in Micronesia."

CIA involvement in Micronesia is apparently not a new development. It is generally rumoured that the CIA established a special "training camp" in Saipan in the Mariana Islands for Nationalist Chinese from Taiwan to mount an invasion of the Communist mainland.

Supposedly, the camp was disbanded following adverse public reaction to the unsuccessful CIA-backed invasion of the Bay of Pigs in Cuba in early 1960.

Reaction on Guam to the "Microgate" affair was critical of the US by the press and electronic media, but did not raise many eyebrows in the local government.

Guam also plans to enter new status talks with the US, but their negotiations will be with the US Interior Department which has no official relationship with the CIA. Since Guamanians are American citizens, local government and status commission leaders expressed doubt that there has been any intelligence-gather surveillance of them.

Since the wiretapping was so well publicised, and since the United Nations will undoubtedly become involved and issue their own report of findings, the "Microgate" affair may prove embarrassing to the United States in negotiations with "real" foreign powers, as charges of alleged "bugging" could stalemate other talks.

FRENCH SULLIVAN

The well-known Australian-based Islands trading firm, C. Sullivan (Holdings) Ltd, has been taken over by the French company, Societe Commerciale de l'Ouest Afrique (SCOA), which is headquartered in Paris. Purchase price was \$1.75 a share for 1.6 million shares. The new owners are retaining the company name and the present management. An injection of new capital, coupled with the Sullivan knowhow in Islands trading, will make the firm a formidable proposition.

What made the Solomons' 'Solo' Go?

From a Honiara correspondent

A kingsize question mark hangs over the resignation from the Solomon Islands Legislative Assembly on December 31, of Mr Solomon Mamaloni, the first Chief Minister of the Solomons and one of the country's most experienced politicians.

Neither Mr Mamaloni nor Government House, which announced the resignation, has given the slightest hint as to the reason for it.

His resignation from his West Makira seat, and the death of Mr Francis Aqorau, member for Vona Vona, Rendova and Tetpari, gave rise to two by-elections which were due to be held on February 18. Given the present climate of Solomon Islands politics, they were expected to be keenly contested.

Mr Mamaloni was appointed the country's first Chief Minister in late 1974 when the Governing Council became the Legislative Assembly with an unchanged membership, and a ministerial system — each government ministry having a Cabinet Minister at its head — was introduced.

His period in office was marked by extensive planning for the economic, political and social development of the Solomons based on what Mr Mamaloni called "the three Ds" — equal distribution of the country's wealth, decentralisation and decolonisation.

Perhaps his major achievement was the introduction of self-government in January 1976, in the face of union opposition. He also handled negotiations with the British Government on outline steps to independence.

He began to put the Solomons on the international map with an overseas tour which took in Papua New Guinea, Japan and New Zealand.

In November, 1975, he resigned as Chief Minister following the Letcher Mint Affair of which he said in a nation-wide broadcast: "Today I resigned from my post because I have caused much embarrassment to my Ministers and the

people of the Solomons as a whole by not informing my Ministers of the minting of coins by the Letcher Mint of California to commemorate internal self-government."

But a month later he bounced back, his colleagues electing him as Chief Minister once again.

He remained in office until the general election in June 1976. In a post-election ballot for the Chief Minister's job he lost to Mr Peter Kenilorea.

In the weeks preceding Mr Mamaloni's resignation as Chief Minister rumours were rife in Honiara about an alleged "Mafia" operating in the Solomons which was out to "get" a number of leading politicians, including Mr Mamaloni. One rumour even suggested an attempt to murder him by poisoning his food.

But well-informed Honiara sources tend to discount such stories. A police spokesman is reported by the official newspaper, Solomon Islands News Drum, as saying that the stories were "without support", and pointed out: "No official complaint has been made to police, nor have any politicians asked for police protection."

Tonga's King awed by Guam weaponry

King Taufa'ahau Tupou IV of Tonga returned from a January visit to Micronesia awed by the vast amount and varieties of weaponry he observed at the US military base on Guam.

Said the king: "In the event of a world war, there will be no safe place in the world to live. It is better to maintain peaceful relations with other countries."

While in Micronesia the king floated a suggestion that Tonga might play host to the controversial "superport" which is under discussion for Palau in the Caroline Islands. But he said his government would need to be satisfied that adequate safeguards were provided against oil pollution.

The king also visited Western Samoa and Nauru.

The King and Queen Halaevalu Mata'aho are to visit Western Samoa again in July for the 15th anniversary celebrations of that country's independence, and in September they will pay a state visit to the Republic of China (Taiwan).

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Industry, Trade & Commerce,
Ministère de l'Industrie et du Commerce,
OTTAWA, CANADA.

EDITOR'S MAILBAG

SLUGGED YACHTIE

The Chief Minister of the Solomon Islands, Mr Peter Kenilorea, has made the following reply to the letter written by American yachtsman Raymond W. Quint (PIM, February):

Thank you for sending me a copy of your letter sent to PIM and for your covering note. I note with some mis-giving your concern in "wanting to give all the assistance possible" to our "very friendly and helpful people", when with such generous heart and with "several hundred dollars to spend" you should moan over a levy of a hundred dollars which will in fact go into revenue to help the people of these islands.

It amazes me and my people to learn how you could come from such a leading democratic nation as the USA and yet believe that one person alone could make laws for a country. The laws of this country are made by an elected legislature and we would expect you or anyone else, whether globe-trotters come by land, sea or air, to abide by these laws, as indeed we would have to abide by your laws if we came to your country.

We genuinely wish every visitor to our country to be happy during his stay here. At the same time, however, we would expect our values, laws and way of life to be respected. We do not wish to be told what to do about our own country.

P. KENILOREA
Chief Minister

Honiara,
Solomon Islands.

THAT'S US ! !

...in the words of a currently popular TV commercial for a leading U.S. cigarette... "You've come a long way, Baby."

The PIM of today is worlds away from the old Pacific Islands Monthly I first read as a GI in the Philippines in 1944 and 1945. In a way, the evolution of PIM matches the rapid forward pace of change in the Pacific. And PIM allows me to keep up with that part of the world.

As a matter of fact in the family battle over who gets the issue of PIM first, I rarely win ... but National

Geographic has been a poor second choice for many years.

I must compliment you and your production staff on a superior editorial and graphic product. Editorially, you stand alone as the Time Magazine of the Pacific. Graphically, the new four-color wrap-around cover, the new PIM cover design and the excellent color reproduction ranks your publication among the leaders in world publishing. That's my opinion and I'm sticking to it.

Professionally, I know the gargantuan task it is to meet each month's deadline ... but you do it consistently, year after year. My only wish is that this agency had clients who could use the advertising pages of PIM. We would need no other media to cover the Pacific.

My congratulations to you and your staff, and best wishes for continuing success.

E.J. Murnane
(Executive Vice-President)
E.H. Brown Advertising Agency,
Chicago, Ill., USA.

A PUBLIC APOLOGY

It was with feelings of shame and horror that I read in PIM (December, 1976) of the harassment and persecution of Samoan and other Pacific Island people by the authorities and police in New Zealand.

As a New Zealander who had the privilege and pleasure of working and living in Western Samoa in the 1960s, and who always received the greatest courtesy and consideration from Samoan people and officials, I would like to make a public apology to all Pacific Island people in New Zealand who have been so mistreated.

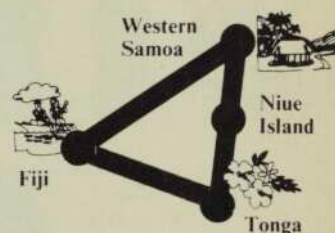
Please remember, Samoa, that not all Kiwis think and act like the ill-mannered crew who are misguiding New Zealand at present.

Please try to forgive the ignorance and intolerance of the New Zealand Government and police,

TOFA SOIFUA
Bruce Turner.

Darwin,
Northern Australia.

The Polynesian Triangle



Its place in the Pacific has shifted

Because now the Polynesian Triangle fare brings a Polynesian holiday much closer. Now when you visit Fiji you can include Tonga, Niue and Western Samoa for very little extra! Talk to your travel agent about working in our Polynesian Triangle fare with your Fiji itinerary. Only US\$253.00* (AUS\$198.00 or NZ\$218.00) more to see three more islands in the beautiful Pacific. Our Polynesian Triangle fare is available all year round with no minimum stopover restrictions and may be purchased while you are in Fiji or before you arrive. Contact your travel agent for more details.

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Concentrated Pea Beu. Even the tiniest droplet kills flies, mosquitoes, all common disease carrying insects.....fast.

of concentrated Pea Beu kills flies, mosquitoes, all common disease carrying



insects fast, so it is indeed a worthy guardian of your family's health and well being.

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Pea Beu - The strong one, makes your home a healthier place.



TROPICALITIES

PNG's bird flies over a garage

Originally made as the model for a decorative fountain to grace Port Moresby's Waigani government complex, a three-metre-high tubular steel and bronze sculpture of a bird of paradise (pictured) now perches on the roof of a garage in the Sydney suburb of Cammeray.

The work of Mr Hal Holman, an Australian who spent more than 10 years in Papua New Guinea, the sculpture was approved for erection at Waigani by the PNG Cabinet in February 1975.

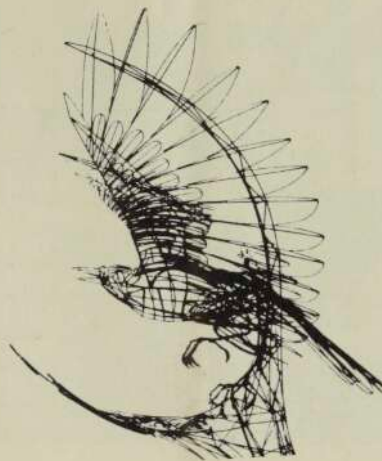
It was to stand 12 metres high, and to spray out water in a simulation of bird of paradise feathers. The cost of \$A100,000 was to be met half by the government and half by public donations, especially from PNG's Chinese community.

But the project was suddenly shelved when a group of Australian and British expatriates, concerned to promote indigenous culture, raised a protest against it. "It was a case of reverse racism," Mr Holman told an Australian newspaper in January. "Pushing blacks in preference to whites."

But he has not given up hope. He wants to interest an Australian government department, a private company or possibly Papua New Guinea House in Sydney in commissioning a full-scale version of the fountain.

Mr Holman said he had a double motive in making the sculpture: to celebrate PNG independence, and to draw attention to the plight of the bird of paradise. "Of the 42 bird of paradise species, six are practically extinct. Urbanisation and the practice of using bird of paradise feathers for ceremonial headdresses at annual sing-sings are wiping the birds out."

Even if his fountain project fell through, Mr Holman can console himself that he has left his mark on his now-independent adopted home of a decade: he is the designer of PNG's official bird of paradise crest, of the



welded bas-relief crest for the Supreme Court building in Port Moresby, and of the cover of the PNG telephone book.

Meanwhile, on its perch in Cammeray, Sydney, his bird of paradise model awaits its fate. Its creator's continuing optimism is well expressed by the fact that the model is illuminated at night.

Emergency! Send for the fire engine

When the international airport was opened at Rarotonga it was equipped with three fire engines. It was agreed that one of the engines would be available for fire-fighting and other tasks outside the airport. Last November the engine proved its worth in a variety of circumstances.

At four o'clock on the afternoon of November 15, the chemist's shop in the premises of the Cook Islands Trading Corporation caught fire. But for the rapid and efficient work of the firemen, the fire would undoubtedly have destroyed the largest commercial premises in the Cook Islands.

One of the perennial problems faced by Rarotongans has been the lack of a sufficient and reliable water supply and at present several water galleries are being constructed in the high valleys.

The Ministry of Supportive Services found that it did not have

enough pumping capacity available to clear the galleries to allow completion of the concreting work. The fire engine was called in and its jump jet was used to empty 150,000 gallons from the gallery in two hours.

Then along came Hurricane Kim, and the motor vessel "Blue Water" was holed when she was thrown against the wharf at Avatiu. The vessel was unable to cope with the inflow of water and was sinking rapidly when the firemen got hoses on to the vessel to pump out the water. As a result the vessel rode out the high seas.

And, finally, a few days before Christmas the Cook Islands Trading Corporation decided to have a children's lolly scramble outside the store in Avarua. Along trundled our ubiquitous fire appliance, carrying a bevy of local beauties who spread the sweets far and wide.

Bouquet from S Africa for Niue's Mr Kalauni

David Smith, born on Niue Island when Mum and Dad were doing their stint there (1909-13 — Dad, the Rev Gavin Smith was a missionary), now lives in South Africa. That country's bureaucracy, after losing the documents he had forwarded to it in an effort to have his passport renewed, recently required him to produce his birth certificate (which was among the documents it had lost).

So, patient David wrote to Niue for a copy of the original. He relates the result in an article printed in a South African newspaper, and reproduced in the Niue paper Tohi Tala Niue in December:

"To my amazement, I received by return post a charming letter from a Mr S. M. Kalauni, Secretary of Justice to the Government of Niue, thanking me for my letter and enclosing a copy of my birth certificate, saying: 'It is no practice of this office to issue documents of this nature until the prescribed fee is paid. However, I am enclosing herewith the certificate number 329-76 with the request that you forward by first possible opportunity the sum of \$NZ2 to cover

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WIA 1256

the expenses involved in producing this document.

"I am also enclosing under cover of this letter pamphlets about Niue which I hope you will find interesting. These are sent with the compliments of the Niue Government."

Mr Smith commented: "What a contrast to the usual departmental correspondence. I found the brochure highly interesting..."

"Written in the Secretary's handwriting alongside photographs in the brochure were remarks like 'This would be your house', and 'This was your father's church'.

"Oh for a civil service like this!"

Solomons schoolboys "hoard of history"

What is described as "a hoard of Solomons history" was discovered in January by a group of students from the Roman Catholic Vocational School at Vanga Point, Kolombangara Island in the Western Solomons.

The boys were hunting for flying foxes when they found a large quantity of old artifacts in a hole near a large stalactite cave of the type often frequented by their prey. The hole was covered by a stone, which they moved aside, revealing the treasure trove.

The off-white coloured shells are of different sizes and designs. Some of them are shell money pieces, others are decorative items such as armlets which were probably worn by chiefs. They had been delicately sawn and polished from clam and other durable sea shells.

The artifacts are believed to have originated from Vella Lavella, Kolombangara and New Georgia. It is surmised that in a past period, when tribal conflicts were rife, people from Vella Lavella and New Georgia took refuge on Kolombangara and dug a number of holes there in which they "banked" their money.

In Honiara, Mr Daniel Miller, archeologist of the Solomon Islands Museum, said it was a valuable find chiefly from the historical point of view.

"These discoveries help us to learn more about the history of the Solomons," he said.

"It is important that when people make these discoveries they leave the ground undisturbed and inform us as



Solomons school boys (from left) John Gili, Boaz and David examining their treasure trove.
Photo: Solomon Islands Information Service

soon as possible.

"Under no circumstances should anyone dig in caves or holes where historical relics are likely to be found." Mr Miller hopes to make an early visit to the Western Solomons and, in particular, look at the site at Vanga Point.

Migrant stream flows backwards

For most of the period from about 1955 to 1975, Cook Islanders migrated in large numbers to New Zealand. Indeed, in some years the loss of population by migration was almost at the same level as the number of children born in the islands. It was characteristic of this population movement that the largest age group represented was that between 16 and 30 years of age. Jobs were plentiful in New Zealand and those Cook Islanders who decided to return to live permanently in their home islands were mainly in the 45-plus age-group.

This pattern of migration is undergoing some change. Quite obviously, the employment position in New Zealand is nowhere as buoyant as it was and the amount of overtime available has decreased. In 1976, a reverse flow of migrants took place and it seems likely to continue for some time.

Tereora College on Rarotonga experienced an inflow of pupils returning from New Zealand, quite the

reverse of the usual pattern.

It appears that relatives in New Zealand are having difficulty in supporting school-age pupils in New Zealand and are returning them to their relatives in the islands. The numbers involved have been so significant that the principal of Tereora College has used the New Zealand Education Gazette to ask the principals of New Zealand secondary schools to inform him about Cook Islands pupils whom they know are about to return to Rarotonga.

Bid to save the hawksbill turtle

Tough new laws to protect the hawksbill turtle have been introduced in the US Trust Territory of the Pacific.

According to Micronesian News Service, it is now illegal to kill, take, sell or transport hawksbill turtles of any size at any time in the Trust Territory.

The hawksbill turtle is native to the area, and has been hunted and used for food and adornment for centuries without being noticeably depleted. However, with fast boats, effective spear guns, underwater diving gear and a worldwide demand for jewellery and other objects made from the turtle's shell, the species has become so decimated that it may vanish from the Trust Territory and other parts of the world.

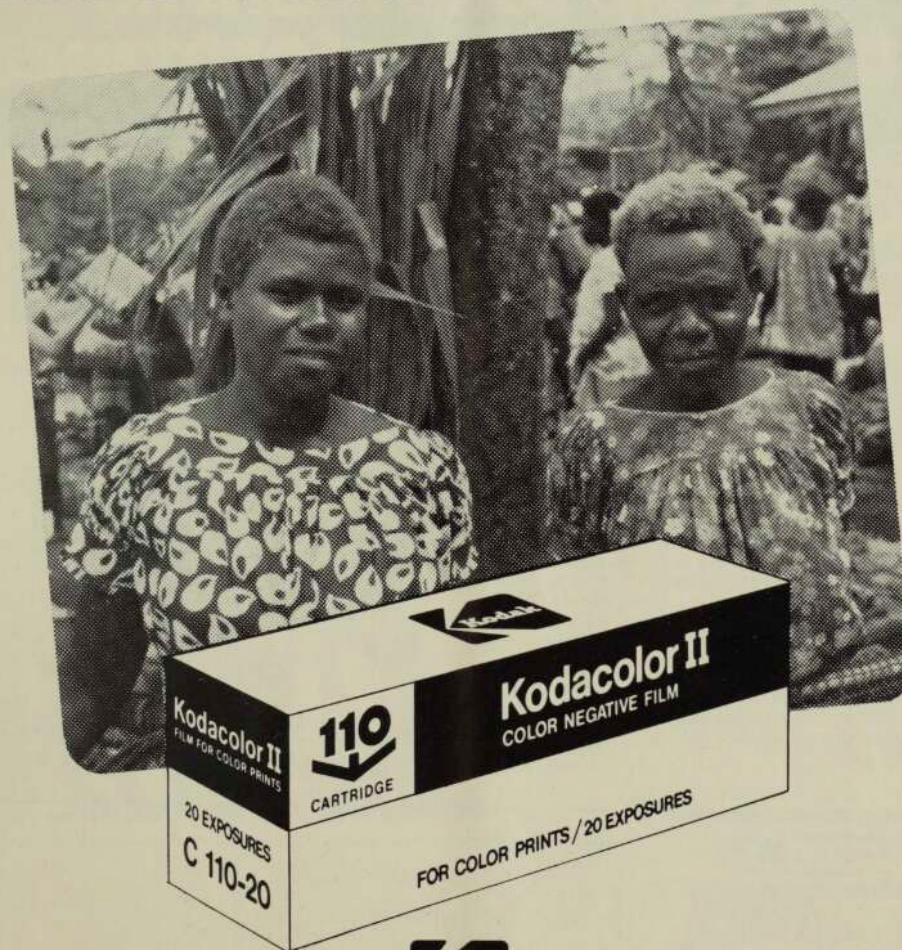


JUBILEE YEAR IN THE SOUTH PACIFIC

These stamps are but a few of the many flooding into the world's stamp markets from commonwealth countries to mark the silver jubilee of Queen Elizabeth. As with their other issues over the years, the South Pacific Islands, which are also welcoming the Queen in person as she and Prince Philip, the Prince Consort, tour the islands, have all produced attractive series. Many have used as subject matter, photographs taken on previous royal visits and also pictures of her coronation in 1952.



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PEOPLE

Mr H.S.H. Stanley, 56, is the new British High Commissioner for the New Hebrides. He is also Assistant Under-Secretary for the Dependent Territories Division of the Foreign and Commonwealth Office and the Ministry of Overseas Development. He succeeds Mr E.N. Larmour, who is retiring from the diplomatic service. As was the case with Mr Larmour, Mr Stanley will be based in London.

Mr Larmour was given a knighthood by the Queen in the New Year's Honours list.

Mr Kaveinga Havea has been appointed Director of the Institute of Social and Administrative Studies at the University of the South Pacific, Suva. A Tongan, Mr Havea replaces Dr D.J. Murray, who has acted as interim director since the Institute was founded last year. Mr Havea was originally trained as a teacher in New Zealand. He was the first Tongan principal of Tonga College before becoming deputy director of education in Tonga. His first degree was from Willamette University, USA, and he has a master's degree from Saskatchewan University, Canada.

Captain Hugh Birch, formerly Qantas regional director for the South Pacific, can't get the Pacific out of his blood. He is now the regional manager, Australia, for the Tonga Visitors Bureau, and regional sales manager, Australia, for South Pacific Island Airways, of Pago Pago. Captain Birch's career of more than 30 years in civil aviation, as a pilot and administrator, took him to many of the Islands. He is based in Sydney, at 31 Cross Street, Double Bay, 2028 (telephone 32-0291).

Mr Kevin Barry Egan, 29, has been appointed Papua New Guinea's Public Prosecutor. Announcing the appointment late last year, PNG's Minister for Justice, Mr Ebia Olewale, said that a position of Associate Public Prosecutor would be created to enable a young national lawyer to work closely with Mr Egan, who has undertaken to train a national lawyer to eventually take over his position. Mr Egan's appointment is for three years.

M Jean Massias, Head of the French Information Service in the New Hebrides and director of the newspaper Nabanga, has been made a Chevalier of the Order of Merit.

Captain Fetu'utolu Tupou, at the end of January, became the first Tongan to command the Tonga Defence Services. He was promoted to the rank of major, succeeding New Zealander Major Hornbrook. New Zealand, for many years, has provided the commander of the TDS.

Mr Sam Piniau, chairman of the Papua New Guinea National Broadcasting Commission, has been reappointed for a second three-year term by the PNG National Executive Council. Mr Piniau's first term expired on December 1, 1976.

The Papua New Guinea Defence Minister, Sir Maori Kiki, has announced the promotion of three national Defence Force officers to the rank of Lieutenant-Colonel. They are Major John Lytus, from Kaulas village, North Solomons Province; Paul Soma, from Wuvulu, East Sepik Province; and Jack Maniama, from Kwato, Milne Bay Province.

Major Garry Elias has become the first national officer to take command of Papua New Guinea's Landing Craft Squadron. He took over the command from Lieutenant-Commander D.J. Angus of the Royal Australian Navy.

Well-known Suva publican, Mr Vince Costello, 71, retired in January after 43 years in the hotel trade in the Fiji capital. Mr Costello had been associated with two Suva hotels, the Pier (later renamed the Garrick), and the Suva. He took over the licence of the latter hotel in 1970, in partnership with Mr Norm Macdonald. Mr Costello is well-known as a sportsman. He is a keen racing fan and was a member of Fiji's bowls team at the 1962 Commonwealth Games in Perth and again at the Commonwealth Games in Edinburgh, Scotland, in 1970.

Mr John Malcolm has been appointed group corporate planner of Burns, Philp & Co Ltd. The position is a newly created head-office appointment in the group. Mr Malcolm will report direct to the general manager, planning and development. Mina



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A RAW DEAL IN MORESBY

Papuans were dominating the business life of Port Moresby, and many New Guineans living in the city were planning to return home.

The member for Enga, Mr Anton Parao, making these claims in Papua New Guinea's National Parliament, called for the abolition of the present City Council in Port Moresby, and its replacement by a joint commission.

CALEDONIAN ROAD TOLL

Road deaths in New Caledonia during 1976 totalled 47, with 845 persons injured. The toll was slightly down on 1975 which produced 53 road deaths and 857 injured. These figures were released by the Caledonian road safety council. Eleven of last year's fatalities were on roads in Noumea, with the remaining 36 occurring inland. The territory has a total road network of just over 5,000 km, including minor bush routes. At the same time, it is estimated that there are about 50,000 motor vehicles in New Caledonia, including some 4,000 motorbikes. This means about one vehicle for every three inhabitants.

GREENHORN ENVOYS DO HARM

The appointment of "immature and inexperienced officers" to overseas diplomatic posts would not provide a good image of Papua New Guinea, according to the Member for Gazelle Open in the PNG National Parliament, Mr Martin ToVadek.

Mr ToVadek said that if the Department of Foreign Affairs and Trade lacked adequate numbers of trained personnel to fill overseas posts it should look further afield to other public service departments.

"If the age and experience of a person

does not warrant his appointment to a diplomatic post overseas, then such a person should not be appointed," he said.

Mr ToVadek called on the government to consider leaving the discretion of appointments of high commissioners and ambassadors to the Prime Minister and the National Executive Council.

The PNG Minister for Defence, Foreign Affairs and Trade, Sir Maori Kiki, has announced the government's intention to set up its own diplomatic training college. The decision was taken despite offers by the UK and Australia to train PNG diplomats at little or no cost.

SHARKS TAKE TWO CHILDREN

A six-year-old girl was killed by a shark in December at Ranon, North Ambrym, New Hebrides.

Linda, daughter of Billy and Nellie Bonsebu of Ranon, was diving about five yards from the beach. Almost all of her body was taken by the shark.

This was the New Hebrides' second shark tragedy in a month. The first was at Rano Island, North Malekula, when a 12-year-old boy lost his life.

TRAIN DISASTER VICTIM

One of the more than 80 people killed in the New South Wales train disaster in January was 36-year-old Mr Rodney Cotter Henderson, son of Mr F.C. Henderson, former assistant administrator in economic affairs in Papua New Guinea. He leaves a wife and two children. The train, on its way from the Blue Mountains to Sydney on the morning of Tuesday, January 18, left the rails at Granville and struck a stanchion of a bridge carrying a road across the railway lines. The bridge collapsed on to the train.

SPC CONFERENCE

The Seventeenth South Pacific Conference, the annual meeting of the members of the South Pacific Commission which is also attended by observers and representatives of international agencies, will open at Pago Pago, in American Samoa on September 26, and close on September 30.

A WORD TO WISE TOLAI

Papua New Guinea's Minister for Provincial Affairs, Mr Oscar Tammur, has urged Tolai people working in the North Solomons Province to "respect the people of the North Solomons and their customs and to abide by the laws of the provincial government".

Speaking at Arawa on a recent visit to Bougainville, the Minister told a meeting of about 200 Tolais: "While you are here you are ambassadors of your own province and anything done against the people of this province will bring disgrace to your own people your own leaders."

Mr Tammur called upon the Tolai elders of the North Solomons Province to ensure that unemployed people from East New Britain are sent back to Rabaul and not allowed to wander around in the main towns to cause trouble.

The minister was asked by a newly-established Tolai association to brief the Tolai communities in North Solomons Province on latest developments in their home province of East New Britain.



Mr. Itor A. Harris (left), Speaker of the Ponape District legislative, US Trust Territory of the Pacific, pays a courtesy call on Mr. Resio S. Moses, newly appointed District Administrator of Ponape District. Mr. Moses was appointed to his new post by the acting High Commissioner after serving two terms in the House of Representatives Congress of Micronesia. Mr. Harris has been 12 years with the legislature, including 10 years as its Speaker. He said that the new District Administrator was "known" for his integrity and honesty, and he looked forward to "better co-operation" between the district administration and the legislature.

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"DISCRIMINATORY, UNJUST"

The Papua New Guinea Teachers' Association branch in North Solomons Province has described as "discriminatory and unjust" a decision by the provincial education board to stand down all married female teachers from their jobs.

President of the branch, Mr Iobu Lailai, said the board's chairman, Mr Hani Popon, had made the recommendation following reports he had received of a certain female teacher who had continually failed to do her job properly, due to marital problems.

"Female teachers should not be victimised or denied their rights to work simply because of the failure of one or two members of the teaching service," Mr Lailai said.

MELANESIAN CULTURAL BODY

Participants in a recent UNESCO seminar on the collection of oral tradition held at Honiara, Solomon Islands, decided to establish a Melanesian Cultural Council to co-ordinate research into and preservation of Melanesian traditions.

The council's constitution will provide for areas that are not strictly Melanesian to take part in the work.

Elected to the governing body of the council were Jacob Simet, Papua New Guinea (chairman), Mr Lawrence Foanaota, Solomon Islands (secretary, English), and Narai Saniel, New Hebrides (secretary, French).

THIRSTY RIOTERS

A Chinese shopkeeper in the Shortlands in the Solomons refused to sell liquor to three men because it was after trading hours. The men, joined by a crowd of more than 100, started a riot. The shop was looted and burned down, \$131,000 was stolen and the shopkeeper's wife and child were struck. A government vessel was chartered to take the men to court where fines were imposed and some of the defendants bound over. Those fined were from the villages of Maliaie, Koliae and Nuhu on the island of Teulu.

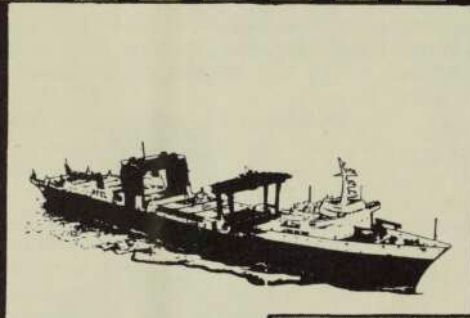
WAGE RISE IN THE COOKS

A 30% increase in the minimum wage for Cook Islands workers has been announced by Mr G. F. Ellis, Minister of Trade, Industries, Labour and Commerce.

The new wage for workers of 18 years or over is 51 cents an hour. The previous minimum, set in October 1974, was 39c. Wages for younger workers will be increased proportionately, depending on age.

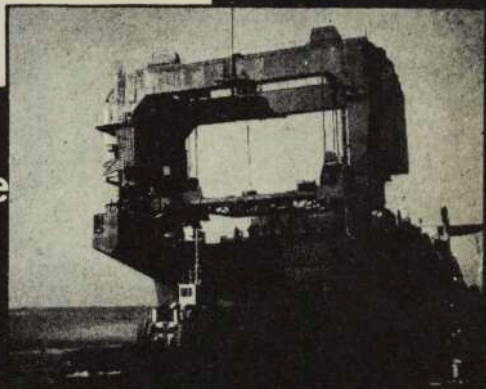
Announcing the increase, Mr Ellis said the new minimum would be reviewed in October in view of the probability of rapidly rising prices in the coming months.

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Ask the Australian Trade Commissioner

PACIFIC ISLANDS MONTHLY — MARCH, 1977

IT'S NOT THE SUITOR WHO GOES ON HIS KNEES ON NIUE

From Stafford L. K. Guest on Niue.

Polynesian courting and marriage customs are many and varied.

Although some of the traditional rituals are slowly disappearing some of the older islanders are maintaining customary procedure for marriage proposals and wedding ceremonies for their children.

On Niue Island (population 3,700), one of the largest coral islands in the world situated in the triangle formed by Tonga, Samoa and the Cook Islands, bride selection by a boy's parents has slowly gone out of fashion. But many parents still observe a type of formal marriage proposal custom.

I recently had the honour of participating in a Niuean *uta vagahau* which is a party of delegates who visit a girl's parents to ask for a bride.

In this case, a boy's father had travelled 1,400 miles from Auckland to Niue to seek permission for his son to marry.

The courting couple both live in Auckland and were not present at the meeting.

The young man's father arranged an appointment with the girl's parents and at the agreed time turned up with seven members of his family. Although the delegates did not enter the discussion, their presence appeared to provide moral support for the boy's father.

During the discussion the question of venue for the marriage was raised. The boy's father suggested that the couple marry in Auckland in 10 months time. The girl's parents readily consented.

Unlike a traditional marriage proposal, the boy's father did not offer gifts or food to the girl's parents. I was told that in past years a young man's parents could turn up to a *uta vagahau* with presents, food and money only to be told "our daughter is worth much more than this — go away and come again".

The girl's parents in this instance did not expect gifts and offered the visiting delegation

refreshments and food at the end of the talks.

Up until the mid-1800s Niue was strongly divided. Those who lived in the northern part of the island, and whose ancestors are believed to have migrated from Samoa, seldom had contact with those in the southern part of the island who were believed to be descendants of Tongan war parties.

Inter-marriage was uncommon. In pre-missionary times communities in the north and south of the island were constantly at war.

Important warriors or *toas* would sometimes choose wives when the girls were born. These marriages were usually for the purpose of cementing family alliances.

Edwin Loeb in *History and Tradition of Niue* (published in 1926) states that adult proposals took the form of a man sending a taro pudding usually about a fathom in length, to the woman he wanted to marry. If the woman refused the proposal her mother or aunt ate the pudding.

The acceptance of a proposal ended with a large feast. As in the islands, women preferred men who were brave warriors, good planters and fishermen. Men preferred women who were skilful weavers and virgins.

In post-missionary days, "living together" without having been

through a formal religious ceremony was frowned upon.

When Niue was annexed to New Zealand in 1903 a Suppression of Immorality ordinance was introduced. This act gave the Resident Commissioner power to fine unmarried people "living together as man and wife to the scandal of the community" and to impose fines on single women living "in sin" with married men.

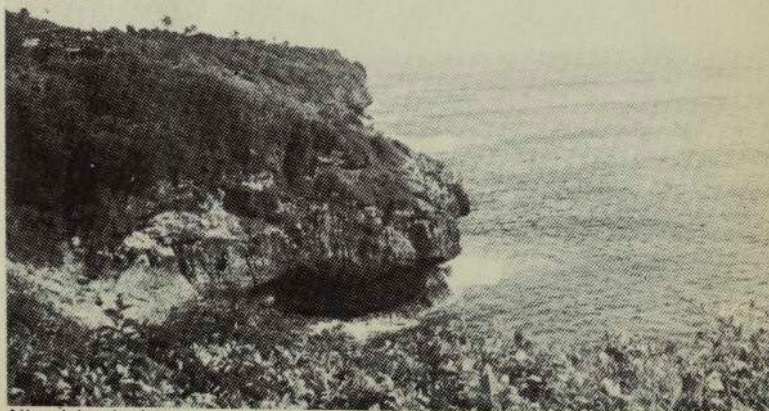
This act is not enforced on Niue nowadays. Many young couples who marry often already have several children. Marriage ceremonies are held in church followed by a large feast.

After the feast the couple will sit together while relatives and friends place paper money in their hair and lengths of material are wound around them.

Guests will also roll coins into material stretched in front of the bride and bridegroom offering blessings.

Niueans, although now self-governing, have retained New Zealand citizenship and with the ever-increasing trend for young people to migrate to Auckland many traditional customs are slowly disappearing.

It is those families who retain the old customs, although in a less formal manner, who will make sure they do not disappear completely.



Niue Island with a continuous coral cliff as a coastline. —Photo: A.G. Shearer

From the Norfolk Islander:

... It is also hoped (a comment after a report of a spate of shopbreaking and shoplifting) that those persons who have been making a habit of 'phoning people at late hours, getting them up out of bed to answer quite senseless questions, will give a little thought at this time of the year to the message of Christmas — Peace and Goodwill. It was unfortunate that Mrs Agnes Jensen, in an endeavour to get help while her home was burning around her a couple of weeks ago, was unsuccessful in raising four neighbours who, because of those frequent disturbances over the 'phone at late hours, no longer answer any ringing after they have retired.

From the Tohi Tala Niue:

One of my better experiences since working as a reporter for Tohi Tala Niue, is being invited to lunch at Niue Hotel by the 17 students of form 2H of Niue High School ... the majority of the students had never seen such things as running water in a house or even the existence of a bath. It was also the first time some had seen themselves in a full-length mirror and such things as carpets and electric stoves do exist.

From a speech by the British Resident Commissioner, Mr John Champion, in the New Hebrides, as reported by the New Hebrides News:

... The role of the BNS (British National Service) is, in partnership and in step with the French, to work towards self-determination — a timely but orderly withdrawal in favour of a single New Hebridean administration which would fairly represent and protect the interests of all the people living in these islands ...

From the Solomon Islands News Drum:

One of the most successful business enterprises in the Solomons is the sale of stamps. The Legislative Assembly was told recently the spending of another \$15,000 on printing new stamps would yield at least 14 times that amount in stamp sales ... Stamp sales at home and overseas had already brought in \$300,000 by last August. Of this sum, more than \$200,000 was sold in London by the Crown Agent who collected 15 per cent commission ...

From the Gilbert Islands Atoll Pioneer:

A workshop consisting of 25 people from different denominations are at present engaged and well on the road to presenting this country with a history. This history, to be called The History of the Gilbert Islands, will be different in that, as far as it is known, it will be the first time in the Pacific that a people compile their own history. As one of the workshop members said, they will analyse, even criticise, what has already been written by people like Maude, Grimbale and such like.

From the Cook Islands' News:

A lot of people complain about the Cook Islands' News being full of reports only from the Minister of Justice, Lands, Survey, Internal Affairs and Conservation, Hon Tupui Ariki Henry. Well as far as the CIBNC is concerned the Minister and his Ministry are the only ones who can be relied on to give us news daily.

From the Solomon Islands News Drum:

People in rural areas should be allowed to pay their council rates in commodities or garden produce if they cannot find the cash, Bartholomew Ulufa'alu, the member for East Honiara, suggested in the Legislative Assembly last week. Speaking in the adjournment debate, he said the idea of paying basic rates originated under "colonial rules".



FROM THE ISLANDS PRESS

From the Papua New Guinea Post-Courier:

The Information and Broadcasting Minister, Dr Reuben Taureka is opposed to proposals by the NBC to go commercial ... He said he opposed the move because he saw commercial radio as one of the low priorities in a developing country. "I would much rather see the NBC spend more time on creating good and entertaining developmental programmes", Dr Taureka said. "The benefit of commercial broadcasting is not all that great. This was evident from what I saw and examined in Fiji" ... He said many Fijians now regretted their earlier decision to allow commercial broadcasting ... They feel that their commission has lost some of its credibility because of the move to go commercial.

From a leading article in the Fiji Times:

The state of undress in which many overseas visitors to Fiji go about the country is an open invitation to the latent rapist or a sex maniac.

From the New Year message of Western Samoa Prime Minister Tupuola Efi in the Samoa Times:

... It is easy to set Protestants against Catholics, half-castes against full-blooded Samoans, farmers against businessmen, Upolu against Savaii, Apia against the rest of Samoa. But, suppose you do succeed in getting the reaction you want, what have you achieved?

From a leading article in the Papua New Guinea Post-Courier:

Shame! The Port Moresby City Council is going to crack down on the itinerant street seller ... Does this mean that police will have to waste their time rounding up those gentle women who walk the streets offering bead necklaces, shell bangles and pots to all and sundry?

From The Fiji Times:

With 19 previous convictions behind him, 25-year-old Asivorosi Titoko of Suva was trying to go straight. So, when asked to take part in a smash and grab raid on a Suva jewellery shop, he refused. But he himself was later arrested and he landed in Suva Court yesterday for failing to tell police about the proposed raid. He admitted that on February 10 last year, he failed to use reasonable means to prevent the commission of a felony. The senior magistrate, Mr David Moore granted him a conditional discharge. He said Titoko appeared to be doing his best to keep out of crime and had tried to mend his ways.

From the Lae Nius:

Our traffic laws have been declared "bad" by the acting Chief PNG Magistrate, Mr John Pritchard, and in need of change ... He also said the system of traffic fines had broken down because of general neglect by police in not serving summonses ... "It is obvious that most police regard the serving of documents as boring and a nuisance" ...

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TROPICALITIES

When the Rising Sun did barrel rolls over a battered Rabaul

From V.J. SANDERS in Port Moresby

Not many people realise that Rabaul was one of the first targets south of the equator to be attacked and later occupied by the Japanese in early 1942, in their thrust towards New Guinea and the Solomons.

In fact, while the Japanese under General Yamashita were battling their way down the Malayan Peninsula, Rabaul had already fallen to the forces of Major General Horii on January 23, 1942.

(The latter led the Japanese along the Kokoda Trail later in the year and was drowned in the Kumusi River during the subsequent retreat.)

Earlier in the month, high-flying Japanese reconnaissance aircraft had been seen over Rabaul, presumably from the enemy bases in the Caroline Islands at Truk some 800 miles to the north, and bombing raids were carried out over Kavieng and Simpson Harbour.

Meanwhile, the only defence forces in Rabaul were a battalion of infantry, some gunners and less than a dozen RAAF Wirraways. The last-named were basically trainer/army co-op planes never intended for offensive action.

Against this small defence force, the Japanese sent a combined operational task force of assorted naval vessels and troop transports, supported by the 5th Carrier Division, fresh from its triumph at Pearl Harbour. The aircraft carriers Shokaku and Zuikaku formed part of the group and supplied the navy Zero fighters.

The RAAF was operating from Lakunai adjacent to Matupi and also from Vunakanau on the escarpment, some 16 miles from Rabaul, inland from Vulcan.

Within a very short time, by January 21, only two Wirraways had survived the futile, but very brave attempt, to fight off the Japanese air

attacks, for the cumbersome 2-seater Wirraways with a top speed of only 220 mph were no match for the 340 mph Zero fighters.

The Zero pilots then put on taunting aerobatic displays over Simpson Harbour performing barrel rolls and loops low across the water.

Two days later, silence fell over Rabaul, as the invasion force subjugated the defenders and for many weeks the Allied HQ in Moresby and Brisbane were in ignorance of the details of the fall of the town. Sketchy accounts were received weeks later from the few who managed to escape by sea.

The two Wirraways were flown to Port Moresby via Lae and the only remaining Hudson had taken off, filled with wounded men, at 3 am from Vunakanau on January 22 and managed to reach Cooktown via Moresby, making a forced landing there because engine overheated.

Later, in March, the Americans sent Flying Fortresses up from Townsville to bomb shipping in Rabaul harbour, but the Forts were never much good at hitting targets from high altitudes.

One of the B 17s ran out of fuel on its way back from Rabaul after a running battle with Japanese Zeros, and crash-landed in the Agaiambo swamp a few miles east of Pongani in the Northern District, where it can still be seen to this day almost covered with swamp grass and reeds. The 11-man crew all survived after walking for four days to a nearby village.

During this time the Japanese were establishing their largest advanced base at Rabaul and sometimes over 100 ships including naval, cargo and coastal vessels were concentrated in Simpson Harbour.

In fact, in April, 1942, the Japanese mounted their main invasion force for



Rabaul Harbour as the Japanese bomber pilots saw it, peaceful in a summer sunshine



The remains of Admiral Yamamoto's plane in the jungle on Bougainville.
—Photo: Bruce Adams.

the occupation of Port Moresby from Rabaul, but it was thwarted by the Americans at the battle of the Coral Sea during the first week in May.

As the war proceeded and the Allies were able to develop new satellite airfields around Port Moresby such as Wards, Berry, Durands and Schwimmers, Australian and American warplanes started to counter attack the Japanese bases at Lae, Buna and Rabaul.

By August 3, the Allies had made it so hot for the Japanese fighter base at Lae, that the enemy withdrew most of their aircraft back to Rabaul.

At the same time the Americans landed at Guadalcanal in their first counter-offensive on August 7. As soon as the Japanese learned of the invasion of Guadalcanal they mounted one of their longest-ever fighter offensives from Rabaul down to the Solomons 560 miles away, or 1120 miles for the round trip. Famed fighter-ace Saburo Sakai, who had operated from Lae and destroyed quite a few Kittyhawks and Aerocobras over Moresby, was involved in this first long-distance action. He shot down three American planes over the Guadalcanal beachhead, before being severely wounded in the head. He only just managed to fly his battered Zero back to Rabaul via Green Island.

Some months later, on April 18, 1943, the Commander-in-Chief of the Imperial Japanese Navy, Admiral Yamamoto, who had planned the Pearl Harbour attack, decided to visit his South Pacific forces as he was becoming increasingly perturbed about the situation down in the Solomons. At the same time the

American cryptogram-service had cracked the Japanese navy code and knew of the arrangements.

Consequently, a squadron of USAAF Lightnings based at Guadalcanal was detailed to ambush Yamamoto. He took off from Lakanai with his chief-of-staff in two Betty bombers for Balale strip near the Shortlands Islands, but the Lightnings roaring up from Guadalcanal intercepted him near Buin and both the Betty bombers were shot down; Yamamoto's plane exploded in the jungle some 16 miles from Buin killing all aboard and his chief-of-staff was shot down into the sea off Moila Point, but lived to tell the tale.

As the Allied air attacks mounted over Rabaul in increasing ferocity, the Japanese started to lose command of the air.

One of the characters involved in these fighter sweeps was Major Gregory Boyington of the United States Marine Corps of No 214 Squadron and a veteran of the Flying Tigers in China with quite a few victims under his belt; in fact he was up to about 25 kills at this stage.

On January 3, 1944, he was sitting on Torakina airstrip, which the Seabees had just carved out of the jungle alongside the ocean after the landing at Empress Augusta Bay in the previous November, eating a can of beans when a fighter sweep detail was announced for the Rabaul area. Boyington did not realise at the time that this was to be his last flight in the big gull-wing Corsair fighter, for, in the ensuing action with Japanese Zeros, and after he had shot down his 27th kill, while attempting to shoot an enemy machine off the tail of one of

his fellow pilots, he in turn was shot down and parachuted into the St Georges channel only to be picked up by a Japanese submarine and taken to Rabaul. He was later flown to Japan as a POW.

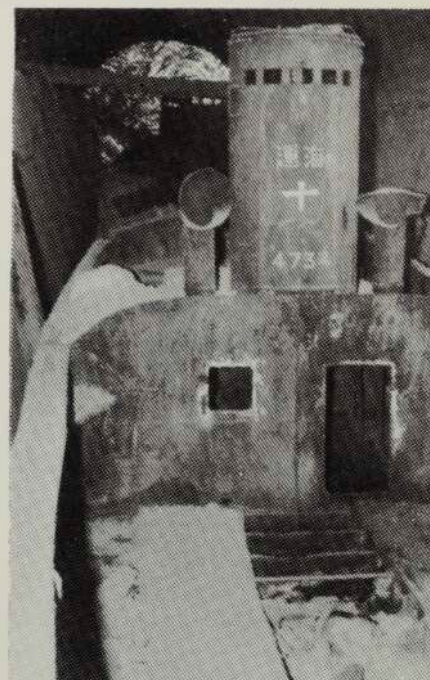
Ironically enough, the Japanese transport plane which flew Boyington out of Rabaul became tangled up in an Allied air-aid on the port and had to return to the airfield. On the second attempt, it touched Truk Island only to precede one of Admiral Halsey's carriers strikes by a few minutes. The group of captured pilots was being escorted from the Betty bomber when a Hellcat came yammering down the strip spraying .50 calibre bullets and other hardware at everything in sight.

As Boyington comments in his book, 'their recent piece of transportation disappeared in flame and smoke.'

Allied sweeps of large numbers of fighters and bombers eventually flattened Rabaul completely and the Japanese were cut off from all help and supplies, except for vital items brought in by submarine.

In Rabaul harbour you can still see one of the cargo submersibles which used to be towed by submarines.

Along the Kokopo road you can also see the tunnels which the Japanese built in which they used to conceal their landing barges from the



A Japanese barge found in a 400 ft. tunnel about 400 yds. from the sea at Keravia Bay.





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ferocity of the Allied air attacks. Some of the landing barges are still there to this day.

In the New Guinea Club, there are some excellent photographs of the Allied air attacks on Rabaul with the shipping under actual bombardment and huge fires burning among the shore installations. Just nearby is the admiral's bunker where the Japanese had their Navy HQ and signals section, one of the very few buildings to survive the bombings.

All these spots of interest are well worth a visit and when you have done so, take a trip up to Namunula Hill where the old German governors had their residences. The view across the harbour is magnificent, set among the lush, green foliage with the tropical background of palms reaching skywards.

It is difficult to imagine that only 35 years ago, Mitchell and Boston bombers, intermingled with Beauforts and various Allied fighters including Corsairs and Lightnings, were roaring back and forth across the harbour blasting shipping and warehouses with high explosives and raking the Japanese ack-ack gun positions with machine gun and cannon fire to such an extent that Rabaul ceased to exist

as a township and port.

When the Japanese signed their surrender in Rabaul on September 6, 1945 General Sturdee, the Australian commander, was amazed to learn that nearly 100,000 of the enemy had been cut off in East New Britain and were now his prisoners.

The port and airfield were in ruins and there were over 31 ships sunk in the harbour.

The Japanese had honeycombed the hills around Rabaul with miles and miles of tunnels in which they kept stores, vehicles and workshops.

And what happened to the ravages of war? Ironically enough, most of the war-time wrecks were raised and cut up and shipped back to the Land of the Rising Sun by Japanese salvage teams which spent many months working in Rabaul harbour in the early 1960s.

Only very few wartime wrecks now remain; out along the Kokopo road a partly-submerged pontoon crane may be seen near the water edge opposite the Japanese-built tunnels. Other vessels lie in deeper water near Rabaul and in the St Georges channel, victims of Allied bomber and torpedoes.

Meanwhile, over the post-war

years, Rabaul has been rebuilt and once again today it is one of the prettiest spots in Papua New Guinea and with what a background of history!

In less than 100 years from the time when the first missionaries landed in the Duke of York islands, followed by the early German traders (not forgetting Queen Emma of Ralum fame) then the annexation of New Guinea by Imperial Germany, only to be lost to the Allies as a result of World War One, albeit under mandate to the old League of Nations, Rabaul had seen many changes.

Then in 1937, the eruptions at Matupi and Vulcan caused great damage to the township.

Five years later, invaders from a country thousands of miles to the north occupied Rabaul and the whole of New Guinea, until their defeat in 1945, when Australia again resumed the mandate but this time under the auspices of the United Nations and now in 1977, Rabaul forms part of a successful transition from mandated territory to self-government, to independence.

Good old Rabaul ... for the beauty of your harbour and the friendliness of your people, happy memories will always remain.

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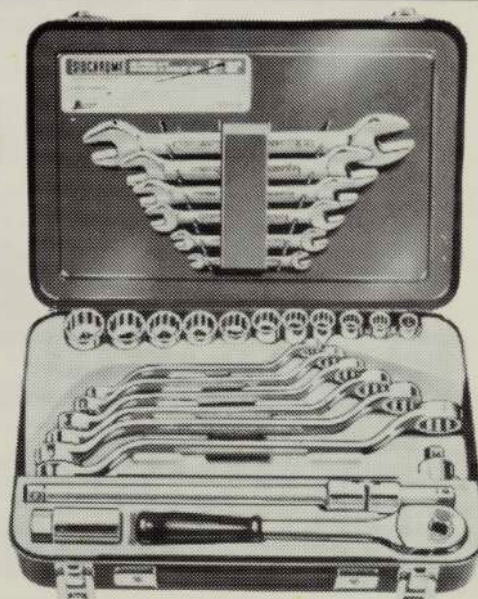
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OUTBOARD MOTORS

Islands' bird life: such a rich heritage under threat

Papua New Guinea and the Solomons have a rich and varied bird fauna. Everyone has heard about the birds of paradise, not found elsewhere except for two species in the West Indies, but there are also the magnificently crested goura, largest pigeon in the world, exquisitely plumaged kingfishers, beautiful parrots such as the kalanga, flower peckers, bower birds, hornbills, cassowaries, and a host of other species.

The co-authors of *Birds of New Guinea and Tropical Australia* list 852 local and visiting birds for Papua New Guinea, Irian Jaya and the Solomons. It is no wonder that 41 pages in E.T. Gilliard's *Birds of Paradise and Bower Birds* (1969) are taken up by details of visits and expeditions by ornithologists between 1818 and 1956, and that there have been just about as many publications on the birds as there are species.

Even so, much work remains to be done to fully uncover this great heritage of the Islands. In this superb book, Peckover and Filewood continue the work begun by Salvadori, Gould and Sharpe in the 19th century and continued by Mayr, Iredale, Rand and Gilliard, Schodde and Hitchcock, and others in recent times.

Advances in ornithology and photography have enabled the co-authors to give us brilliant pictures of many of the birds in their natural habitat, and to provide a text, supplemented by maps of distribution, that helps the layman to a better appreciation of the unique place which the feathered inhabitants hold in the Islands. This is most important because it is the people at large, villagers and townsfolk no less than politicians, to whom this wonderful heritage is entrusted. It is they, just as much as the ornithologists, who need to have a proper understanding of the bird world around them if an ecological disaster is to be prevented.

The Australian Administration was too slow to act. It was not until 1968 that the Fauna Protection Ordinance

came into operation, protecting all birds of paradise, goura pigeons, Salvadori's teal, osprey, New Guinea eagle, and certain egrets. By that time many species had already become scarce in some localities. No longer could one see large trees made fiery red by dozens of displaying Raggiana birds of paradise not far from what is now Kwikila sub-provincial headquarters, as I was fortunate to see them in 1948. No longer was the

FROM RESEARCH UNIT TO A PNG INSTITUTE

In the October issue of PIM (p. 63) I reviewed Marion Ward's *Road and Development in Southwest Bougainville*, in the Monograph series of the Research Unit of the Australian National University, and I made the point that it was one in an admirable series of publications. I now have to say that this was one of the last publications of the Research Unit, for the unit is now no more.

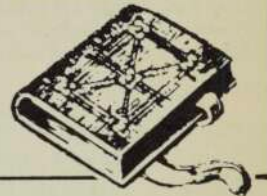
The Australian National University had agreed the unit's assets will pass to an Institute of Applied Social and Economic Research, the establishment of which was approved by the Papua New Guinea House of Assembly in August, 1975. Until their contracts expire, the unit's staff will remain with the institute which began its new work on January 1, 1976.

Henry ToRobert, the Governor of the Bank of Papua New Guinea, is chairman of the institute's council, which includes representatives from parliament, the public service, the community, the universities and the institute's staff.

The institute will continue the unit's publishing role by producing its own monographs and the periodical *Luksave*.

The first monograph of the Institute Research, *Needs and Priorities in New Guinea*, edited by the Director Dr R.J. May, has now appeared. It is a significant document

BOOKS



goura pigeon a common bird along the banks of the Keram River as it had been in the 1950s, and the Kokomo, the huge hornbill, who makes an amusing pet (mine flew around the Lawes Road area of Port Moresby until the police "arrested" it because of complaints from neighbours and it had to be sent to the sanctuary at Nondugl) had become scarce along the lower Vailala River.

Very many villagers and some

both for the wide range of issues it discusses and for the depth of experts, indigenous and expatriate, who put forward fundamental areas for examination.

J. Turmur, who analyses communication problems, P. Japhlom, who directs attention to housing problems and R.W. Fergie, who focuses upon the need for adequate statistical services, are a selection of the authors contributing to the overall statement.

It is to be hoped that the institute will continue to pursue the down-to-earth approach expressed by Henry ToRobert in his concluding remarks in the monograph, "I have no illusion that all the various proposals participants in this seminar have been suggesting are achievable, at least not in the short run, because I do not think the institute is in a position to undertake all or even a great number of them. But I want to repeat what I have expressed earlier that I do hope that the discussions that have taken place will help us in defining needs and priorities for research and incidentally to result in a much greater degree of co-ordination than has existed in the past." — *W. G. Coppell*.

(RESEARCH NEEDS AND PRIORITIES IN PAPUA NEW GUINEA. R. J. May. Papua New Guinea Institute of Applied Social and Economic Research. Monograph No 1.)

The red-plumed Raggiana bird of paradise, a treasure of Papua New Guinea which is threatened with extinction. This is from a painting by the late Claire Simpson in Colin Simpson's book *Plumes and Arrows* (Inside New Guinea).

townsfolk now have shotguns, unlike in the colonial era until the early 1960s, and this, together with the spread of urban areas, threatens the survival of a number of bird species. Fortunately the PNG Government has enacted further protective legislation and, through the Wildlife Branch of the Ministry of Environment and Conservation, pursues a policy aimed at conserving wild-life and habitat and wise use of wildlife resources for the cultural, subsistence and economic benefit of the traditional landowners.

The bird of paradise, Papua New Guinea's national emblem, receives most attention from residents and visitors alike, but it is the megapode which has fascinated me most of all, particularly in the active volcanic area not far from Cape Hoskins in West New Britain Province where the bird digs tunnels, usually a metre or so in length, in which it deposits its eggs so that the volcanic heat helps their hatching.

The local people observe egg harvesting rules to ensure that the species survives, but visitors often fail to do so. Indeed, it is always the local residents who behave properly in the ecological sense, and it is because of the "foreigners" that protective legislation has had to be enacted and enforced.

There are so many excellent photographs in this book that the reader will find it difficult to pick a favourite one. Mine is that of the Kapul eagle, a majestic bluish-white bird which inhabits the Highlands, feeding off possums, tree kangaroos and other mammals. His photo, like the others in this book, is a worthy successor to the lithographs by John Gould (1804-1881), ornithologist and natural historic artist, who has had few rivals to date.

Birds of Papua New Guinea and Tropical Australia must surely go into every school and council library in Papua New Guinea and add to the enjoyment and appreciation of the islands' unique bird life by all to whom it is entrusted.

— Harry Jackman
(BIRDS OF PAPUA NEW GUINEA AND TROPICAL AUSTRALIA. By W.S. Packover and L.W.C. Filewood. Published by A.H. & A.W. Reed, Sydney. \$14.95).



An Aussie's search for something different

Fashions in travel change like everything else and as each country has had its "in" period, Australia's Colin Simpson has covered it. Over a dozen travel books to his credit now deal with such assorted destinations as Russia and Papua New Guinea plus everything in between.

But although more Australians go to New Zealand than anywhere else, until now New Zealand has been ignored by the prolific, perambulating Simpson and something about the title of the omission now-made-good indicates why: *Wake up to New Zealand* (in contradistinction to other books he has written which **Wake up in ...**)

As he says in an intro, he prefers his overseas travel to be as different from home as possible and had, hitherto, regarded the land across the Tasman as an extension of Australia. When he finally woke up to it, he found that the contrast between the two countries could not be greater; although the people, he thinks, are not, as popularly supposed, "more British than the British" but simply blown-away Aussies — a sentiment that is likely to infuriate any red-blooded Kiwi.

It's hard to believe that Colin Simpson, born and bred in Sydney, where there are more expatriate Kiwis to the square mile than anywhere else on earth outside their home islands, who must have passed through the Dominion at sometime on his travels, could have had many misconceptions about a country a mere two hours flying-time away. But that's his ex-

cuse for his newest travelogue and he made up for past neglect by visiting it five times during the preparation of the manuscript.

Wake up to New Zealand is the usual meticulous Simpson account beginning at the further tip of the North Island and proceeding to the furthest south — Stewart Island — not a mountain, glacier, lake, glow-worm, river, geyser or boiling mud-pool left unturned.

He busied, flew, trained, shipped and even walked — three days on the Milford Track in deluges of rain. History, geography, folk-lore, Maori legend, people and personalities, hotels, food, drink, tourist gimmicks and worthwhile sights and sites are all catalogued. Occasionally too, there's a glimpse of Colin Simpson who is disturbed by wars, man's past, present or future inhumanity to man, pollution or the wholesale slaughter of deer which have become a New Zealand pest. (He couldn't bring himself to eat venison although he occasionally goes lyrical about a fat, juicy beef steak).

This book, like all Simpson travel books, is lavishly illustrated with colour plates. Although a late-comer to the field it provides excellent background and a guide for anyone contemplating a New Zealand holiday; and is entertaining and informative for anyone who isn't, including this defrocked Kiwi.

— Judy Tudor
(WAKE UP TO NEW ZEALAND. By Colin Simpson. Published by A. H. & A. W. Reed Pty Ltd, Wellington, Auckland, Sydney. \$A10.95.)

THIS PROFESSOR LEANS ON TOO WEAK A REED

The Philippines, Puerto Rico, the Trust Territory of the Pacific Islands (TTPI), Guam, the Cook Islands, Papua New Guinea (PNG), and the West Indies all have at least one feature in common, all being island countries.

Arnold Leibowitz, Professor of Public Administration at Harvard University and a former adviser to Puerto Rico, Guam, the Virgin Islands and Jamaica, suggests they share a further characteristic which makes the treatment of such disparate entities in a single work intellectually profitable. The common factor, according to Leibowitz, is the mutual experience of what he calls "commonwealth" or "associated state" status.

This political standing might best be described as semi-independence — internal self-government to some degree for the dependency, with metropolitan dominance in such areas as defence and foreign relations.

The idea is a rather intriguing one for two reasons. Firstly, there is relatively little literature on this topic, be it comparative or case study, and, secondly, Leibowitz seeks to compare politics for which this status is a final political solution with others for which it was/is a transitional stage to full independence.

However, as Leibowitz himself admits, there is little beyond their insularity and their shared experience as "commonwealths" to unite the subjects of his study, and so the coherence of the entire book depends on a very slender and suspect reed. Unhappily, this reed proves too fragile.

In the event the significance of Leibowitz' book derives not so much from his examination of the associated state relationships as from the compilation of information on the countries of his study.

Key issues in the negotiation of the commonwealth status are examined from the perspective of each of the seven island groups' experience in what amounts to a series of mini-case studies. The issues raised in each chapter range from the obvious — defence, foreign affairs, immigration, tariffs and trade — to the less obvious — taxation, applicability of

metropolitan law, and termination of the associated state agreement.

With the lawyer's practised eye for detail, Leibowitz clearly and concisely examines the impact such issues have had on the development of each country's negotiations towards associated state status.

In the case of the Philippines, Puerto Rico, the Cooks and the West Indies these topics tend to be treated more as settled historical events which serve as precedents against which to measure the on-going negotiations in Guam, PNG (the book was written before September, 1975), and the TTPI.

In all these countries but the Philippines, however, the continuing legal relationship between the territory and the metropole has necessitated constant redefinition of rights and responsibilities of each participant in the face of changing international circumstances. Thus some consideration is given to the implications of on-going dependency regardless of how circumscribed this dependence might be.

Leibowitz presents his material in a somewhat flat and legalistic tone. This can be irksome on occasion.

For example, Leibowitz points to the rigidity of the American attitude which allows almost no scope for the termination of some form of dependency relationship for the US territories, and contrasts this with the flexibility of the British experience (including the two Australasian governments) without committing himself to a judgment on this vital issue.

Given the emotive connotations of the phrase "colonial emancipation" which appears in the title the reader is justified in finding such hesitations (and there are others) disappointing. At best his stylistic technique conveys the impression of over-caution through the rather thin guise of maintaining scholarly objectivity. Certainly, it does not offer any guidance for either the political or moral resolution of the problems involved in a halfway-house solution to the ending of imperialism.

This brings the reader back to his initial disquiet regarding the coherence of the study. The detailed

New Pacific Islands Year Book out soon!

The 12th edition of the Pacific Islands Year Book is now being printed.

It will be a publishing landmark because for the first time since the 1st edition of 1932 the Year Book has been completely rewritten and reset. Its material is now all on computer setting, which means it is now economic to update it annually. A new edition will be published every year in future. In the past it has been published about every three years.

The 12th edition contains details of all Island nations and territories, including history, population, trade figures etc. Its many maps have all been revised and redrawn.

The Pacific Islands Year Book is published by Pacific Publications, publishers of PIM.

legal and political data which Leibowitz has compiled are indeed useful and will warrant the interest in this work of students in a variety of disciplines. Even the layman with some background in the South Pacific or the Caribbean will find the book worth reading.

Nevertheless, Leibowitz has missed a valuable opportunity in his book. By devoting less than a page to his conclusions, he has failed to justify the common thread to his study. His view of the associated state arrangement as a realistic and viable political option for very small states is offset by his piecemeal approach to the subject.

Neither the Philippines nor PNG contributes to this thesis, while the dismemberment of the TTPI, the militarisation of Guam and the overlooking of American Samoa's situation suggest little support from the experience of the American territories.

Thus, as the topic stands now, it would seem there is much ground for further debate on the value of semi-independence as a model for the few remaining micro-colonies of the world. Leibowitz has opened the debate but he has not taken out the mortgage on it.

— Richard A. Herr

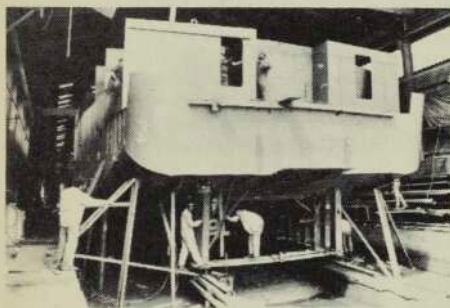
(COLONIAL EMANCIPATION IN THE PACIFIC AND THE CARIBBEAN: A LEGAL AND POLITICAL ANALYSIS, by Arnold H. Leibowitz. Praeger Publishers, New York, \$18.50.)

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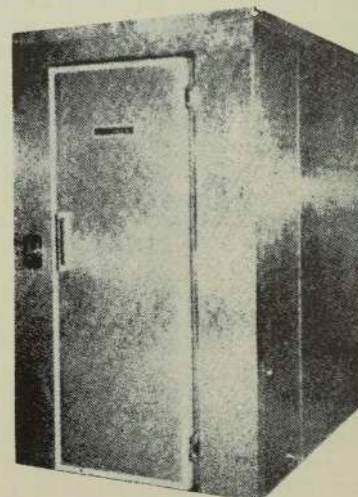
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BUSINESS

Fiji Government comes to the aid of the ailing Emperor goldmine

Vatukoula, the gold-mining town of Fiji, will continue its precarious existence. Emperor Mines Ltd has decided to keep the mine going for the time being as a "calculated risk". The directors' report, issued with the accounts to June 30, 1976, indicated that the board was considering the possibility of closing the mine.

Unless the price of gold rises dramatically, the mining operation will be heavily subsidised. The Fiji Government, unwilling to see more than 7,000 people suddenly having to find a livelihood elsewhere, has made an interest-free cash loan of SF272,876, repayable over three years. The government has also agreed to waive unpaid company tax of \$84,432, and the remaining balance of a government loan made under a 1971 agreement.

The government has given further assistance by removing, from June 30, 1976, a 2% tax on gold revenue. Internally, Emperor can help itself by using its profitable subsidiaries, including a timber enterprise, to keep its mine operational.

In the last 20 years the Fiji Government has stepped in several times to keep the mine going. Assistance has included subsidies and tax-free loans.

The Emperor chairman, Mr J.L. Reid, obviously has more than passing confidence in Vatukoula. In one week in January he bought 10,000 Emperor shares, 9,000 for himself and 1,000 for a nephew. In the annual report he was shown as holding 109,240 Emperor shares in his own name, and 10,800 shares in his own and the names of others.

In the year ended June 30, 1976, Emperor's loss on its gold operation was SF750,606. In the next five months, to November 30, there was a further loss on gold of SF630,000. Mr Reid said at the annual meeting that most of the loss of SF630,000 was in the first three months (July-September) when the gold price fell to \$US130 per fine oz.

But in the same five months the

group's other operations earned an operating profit of SF400,000 before tax and royalties, but after depreciation.

The annual report suggested that a price between \$US140 and \$US150 a fine oz was required to put the mine on a profitable level. In the last three years Emperor has spent about \$4 million on development, and expects to spend another \$832,000 by the end of the financial year.

Mr Reid, in his address to shareholders at the annual meeting, said if the mine closed, considerable expertise would be lost, there would be large scale unemployment at Vatukoula, and it would be impossible for shareholders to take advantage of any moderate increase in the price of gold.

"We estimate that after closure, and because of water problems it would require a gold price of around \$US200 an oz before it would be economically viable to reopen the mine at present day costs. On the other hand, if we continue to operate and the gold price rises some 10 to 15% then the gold mining operation becomes a soundly profitable concern.

"While it is no longer possible, because of international politics, to

predict the future price of gold in the short term, we remain convinced that long-term, the price will rise. Consequently, any company that can survive the present, stands to gain as other gold mines close down.

"Strenuous efforts continue to be made to combat costs. Happily, our non-mining activities are poised for further expansion. With our heavy involvement in gold, the future must remain somewhat unpredictable. Our efforts are being directed towards reducing costs, improving grade and recovery, while all the while expanding the profitability and scope of our non-mining subsidiaries".

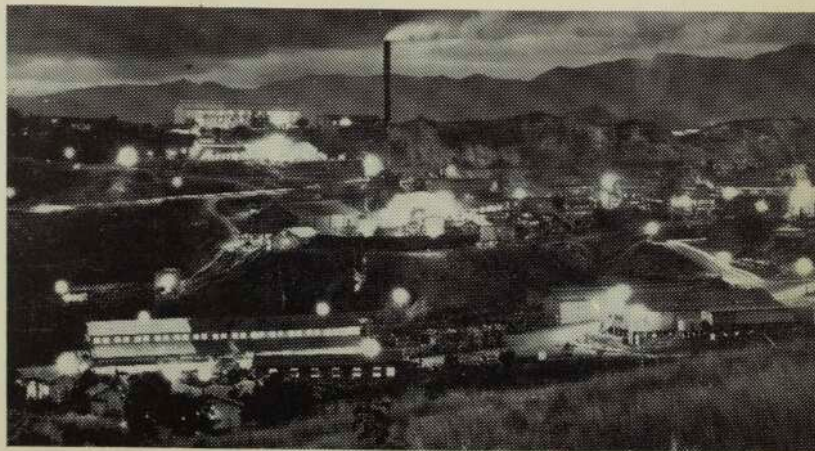
Oil search, dearer petrol, in PNG

A massive oil search costing millions of kina got underway in Papua New Guinea's Fly River Delta, Western Province, in February.

It followed a seismic survey involving some 500 men.

The oil search is being undertaken by ESSO Papua New Guinea Inc, on behalf of the PNG Government.

A spokesman for ESSO said that more than K10 million would be in-



One of the late Rob Wright's best pictures Vatukoula at dusk.

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vested in the project. The search would later be extended to Gulf Province where test wells would also be drilled offshore.

Oil exploration has been going on for several years covering 80 areas of PNG and involving 15 companies. But so far neither gas nor oil has been found in economic quantities.

The ESSO spokesman said that about K150 million had already been spent on the oil search in PNG.

High prices of oil on the world market are forcing the government to undertake a full survey of the country in a bid to make the nation self-sufficient. At present most oil consumed in PNG is imported from South-east Asia.

● PNG motorists were told in January that petrol prices would rise by 4.9 toea per gallon to 91.4 toea. The rise was announced by the Oil Industry Prices Committee. Service stations in all major centres would also charge 68 toea for a gallon of kerosine, a rise of 0.3 toea; and 69 toea for a gallon of distillate, a rise of 3.8 toea. Committee secretary, Mr I. Freer, said the Price Controller had approved the increases after a detailed study report had been submitted by management consultants, W.D. Scott, for the oil industry. Mr Freer said the increases had been recommended by the oil industry but had been deferred since June, 1976.

Co-operative cocoa growing in Fiji

A promising co-operative effort in cocoa production is under way in Fiji's Bau district.

Seventeen farmers joined together in June, 1976, to form the Bau Tikina Cocoa Growers' Association.

From Mondays to Thursdays all members work on one member's farm, and on Fridays and Saturdays they are left to work on their own mainly preparing cash crops for the markets.

The association's president, Mr Lenaitasi Ranuku, 67, said: "The system has worked successfully. Everyone abides by the rules and we have obviously achieved more than we did by working individually. I am sure the end result will be very rewarding if this trend continues."

He said a \$F1,500 cocoa fermentary built under New Zealand government grant was nearing completion and would enable the association to dry members' own beans. The current price of \$F740 per ton of dried beans would be an added incentive to members.

'Cheep, cheep' sings the Noumea tourist bird

A campaign to break down Noumea's image as an expensive holiday resort is inducing an increasing number of Australians to jet across the Coral Sea for a taste of life *a la francaise*. And more Sydney-based tourist industry personalities are exploring the New Caledonian scene.

Catering for the needs of the English-speaking visitors has been the task of Island Holidays SA, a joint venture formed in March, 1976, by Traveland of Australia and UTH, the hotel arm of the French airline UTA. Primary concern of Island Holidays has been promotion of the Chateau Royal Hotel on Anse Vata beach, and the Kanumera resort on the Isle of Pines. The group offers Australians seven days at the Chateau Royal for \$A300, including airfares.

Island Holidays from January 1, 1977, took over the management of the Chateau Royal. As the company's managing director, Mr Ron Clarke, explained to PIM recently numerous innovations have been made, such as the provision of free water-skiing and sailing facilities. Guests now have fridges in their rooms, and the hotel self-service "*Pique-nique*" provides French cheeses, bread, salami and wine at supermarket prices for visitors who like to prepare their own snacks.

For those who want to eat out, the New Caledonian tourist office publishes a list of over 50 Noumea restaurants, offering all the flavours brought by migrants from the French Caribbean, North Africa, Vietnam, Indonesia, Tahiti and the various provinces of France.

Island Holidays moved into the New Hebrides last September, with an office in Vila's Intercontinental Hotel.

The group has already bought a controlling interest in a New Caledonian transport company, Calexpress, and Mr Clarke says the company is interested in major investment in the area.

Already Traveland holds three-year options to take up to a 15% share in the Chateau Royal Hotel. Mr Clarke expected the number of Australian visitors to New Caledonia in 1976 would turn out at about 22,000. Total tourist traffic during the year would



The Chateau Royal, a picture which graces the front of the magazine published by the New Caledonia Chamber of Commerce and Industry.

be about 35,000, excluding cruise ships.

Another group with an interested eye on New Caledonia is the Club Mediterranee, which has more than 70 holiday villages throughout the world, including those in Mexico and Bora Bora, off Tahiti.

Club Med's regional director in the South Pacific, Mr John Youngman, speaking to PIM from his new office in Sydney, said his group is exploring the possibilities of setting up a holiday complex in New Caledonia, the New Hebrides, and maybe even the Solomon Islands or Papua New Guinea, depending on infrastructure and government attitudes.

In December, 1976, Mr Youngman set out on a further trip to Noumea and the New Hebrides, as well as Tokyo, where he was to meet Club Med's founder-chairman, Gilbert Trigano, from Paris.

Another tourism personality to visit Noumea in December was Mr Tony Carpenter, Director (Australia) of Hilton International, and general manager of the Sydney Hilton Hotel. Mr Carpenter met well-known Noumea jeweller and property-owner Mr Paul Loupias and his consulting architect. Mr Loupias is studying the possibility of building a large hotel complex, about 14 storeys of shops, offices and hotel rooms, which could be erected on his prime city site, or in the Anse Vata beach area.

After his conversations in Noumea,

Mr Carpenter told PIM that if Mr Loupias does go ahead with the project, maybe in three or four years time, the Hilton group "would be interested in operating it".

Meanwhile, Noumea's much talked-of first golf course came a step closer to reality in December when tenders closed for the construction of a nine-hole course on land reserved at Dumbea, just outside Noumea.

Fish cannery urged for Gazelle

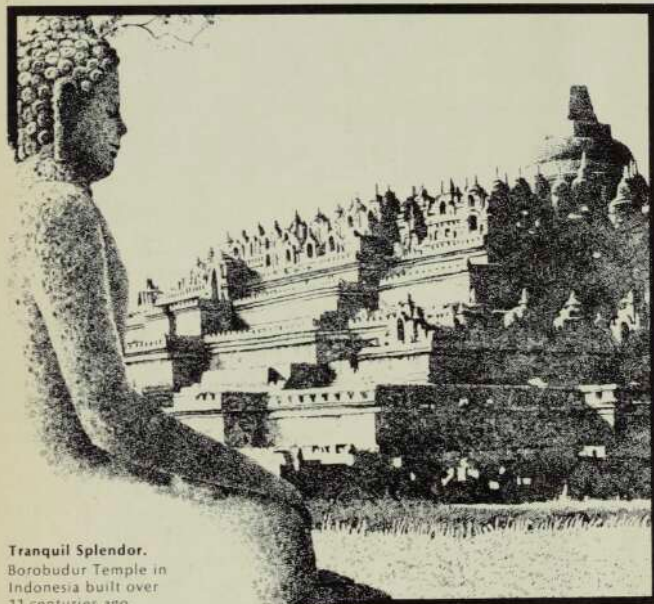
Establishment of a fish cannery in Papua New Guinea's Gazelle Peninsula has been urged by the member for East New Britain Regional in the PNG parliament, Mr Damien Kereku.

Papua New Guineans were aware that Japanese fishing companies like the Nippon Fishing were taking fish out of PNG waters, processing them in Japan and then selling the canned fish back to PNG. Something had to be done to change this situation, he said.

Stock exchange for PNG—but not yet

Papua New Guinea will have a stock exchange but not for another two years at the earliest in the opinion of Mr Tony Archer, member of a Port Moresby stockbroking firm. The firm of which Mr Archer is a member —

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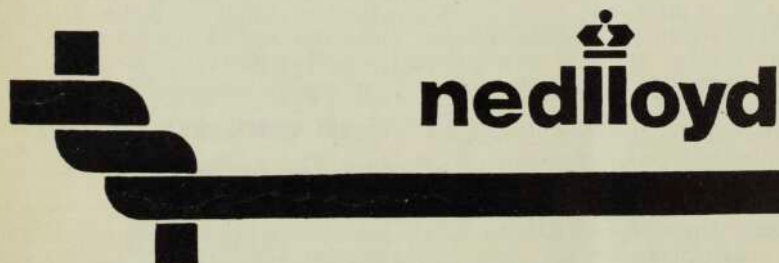
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Reynolds, Sweeney, Platt-Hepburn, Archer, Jones and Co — started over-the-counter trading in stock and shares in mid-January.

They are catering for the investment needs of permanent residents who, under exchange control regulations, are allowed to invest only K10,000 annually in foreign portfolio investments. The firm will also trade in Australian-listed companies with local registers.

The firm has about 700 active investors on its books. About 100 are PNG nationals. The service caters primarily for permanent expatriate residents as PNG citizens already have the facilities of the PNG Investment Corporation available to them. Citizens are able to buy shares in the corporation which, in turn, holds local and foreign investments.

The over-the-counter market trades in kina for locally-registered companies and in the case of Australian-listed locally registered companies prices are to be close to those on Australian exchanges, allowing for exchange rate differentials, Mr Archer said.

The major stocks available to investors include New Guinea Finance Co Ltd, Bougainville Copper Ltd, South Pacific Brewery Ltd and Steamships Trading Co Ltd.

Lutherans to sell up in PNG

The Lutheran Church in Papua New Guinea is to dispose of its commercial enterprises because they are interfering with the church's essential evangelical work.

The enterprises, estimated to be worth some K2 million, include Lutheran Shipping, Luta Air (with a fleet of four light aircraft), Lutheran Technical Services, nine plantations, Graged Steelworks and a number of garage workshops.

The decision follows recommendations made by a task force of five prominent Lutherans who visited PNG in early 1976 to study the operation of the enterprises. They recommended that they should be disposed of within five years.

Sent specially by the church to supervise the liquidation is Mr Leroy Dockter, who arrived in Lae last December from Wisconsin, USA.

Mr Dockter said the intention is to turn most of the church's businesses into "passive" investments, which will earn interest and provide funds for special projects, instead of largely supporting the church.

Imports are a problem for French Polynesia

A recent report on French Polynesia compiled by a French parliamentary mission emphasises the territory's excessive dependence on expenditure by Paris, to the detriment of local agriculture and industry. The role of the CEP nuclear test centre, which has been reducing its activities in recent times, has been particularly noted for drawing islanders away from traditional employment.

The Paris report shows that French Polynesia's population of over 140,000, almost 100,000 of them in Tahiti, is growing at a rate of about 30%. This is faster than the rate of development of the territory's resources and thus creates a serious economic problem. There is an excessive dependence on imports which are 10 times greater than the value of local exports. It is calculated that agriculture and industry provide only 20 per cent of the gross national product, while services, including tourism, make up 50 per cent. The remaining 30 per cent comes from the administration.

The islands' chief agricultural production, copra, increased 76 per cent in 1975, to reach a 10-year record of 22,348 tonnes, no doubt prompted by the economic recession on Tahiti and reduced expenditure by the CEP. This prompted workers to return to their plantations in outer islands.

Despite the drop in price of copra on world markets, under a local stabilisation plan Polynesian producers were guaranteed a favourable price by the Huilerie de Tahiti oil factory. This in turn cost the local authorities 495.2 million CFP in subsidies (about \$A5 million).

In other areas of agriculture, vanilla and coffee production continued to be negligible. About 3,600 tonnes of local fruit was marketed, with less than 250 tonnes exported while about 1,800 tonnes, mostly citrus, was imported.

In the livestock market, local pork production exceeded imports. But for beef, imports were 10 times greater than local production. Milk production is about equal to local demand.

The tourist industry attracted just under 83,000 visitors in 1975, compared with the record 84,600 in 1974. The tourist situation has since suf-

fered further by the withdrawal, in late 1976, of the Qantas service between Sydney and Papeete and the discontinuation in February, 1977, of the Air France link Tokyo-Papeete-Lima. However, greater efforts are being made to make the lovely outer islands of the group more accessible to tourists. These include the Club Mediterranee on Moorea Island and the Kia Ora hotel chain with its Kia Ora Village on Rangiroa, the new Kia Ora Village on Moorea and plans for further bungalows on Bora Bora. With North America providing about 50% of tourists through Tahiti, UTH, the hotel arm of UTA French Airlines has now been reconstituted in the USA as Firts French Hotels.

French Polynesia had over 1,900 hotel rooms in service at the beginning of 1976, including 1,186 on Tahiti and 497 on Moorea.

Uranium found on Niue Island

Are Niue Islanders going to grow rich on uranium?

Sixteen bores will be drilled on the island to determine the quantity and grade of uranium, the presence of which was discovered recently. The first test bore will be drilled in March.

The tests will be financed by the Niue Government and Avian Mining Company, of Australia.

Avian Mining, which holds the prospecting rights on Niue, has spent about \$250,000 in the last five years looking for economic bauxite deposits.

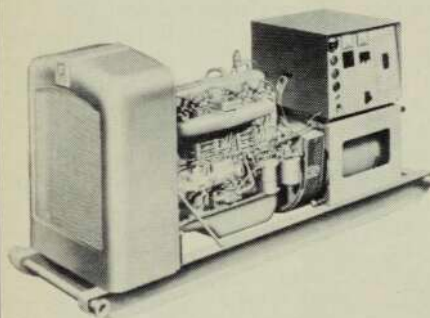
75 new foreign ventures in PNG

Papua New Guinea's Minister for Labour, Commerce and Industry, Mr Gavera Rea, has reported that in the 12 months up to October 30, 1976, 75 foreign-owned companies had opened up new business operations in PNG.

Fifteen of the new businesses were in rural areas, with the rest in major centres. The 75 projects involved a total new investment of K9 million.

The figures excluded the Biala oil palm project, now discontinued by the government. But they covered the Jant project at Madang, the Gollin

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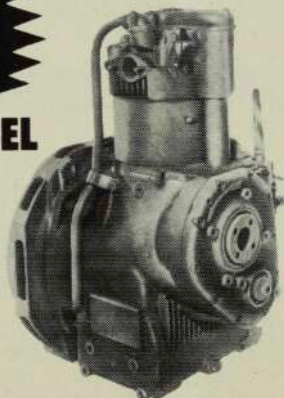
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Kyokuyo fishing venture at Kavieng, a number of companies specially established in North Solomons province to service the copper mine, and takeovers and expansions of existing businesses which were not included in the 1975-76 figures.

Good year for Tonga tourism

The tourist industry in Tonga enjoyed a good year in 1976 and expects to do even better in 1977. There was a record number of arrivals by air with 9,323, offset to some extent by a slight fall in the number of cruise ship visitors at 35,000, chiefly because of the withdrawal of Shaw Savill ships.

New services into the kingdom by Air Nauru and South Pacific Island Airways are expected to boost the number of air visitors this year. More tourist accommodation is expected to be available later in 1977. This will include a 60-room hotel at Fahine and another new hotel at Vaiko Latai, about a mile from Fua'amotu airport.

PNG buys equity in Seacom system

The PNG National Parliament has authorised the purchase of a 5% equity in the South-east Asia Commonwealth Telephone Cable System.

PNG thus becomes the seventh nation to have equity in the Seacom Cable system. The others are the United Kingdom, Australia, Canada, Malaysia, Singapore and New Zealand.

Presenting the treaty document to parliament, the Minister for Foreign Affairs and Trade, Sir Maori Kiki, said the Seacom Cable provides 166 telephone circuits from Cairns in Northern Australia via Madang in PNG to Guam. Eighty-two telephone circuits are provided from Guam via Hong Kong to Kota Kinablu in Singapore.

Sir Maori said that as a result of the purchase, PNG would become responsible for operating and maintaining the cable station near Yabob village in Madang province. The station was previously operated by Overseas Telecommunications of Australia.

The Minister said the assets which PNG would acquire in Madang would comprise buildings, houses and land associated with the cable station, and joint ownership with the six other Seacom partners of land cable, transmission, power and ancillary equipment in the Madang cable station.

Vanimo forest project faces problems

Because of the poor response from potential developers, the Papua New Guinea Government extended from November 30, to December 31, 1976, the deadline for applications to establish an integrated forestry project at Vanimo in the country's north-western region.

Revealing this late last year, a senior PNG forestry official denied press speculation that the government had already settled on a \$A420 million programme for Vanimo in conjunction with three foreign firms, two U.S. and one Korean.

He said that a short list of interested companies would be drawn up in January 1977. The companies involved would then be invited to carry out feasibility studies and submit their proposals for evaluation by the government.

In assessing the various plans, the government would seek the advice of experts from the United Nations Development Programme and the Food and Agriculture Organisation.

Nearly 85% of the country's land surface is covered with tropical forest, but PNG has very little wood-based industry. Forestry operations began 30 years ago, but the country still has fewer than 100 sawmills, most of which are small-scale. Exports of unprocessed logs bring in something under K15 million annually.

The development of a forestry industry has been hampered by such factors as difficult terrain, lack of roads and ports and a land tenure system which vests ownership of forests in traditional village leaders.

To have the right to exploit timber resources, the government must pay a fee to the owners of the land who merely give permission to take out timber for a defined period.

At Ioma in Northern Province, one of the eight areas identified by the government as capable of supporting large-scale timber industries, opposition from traditional owners forced the shelving of development plans.

At Vanimo, on the other hand, the owners are keen to see development go ahead.

Of the more than 285,000 hectares of forest in the Vanimo area, about 200,000 hectares are available for industrial purposes. The timber stands, estimated at 31 million cubic metres, are considered sufficient to support saw milling and veneer operations for

25 years, and a pulp mill for 15 to 20 years.

UNDP-FAO consultants have advised the government to set up training programmes to create the cadre of forestry workers required for such projects as Vanimo.

PNG already has a sub-professional college at Bulolo in Morobe Province, while the University of Technology in Lae has launched a degree course in forestry.

Another forestry industries educa-

tion centre is being established in Lae with assistance from the New Zealand Government.

The PNG Government has already set up an Office of Environment and Conservation to study and advise upon the environmental impact of forest industries development.

● Papua New Guinea's Minister for Primary Industry, Mr Boyamo Sali, late last year presented higher certificates and diplomas in forestry to 29 graduates of the Bulolo Forestry College.

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PACIFIC ISLANDS MONTHLY — MARCH, 197

PACIFIC TRANSPORT

Sea tragedy underlines the Cooks' transport troubles

From W. G. COPPELL

As the Cook Islands has an area of about 250 square kilometers of land surface on 15 islands scattered across more than 2,000,000 square kilometres of the Pacific, the provision of adequate inter-island shipping services has been an intractable problem extending over a lengthy period.

In days gone by, some of the southern group islands benefited from the calls of ships operating out of Auckland, which were engaged in the fruit trade. Much of the remaining work was done by the graceful wooden schooners owned by the trading companies, such as A. B. Donald's *Tiare Taporo* or the Cook Islands Trading Company's *Tagua*. There was also a period, particularly during the 1890s, when a number of the islands owned and operated their own schooners — Aitutaki had the *Araura*, Atiu had the *Ngamaru Ariki*, the *Takitumu* belonged to the Ngatangiia people of Rarotonga and the Penrhyn islanders had the doubtful pleasure of working the *Te Tautua*, a ship with a chequered career.

Since World War II, the small motor-vessel has gradually replaced the wooden schooner and for a period D. C. (Dick) Brown, played a leading role in Cook Islands shipping with a long line of ships, a number of which became wrecks upon the reefs, sank at sea or became derelict. Among these were the *Tahitienne*, *Inspire*, *Taveuni*, *Apanui* and *Mahurangi*.

Towards the close of its time as the governing power in the Cooks, the New Zealand Government decided that there should be a rationalisation of shipping services; that well-found ships had to be provided; that there should be a reasonable but controlled element of competition among licence-holders and that a subsidy should be available to the ship-owners who meet the specifications demanded of a licence-holder.

It was because of this move that three licences were issued — to A. B.

On September 1 last year, the Ravakai, a Cook Islands government vessel almost foundered while on the way from Rarotonga to Aitutaki and Penrhyn. She turned on her side, one man was lost and she was rescued after her more than two dozen passengers had faced death for 40 hours. This mishap underlines the difficulties the Cooks faces over shipping.

Donald and Co, D. C. Brown, and Silk and Boyd Ltd. There was reality about the desire to see three vessels operating as the pineapple industry was expanding and there was a growing traffic in fruit between Mangaia and Rarotonga.

There was also a great amount of building materials making their way to outer islands for use in the construction of schools, hospitals, government administration buildings and harbour installations, and there were many people travelling as deck passengers.

For a number of reasons the pattern of licence-holding changed — Dick Brown died, the Cook Islands Trading Corporation took over the Cook

Islands interests of A. B. Donald and Co, and, eventually, the only ship-owners left maintaining a regular service were Silk and Boyd, who were to own three efficient motor-vessels, the *Tagua*, the *Manuvai* and the *Manutea*.

In retrospect, it was unfortunate that Silk and Boyd came under criticism as having a monopoly over the shipping services. The *Tagua* was wrecked on Mangaia and the *Manutea* was sold out of the country. The *Manuvai* is now the only substantial vessel operating in the Cooks.

But, the pattern of inter-island travel and trade has altered dramatically in recent years. The pineapple industry has not expanded to the extent earlier predicted, the flow of building materials has declined very much and the number of inter-island passengers has also fallen away. A factor which contributed to the contraction of Silk and Boyd's interests was the granting of a licence by the Cook Islands for Captain Hugh Williams to operate the *Moana*, formerly the Gilbert and Ellice Islands Government vessel *Moana Roi*. Hughie Williams did not stay long but his stay and competition for a dwindling trade forced Silk and Boyd



A recent busy day at Avatiu Harbour. Photo: W.G. Coppel

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into the decision to reduce their fleet.

Avatiu Harbour over the Christmas period, 1976, told the story of present-day shipping in the Cooks. The *Manuvai* was engaged in the pineapple run to Mangaia and Atiu, as well as seeking to meet various government requests to carry passengers to southern group islands.

Tied up at the wharf was the *Stella Maris*, a steel fishing boat, owned by the Roman Catholic Mission, which has been seeking means of servicing the Church in the outer islands. The mission also owns the yacht *Ave Maria*, which moves around the northern group.

Undergoing the addition of a very large deck-house to accommodate passengers, was the *Miss Geraldine*, a wooden fishing vessel, owned by the Mauke Shipping Corporation, of which Minister Tupui Henry is the principal.

Also in port for an extended stay was the large motor-launch *Blue Water* operated by Dr Tom Davis, Leader of the Opposition, to serve the northern atolls.

And, most importantly, hauled up on the slip was the *Ravakai*, the vessel which most poignantly illustrates the dilemmas being faced by the Cook Islands Government.

Silk and Boyd are being encouraged to buy a second vessel, and obviously a substantial subsidy will need to be paid as the profits from the operations of the *Manuvai* are marginal. The cost of fuel for the long hauls between islands is extremely high and it would seem that a practical means of support would be to make the price of fuel oil to shipowners in Rarotonga as low as possible.

Silk and Boyd face a further difficulty if they are to obtain a second vessel. In the past, vessels entering the Cook Islands trade have, in the main, been purchased second-hand. There are very few such vessels with specifications to meet the requirements of the local trade, and the cost of building a new vessel would seem beyond the local capacity.

The vessels available to the government to service all the islands and, in particular, the northern atolls, are limited in number and suitability but the requests and demands from the outer islanders to receive supplies and to be able to travel inter-island remain constant.

Some relief might emerge in the southern group as surveys are being made of possible landing sites on

Mangaia, Atiu and Mauke and there is speculation that Cook Islands Airways will be able to extend its passenger services to virtually all the southern group islands.

It may also be possible that the announced withdrawal of Island Foods Ltd. from the Cook Islands could lead to the establishment of small pineapple-processing plants on Atiu and Mangaia and, thereby, largely reduce the number of cargo services required in the south. But as most cargoes would be handled by the ships on the New Zealand-Rarotonga run, these changes can only worsen the position of the shipowners.

Where does the *Ravakai* fit into this picture? She is a wooden vessel 55ft in length, which was built in Rarotonga by Ron Powell for the government for long-line and skip-jack fishing. She was launched in 1968, but in practice has done little fishing and was converted to carry passengers and freight.

The vessel, as designed, had a deadweight of just over 20 tons, and was to carry no more than 10 tons of ice in six fish holds. She was not designed to carry cargo below deck nor did she have built-in stability to carry deck cargo.

In her original form, the *Ravakai* had accommodation for six crew members. Last September, *Ravakai*, under Captain Derek Lumbers, sailed from Rarotonga for Aitutaki and Penrhyn. The voyage was in response to an appeal from the Penrhyn Island people for much-needed food supplies. There was also a demand to transport passengers and cargo to Aitutaki.

THIS TWIN OTTER IS TONGA'S OWN

South Pacific Island Airways has upgraded its Pago Pago-Nukualofa service, replacing the seven-seater Cessna with a 20-seater De Havilland Twin Otter. King Taufa'ahau Tupou met the aircraft on its first arrival at Fua'amotu airport, and congratulated Mr George Wray, SPIA president, for acquiring a larger aircraft to serve Tonga.

Mr Wray, in reply, said the aircraft was to be considered Tonga's own. In addition to the Pago Pago-Nukualofa service, it will operate Tonga's internal service. An inscription on the Twin Otter reads, "In service to His Majesty, King of Tonga".



The *Ravakai* safe on the slip.

Photo: W.G. Coppel

When she left the wharf, *Ravakai* was carrying 27 persons, and an eyewitness on board said, "the boat was fully laden with cargo both above and below deck. Movement aboard the boat was difficult because of the number of people aboard and the deck cargo which was stacked up to the full height of the canopy aft of the main cabin. A net was also suspended from the canopy and this contained more cargo. A space for people to walk from the back of the boat to the front was left on the starboard side but even then you could not stand up straight there because of the net above. All passengers were perched on top of the deck cargo between it and the net. Their baggage was alongside them".

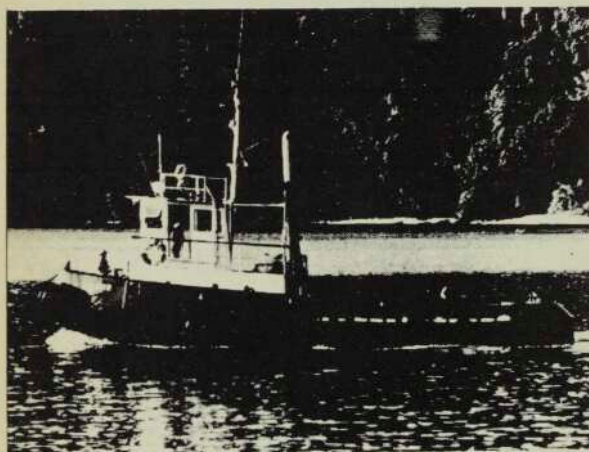
The *Ravakai* was not setting out on a short voyage in sheltered waters. This was a voyage of more than 700 miles, being made by a vessel which has achieved a maximum speed of eight knots. At about 11.45 pm the vessel began to list to port. The passengers scrambled to the starboard side of the vessel, which then rolled over onto her side. The crew and passengers were able to scramble to the port side of the vessel, which because of her in-built buoyancy was in no great danger of sinking.

After considerable effort on the part of two men, the rubber life-raft was freed from below the deck cargo and the women and children were put into it. After the tarpaulin cover was cut away the vessel began slowly to right herself, with only the stern above water.

All the following day was spent clinging to the boat, or huddled in the life-raft, and although Rarotonga was in sight at one period it was not possible to move the ship under jury rig.

At 3.30 pm on the third day the distressed vessel and her complement

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were sighted by the Islander aircraft of Cook Islands Airways.

Flares, torches and a large rubber raft were dropped to the survivors and at 9 pm the *Stella Maris* was able to complete the rescue mission. One of the passengers, Ioane Dean, was lost in the mishap. It was most fortunate that the death-toll was not larger.

The *Ravakai* was towed back to Rarotonga and the government reimbursed the passengers for the losses they suffered in the disaster.

However, several questions must be raised. While it must be conceded that the government seems to be in a well-nigh impossible position with regard to the provision of shipping to the more isolated islands, it must also be argued that the government itself must be the most vigilant of all those concerned with shipping, to ensure that the regulations and ordinances in force in the Cook Islands primarily concerned with the minimum standards of safety on local shipping are strictly enforced. All vessels wishing to carry cargo and/or passengers within the Cook Islands are required to be licensed, but the government, apparently, is exempt from these requirements.

The Premier of the Cook Islands, Sir Albert Henry, was obviously most distressed at the mishap and September 6 he said, "I wish to assure the public that a formal independent public enquiry will be held into this matter at which time all persons, who feel they have a contribution to make towards the ascertainment of all the relevant facts, will have an opportunity to provide their evidence. For government's part the *Ravakai* casualty has worsened an already most difficult problem — that of internal shipping. Let me assure the outer islands that I will be taking immediate steps today to get something done about their needs".

On Rarotonga, the *Ravakai* incident remains a matter for much discussion and it seems unfortunate that, as late as the end of the year, the findings of the enquiry had not been made public, nor does it seem that there has been an inquest into the loss of Ioane Dean's life.

The pressures upon the Cook Islands as a result of its difficulties about inter-island shipping are familiar ones in the Pacific countries, and it is to this area that the developed countries could well direct their attention when they are offering assistance to Island countries.

Air Niugini has a drink problem

Air Niugini, PNG's national airline, may stop serving alcohol to passengers on domestic flights.

There have been too many complaints from passengers about drunks causing trouble on flights, a management spokesman said in February.

The airline's cabin crews had been instructed to refuse to serve passengers who appeared to have drunk too much, but the refusal itself often precipitated problems. On several occasions aircraft captains had intervened to stop trouble developing among passengers.

As a result, the airline was seriously considering a ban on alcoholic drinks. The bar service on international flights would not be affected.

Air Niugini's new Boeing 707 aircraft flew its inaugural service from Port Moresby to Kagoshima, Japan, in January.

The aircraft, bought from Qantas for about K5 million, seats up to 148 passengers in first and economy classes.

There were 55 VIP passengers from Papua New Guinea on the inaugural flight. They included the Deputy Prime Minister and Minister for Defence, Foreign Affairs and Trade, Sir Maori Kiki, and Lady Kiki; the Minister for Transport, Works and Supply, Mr Bruce Jephcott; Leader of the Opposition, Sir Tei Abal; Chairman of the Public Services Commission, Mr Rabbie Namaliu; and three MPs, Messrs Harry Humphreys (Talasea), Suinavi Otio (Lufa), and Kui Baiyand (Middle Ramu).

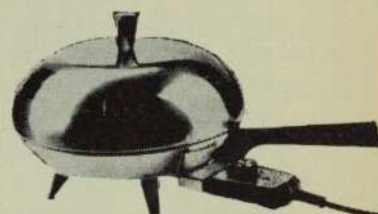
The plane stayed overnight at Kagoshima and returned to Port Moresby the next day.

NAURU'S CONDITIONS FOR FORUM LINE

The Nauru Government will guarantee 20% of losses the South Pacific Forum shipping line expects to incur in its first year of operations. Nauru will also provide two ships. The Western Samoa Minister of Economic Affairs and acting Minister of Communications and Transport, Mr Asi Eikeni, made those statements after a recent visit to Nauru.

Mr Eikeni and the acting Attorney-General, Mr Neroni Slade, went to Nauru to discuss the shipping line

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with the new Nauru Government. Mr Eikeni said the government had agreed to honour an agreement the previous government made to guarantee the line's establishment costs and the provision of ships.

But Nauru would not sign the draft constitution for the shipping line, even with provision for a review in 12 months, unless there was agreement to amendments it proposed. Nauru wants all member countries of the forum to be shareholders in the shipping line. It has proposed a share of \$10,000 each.

Originally the plan was that all members of the Forum would give \$10,000 to set up the line. Members providing ships would share profits and pay any costs, while the other members would be assured of better and more regular services.

Mr Eikeni said the Nauruan proposal did not present any problems for the Western Samoa Government. It could very well turn out the best plan for the line. The only fear was that prolonged discussion of the Nauruan proposal would delay setting up the line within the next few weeks.

He said plans were unchanged for the United States to provide a ship for Samoa. New Zealand has also pledged to supply a ship.

OVER-FLYING PLANES ARE WORRYING FIJI

With Qantas and Pan American World Airways over-flying Nadi Airport on several of their flights between Australia and the US, the Fiji Government is becoming worried. Fewer landings mean heavy financial loss.

The Fiji Minister for Communications, Works and Tourism, Mr Jonati Mavoa, expressed his fears of losses at a recent meeting of the South Pacific Air Transport Council in Suva. Delegations from Britain, Australia, New Zealand and Fiji attended.

Mr Mavoa said over-flights would be a serious blow to airport revenues, and increasing landing charges was not a solution as it would increase the number of over-flights. Alternative methods were needed to raise an otherwise constantly decreasing revenue. One method would be charge airlines, which did not actually land, fees for use of Nadi weather information.

The question of airlines over-flying Nadi has been raised often in the past. Now, with fewer airlines using Nadi and bigger aircraft making fewer

calls, Mr Mavoa's warning is timely.

Mr Mavoa said the South Pacific region depended on Nadi airport as an important centre of international transport.

SIX NEW SHIPS FOR MICRONESIAN FLEET

The US Trust Territory plans to add six new ships to its fleet. It recently sent a "letter of intent" to the Namura Shipbuilding Co Ltd, Osaka, Japan, for the construction of six new field trip vessels.

Mr William P. Flanagan, director of Transportation and Communication, and officials of his department, inspected the capabilities of five shipyards in Japan before deciding that Namura was the most suitable to build the ships.

The ships will be 56.38 metres long, with a beam of 10.05 metres. Each will carry 12 cabin passengers and up to 100 deck passengers. Mr Flanagan expects the new ships to be operating by the end of 1978.

FRENCH SHIPPING LINES MERGE

Two of the top French government-owned shipping lines were to merge on March 1. The two lines, Compagnie Generale Maritime (CGM). Compagnie des Messageries Maritimes, now become the Compagnie Generale Maritime (CGM). With a fleet of 102 vessels, the CGM is the biggest French shipping line. Previously, the two partners operated across the Atlantic and through Far East and Pacific ports. Together, they now operate throughout the world. Emblem of the new CGM is a ship's bow breaking through the waves, in red, white and blue. Among the company's new vessels in Pacific ports are the Rostand and Rousseau.

FIJI DOCKERS IN THE MONEY

The Fiji Waterside Workers and Seamen's Union seems to be on the way to becoming a wealthy "capitalist" organisation. About two years ago it took up 26% interest in the newly-formed shipping company, Pacific Line Ltd, with Carpenters, also 26% and Sofrana 48%.

After initial early losses the line went into the black, and in the latest financial term has decided to pay a \$30,000 interim dividend to the three shareholders. The dividend is at the rate of \$1.50 for every dollar invested.



Air Niugini stewardesses in Kagoshima after the inaugural flight to Japan. Note the new-style uniforms. Top to bottom the stewardesses are: P. Rapilla, W. Teilflo, L. Caparas, H. Mesulam, W. Gutierrez.

Photo: Veronica Williams.

Mr Taniela Veitata, unofficial king of the Fiji waterfront and industrial adviser to the union, commented: "We are proud of what the company has achieved and look forward to being able to make further contributions to its trading results".

Pacific Line runs a chartered ship, the Tui Cakau, 2,460 tonnes, on a cargo service between New Zealand and Fiji. It dropped a call at Apia some months ago.

Mr Harry Kiss, of Carpenters, who is managing director of Pacific Line, said the line was looking at major new cargo sources, including the shipment of sugar to New Zealand and other markets. Since its beginning, the line had brought about \$550,000 in foreign earnings into Fiji, and had paid about \$228,000 in local wages and taxes.

AFTER SNAGS, PNG GETS NEW TRAWLERS

Papua New Guinea's four new government-owned trawlers were due to go into operation in December after a four-month delay because of construction faults.

The 20-metre vessels cost the government K186,000 each.

A spokesman for the Department of Transport, Mr John Reily, said the faults had been rectified at the expense of the manufacturers, Pan-Asia Shipbuilders of Singapore, after long negotiations.

CRUISING YACHTS

● **FEISTY LADY**, 27 ft sloop from Los Angeles, arrived at Rarotonga from Bora Bora on December 10 with Conrad and Sandra Ramalho. They were still in Rarotonga in late January and are bound for Tonga.

● **TEQUILA I**, 40 ft Auckland sloop, arrived at Rarotonga on January 16 from Papeete and Bora Bora with D'arcy George Whiting, his wife, Mollie, daughter Debra

aged 16, and Ann Clucas. They are bound for Auckland.

● **BOLD SPIRIT**, 43 ft Canadian trimaran, arrived at Rarotonga from Papeete on January 18. On board were Keith and Jeanne Sandilands and their children, Kathryn 16, Gwen 14, and Eric 12. They planned to visit Aitutaki, Niue, Tonga and New Zealand.

● **MIGRANT**, 42 ft steel schooner, arrived at Majuro on New Year's Eve with owner-skipper Dick Johnson, his wife, Anita, children Kari (18) and Rick (19), and young friend Luis Mateos aboard. The **Migrant** was designed and built by Thomas Colvin in Virginia and was launched in 1970. She is junk-rigged, with bright red sails, a white deck and a dark-blue hull and is registered in the US Virgin Islands. The Johnsons are on a

one-year cruise, which started in Seattle, Washington in August. They are on their way to Japan through the island chains of the Trust Territory of the Pacific Islands.

● **VANALUA**, Rabaul-registered 39 ft ferro-cement cutter of 13 tons, arrived at Majuro just before Christmas with owners Dave and Dianne Brown. They will return to Rabaul after visiting other Marshalls atolls, Kosrae (Kusaie) and Ponape. The Browns are Australians but have lived in Papua New Guinea so long, they consider it a second home. **Vanalua** was built over a 15-month period in Rabaul and launched in February 1973. The name was given by the local workers in Rabaul and means "the first one" or "to go ahead", an appropriate description as she was the first ferro-cement boat built in Papua New Guinea.

● **KETCHUP**, a Northstar 80/20 39 ft 7 ins ketch from Toronto, arrived in Tahiti on Christmas Day from the British Virgin Islands where she was purchased in October by Ron Tillotson, 43. Ron and his son Ken, 18, and Veronica Horner, 24, sailed from the Caribbean through the Panama Canal to the Marquesas, before sailing into Papeete. His plans were to leave his boat in Tahiti while he flies home for a few months, then return to continue his sail to Samoa and New Zealand.

● **MISTY**, 65 ft ferro-cement ketch owned by Bob Wieand, 40, of New Jersey, arrived in Tahiti on November 18, from Rarotonga, carrying Bob and crew Izumi Itagaki of Tokyo. Bob built **Misty** nine years ago in Yokohama and has since sailed to many islands from Japan to the Philippines, Indonesia, South-east Asia, the American Trust territories to New Guinea, the Solomons, New Hebrides, Fiji, Tonga and the Cooks. In February, 1975, Bob and a charter group were capsized twice during a typhoon between Japan and the Bonin Islands. There were no injuries suffered even though **Misty** made 360 degree rolls twice. His plans include sailing to Yugoslavia and then returning to the Orient.

● **SAMANTHA ANN**, 34 ft Chinook design sloop from Hawaii is spending the hurricane season in Tahiti. Owner-skipper William Niles, 28, along with Irene Pottin of Canada and Albert Ferguson of California sailed from Maui in July to the Tuamotus and Tahiti, arriving in Papeete in October. Bill plans were to return to Hawaii by way of the Tuamotus and Hawaii.

● **TYPEE**, 37 ft trimaran from Honolulu arrived in Tahiti on December 24, for her second visit. Owner-skipper Charles Burnett of Hawaii and John Fraser of California left Hawaii three years ago and sailed to the Galapagos and South America, then visited the Marquesas, Tahiti, Samoa, Guam, Hong Kong to the China Sea. They also visited Malaysia and Thailand, Indonesia, Borneo, the Philippines and Marshall Islands. They

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plans were to remain in Tahiti two months, then return to Hawaii through the Marquesas.

• **CASTAWAYS**, 70ft 2-masted square-rigged schooner from Los Angeles arrived in Tahiti on December 12, after spending five months in the Marquesas. Built and owned by Gene and Kathy Taatjes. **CASTAWAYS** was launched in 1974 and began her voyage from Los Angeles in January, 1975. Sailing with Gene and Kathy is Gene's nephew, Jeff Taatjes. Gene, an electronics engineer, plans to sail downwind after the season is open.

• **DECISION**, CAL 48ft sloop from Marblehead, Massachusetts, sailed into Tahiti in November for a long visit before continuing her voyage around the world through New Zealand and Australia. Owner-skipper Robert Oldham bought his boat in February, 1975 and began his journey from Massachusetts down the east coast of the US through the inland waterway to North Carolina, then by sea to the Virgin Islands and all the Caribbean, on through the Panama Canal to the Marquesas and Tahiti. Sailing with Robert are Carolyn Osburn, their son Jason (4), her brother Rodger Osburn and Donald Mears, all of California.

• **DEYDREAM II**, Spencer 32 ft sloop from Vancouver, left home August 23 and sailed to the Hawaiian islands, then to the Marquesas and Tahiti, finally arriving in

TWO RACES TO FIJI

There will be a lot of sail in the ocean between Auckland and Fiji in April, 1977, with upwards of 100 yachts taking part in two races — one from Auckland to Suva and the other from Auckland to Lautoka. The Auckland-Lautoka race has been introduced to relieve pressure on the Royal Suva Yacht Club. The Lautoka Yacht Club, the Northern Club (Lautoka) and the Nadi Boat Club will host the Auckland-Lautoka race, which will include divisions for mini-raters and IOR yachts. About 50 entries are expected for the new race. The Auckland-Suva race is for IOR-rated yachts. Although entries for this race do not close till January 31, 1977, more than 140 applications are already in for the 60 positions.

Papeete on December 23. On board were the Dey family of Bud, Irene, daughter Kelli, 18 and son Calvin, 24. Their plans include sailing to the Cooks, Samoa, Tonga, Fiji and Marshalls, before going home.

• **CITANA DEL MAR**, 40 ft William Garden design sloop from San Diego is in Tahiti with owners Bob and Lois Fellman and crew Danny Cunningham. Their cruise began in 1975 from San Diego and has since

carried them to Hawaii, the Marquesas and Tuamotus. On the first leg of their voyage to Hawaii they broke the spreader arm in a storm and jury-rigged the last 800 miles, still making Hawaii in 19 days. While they are waiting for the hurricane season to finish, Bob and Lois are cruising the rarely-visited islands of Rapa and Mangareva. Later they will sail to the Cooks, Fiji, Tonga and American Samoa.

• **MARTINETTE**, 15 metre ferro-cement ketch, which left Vila on October 19 (PIM, Jan, p 67) with Tony Hodges, wife Joan and daughter Gabriel, crew Kevin Dodds, John Doby and John's fiancée, to return to England, stranded on the reef at Sue island in the Torres Strait. They had stopped for a swim. At the time of writing, **MartINETTE** was still on the reef but the Hodges and crew had managed to salvage their belongings.

• **KATHENA FAA**, 33 ft fibreglass sloop, registered in Germany, arrived at Majuro from Tarawa on December 7, with owners Wilfried and Astrid Erdmann and their four year old son, Kym, aboard. The **Kathena Faa** was built in England in 1972 and acquired by the Erdmanns in New Zealand. The family is seven months into a cruise planned to last three years. After leaving Majuro, they will sail to other Marshalls atolls, including Bikini and Likiep. Before sailing south to the Solomons, the Erdmanns will make at least one more stop in Micronesia, at Ponape. When not cruising, the Erdmanns do charter work in the South of France and Wilfried composes articles and books on their travels, the most notable one being an illustrated chronicle of their round-the-world cruise from 1969-1972.



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TAHITI LOSES TWO OF ITS MOST COLOURFUL VETERANS

By Robert Langdon

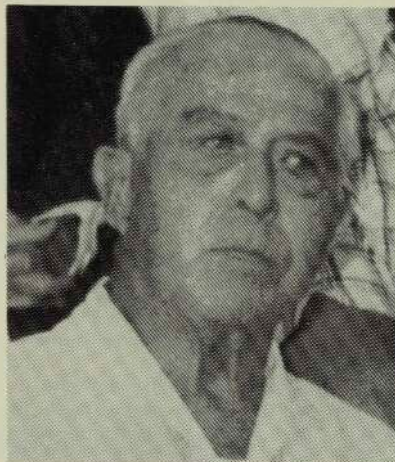
Pouvanaa a Oopa and Archbishop Paul Maze, SS.CC, two almost legendary figures of French Polynesia, have died in Tahiti. Both in their time exercised an enormous influence over the lives of the territory's population.

Pouvanaa, 81, a charismatic political leader and ardent nationalist, almost succeeded some 20 years ago in persuading his countrymen to establish an independent Tahitian republic. In the days when French Polynesia's Territorial Assembly had more powers than it has now, Pouvanaa was virtual prime minister of his country. He later served nine years of a 15-year term of exile and imprisonment in France for allegedly attempting to burn down Papeete, was pardoned by President de Gaulle and amnestied by President Pompidou. He ended his career as senator for French Polynesia in the French Parliament, with three years of his term still to run when he died on January 10.

Archbishop Maze, a missionary in the Pacific for nearly 70 years, died on December 21 in his 92nd year, eight days after a fall in which he broke his hip. He was renowned before World War II for his missionary work among the isolated Polynesians of the eastern Tuamotus; and for nearly 30 years after being made Bishop of Tahiti in 1939, he was the leading spirit in the affairs of the Roman Catholic Church in French Polynesia. Like Pouvanaa, he was a fluent and persuasive orator in the Tahitian language.

Pouvanaa, who was once described as a 'Tahitian David fighting the Goliath of French rule', rose to prominence from shadowy origins. He was born on Huahine on May 10, 1895, but little is known with certainty about his antecedents.

The first edition (1962) of the biographical dictionary *Tahitiens* states that one of his grandfathers was a Danish seaman, while the second edition (1975) adds that his father is said to have been a French-born printer, journalist and lawyer, who died in Tahiti in 1933.



Pouvanaa a Oopa

Whatever the truth on these matters, Pouvanaa had blue eyes and a light skin — unusual features for a person with a Polynesian name such as his.

Pouvanaa served in the Pacific Battalion of the French Army in World War I and took part in the Battle of Chemin des Dames in 1917. Between the wars, he became the leading Tahitian nationalist. He fell foul of the authorities for the first time in 1942 and was exiled to a reef islet of his native Huahine.

Early in 1947, Pouvanaa formed a committee dedicated to bringing more political, economic, administrative and cultural freedom to Tahiti and its archipelagoes. A few months later, the committee inspired a large crowd of Tahitians to oppose the landing of three new officials from France. Although their efforts succeeded for a time, Pouvanaa and his associates were eventually outmanoeuvred and arrested.

Months later, they were brought to trial on charges of challenging governmental authority. Pouvanaa, who appeared wearing his World War I medals, was acquitted. By then he was something of a martyr in Tahitian eyes, and went on in 1949 to an easy election win as deputy for French Oceania in the French parliament. He was re-elected with equally impressive margins in 1951 and 1956.

Meanwhile, his political committees had blossomed into a well-organised political party, the *Rassemblement Democratique des Populations Tahitiennes*, which won a majority of seats in the local Territorial Assembly in 1953 and 1957. One of the successful candidates in 1957 was Pouvanaa himself, who became Leader of Government Business in a cabinet form of administration introduced by the French Government.

One of the first acts of Pouvanaa's cabinet was to introduce an income tax bill and to announce plans to secede from France. These moves were strongly opposed by the Assembly's almost numerically equal conservative politicians, who mustered a mob to bombard the assembly building with stones.

Tahiti's affairs were at an impasse a week or two later when the French Government collapsed and General de Gaulle emerged from retirement to take over the presidency. He immediately offered to give French territories around the world the opportunity to achieve independence simply by voting for it.

In Tahiti, Pouvanaa campaigned vigorously on a platform of 'Tahiti for the Tahitians, and the French into the sea'. But although many supported his desire for greater autonomy, only 36 per cent were prepared to vote for outright independence.

A fortnight after the referendum — in October 1958 — Pouvanaa and several of his followers were arrested on charges of having thrown Molotov cocktails in the streets of Papeete and of having attempted to burn the town down.

Pouvanaa's house, it was alleged, was found to be fortified like a blockhouse, with a large stock of Molotov cocktails and other weapons.

A year later Pouvanaa and his followers were found guilty of crimes of varying degrees against the state, and Pouvanaa was spirited out of Tahiti to serve an eight-year prison term and 15 years' exile.

Embarrassingly for the French, Pouvanaa's son, Marcel, was elected to replace him in the French Chamber of Deputies; and when Marcel died in 1961, his successor, John Teariki, seized every opportunity to proclaim that Pouvanaa had been the victim of a political frame-up.

Although Tahiti's radical politicians maintained constant pressure on the French Government for Pouvanaa's release, the government's only concession to them in nine years was to allow Pouvanaa to move to a Protestant nursing home after three years in prison. Finally, on November 11, 1968 — the 50th anniversary of the end of the war in which he had fought for France — Pouvanaa was pardoned by decree of President de Gaulle.

Several thousand people turned out to welcome him when he returned to Tahiti — slightly paralysed from a stroke suffered the previous January. Six months later, President Pompidou, on coming to power, amnestied him along with other French citizens convicted of political crimes.

The amnesty meant that Pouvanaa's record was 'wiped clean' and his civil rights were restored to him. He was thus able to run again for public office, and this he did in September, 1971, when he was elected to the French Senate for a nine-year term.

It was a symbolic victory for those Tahitians who had long felt that they could and should govern themselves. But Pouvanaa, then 76, was too old and broken in health to become again the magnetic personality of the autonomist movement that he had once been. Indeed, his last years, like those of Archbishop Maze, were something of an anti-climax to a long career devoted to a single cause.

DEATHS of Islands People

ARCHBISHOP MAZE

Archbishop Maze, a Breton, was the fifth Vicar Apostolic of Tahiti. He was born at Finistere, France, on April 4, 1885, and was ordained a priest of the Sacred Heart (Picpus) order when he was 25.

On arriving in Tahiti in December, 1910, he was immediately posted to the Cook Islands where he spent six years on Mauke and two on Atiu.

He was on Atiu in 1917 when the famous German sea raider, Count Felix von Luckner, arrived there in a small boat following the wreck of his ship, *Seeadler*, at Mopelia Atoll, Society Islands. Von Luckner had hopes of capturing another ship in which to continue raids on Allied shipping. He told Maze and the Atiu people that he and his companions were shipwrecked Dutch seamen. Trustingly, they believed it, and provided the Germans with food and water.

In 1918, Maze was transferred to

the Tuamotu Archipelago where he spent two years working in conjunction with Father Amedee Nouailles (later Bishop of Tahiti) from headquarters on Hikueru Atoll.

Thereafter, he was placed in sole charge of the eastern atolls of the group — remote, rarely-visited islands such as Reao, Pukarua, Nukutavake, Vahitahi, Tatakoto, Hao and Amanu.

Father Paul, as he was affectionately known, had no fixed place of residence, but moved from atoll to atoll in trading schooners, Tuamotuan *pahi*, or in his own small cutter, the *St Pierre*. He learned the Tuamotuan dialects intimately and worked indefatigably to improve the spiritual, social and medical well-being of his widely-scattered parishioners.

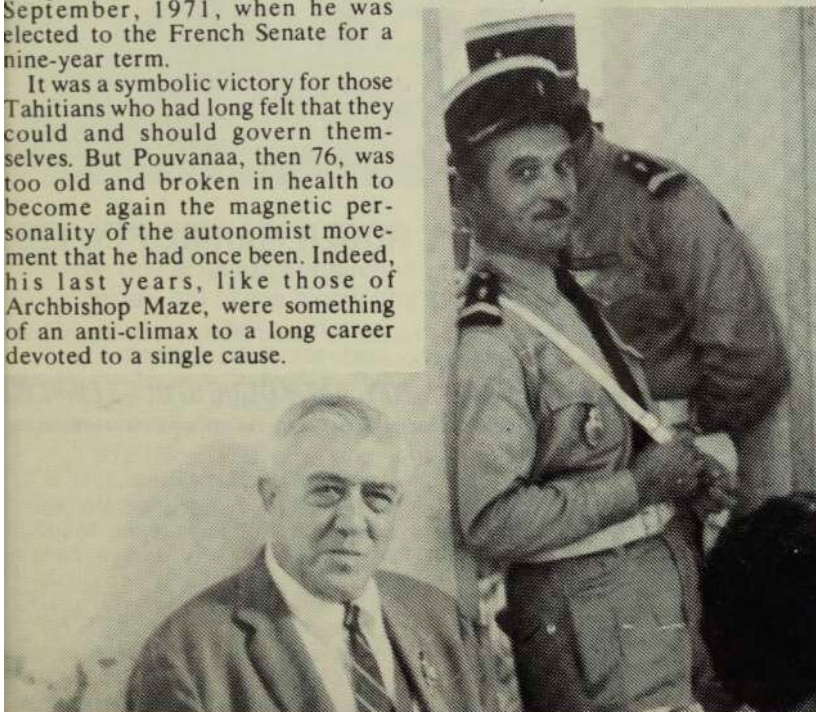
By the mid-thirties, Father Paul was already a semi-legendary figure. He was of considerable assistance to the scientific expeditions from the Bishop Museum that visited the Tuamotus in 1929 and 1934, and virtually indispensable to the French administrators of the group.

The American novelists Nordhoff and Hall no doubt had him in mind when they created the character of Father Paul in their novel *The Hurricane* (1936), which is set in the Tuamotus. The fictional priest is there described as 'one of those transparently good old men, so often found in the service of the Roman Catholic Church, whose obscure and devoted lives the world never hears of, but who mean much to the little flocks they serve'.

After the death of Bishop Nouailles in 1937, Father Paul succeeded him, being consecrated in April, 1939. World War II prevented the new bishop from making the traditional tour of his vicariate until 1946.

Meanwhile, the rapidly-growing number of children in Tahiti had caused him to devote much thought to the future of education in the territory. One of the consequences was the arrival in Tahiti of the Sisters of Our Lady of the Angels, a Canadian teaching order, who opened a college at Faava in 1951 and a school at Taravao shortly afterwards. Other schools were opened in other parts of the island during the next few years.

The growth of suburbs around Papeete led Maze to create several new parishes in which chapels were



This picture taken 19 years ago shows a bemedalled Pouvanaa with gendarmes just before his trial in Papeete which ended with his banishment from Tahiti.

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built and Catholicism has since prospered. But increasing urbanisation also created a serious child-delinquency problem. So Maze brought in the Sisters of the Good Shepherd of Angers to grapple with it.

Bishop Maze was elevated to archbishop in 1966 when Pope Paul VI established a regular hierarchy of the Catholic Church in the Pacific and upgraded the status of Maze's vicariate. However, two years later, at the age of 83, Maze handed over most of his duties to Michel Coppenrath, the first Islands-born priest to become a bishop. Maze resigned as archbishop in 1973.

Maze was a man of great charity, energy, endurance and apostolic zeal; a diplomat; and a firm believer in ecumenism. In 1970, in conjunction with Hubert Coppenrath, he published the fifth (extensively revised) edition of the *Grammaire et Dictionnaire de la Langue Tahitienne*, originally prepared by Bishop Tepano Jaussen, the first Vicar Apostolic of Tahiti, more than a century earlier.

During his retirement, Archbishop Maze lived at Taravao where he worked on his memoirs despite increasing blindness caused by cataracts.

Father D. Moore

The Rev Father Denis Moore, OBE, a former missionary in the Solomon Islands, died recently in New Zealand. He went to the group in 1931 and worked at Visale on Guadalcanal. Father Moore returned to NZ at the start of World War II. He was reposted to the Solomons in 1947. He served in a number of areas, and was awarded the OBE for his outstanding work for education.

Chief Selwyn Taga Batagorovanua

Chief Selwyn Taga Batagorovanua, one of the highest ranking custom chiefs on North Pentecost, New Hebrides, died in December, aged 85.

Mr Buzz Miller

Mr Buzz Miller, American journalist and publisher who had lived in Tahiti since 1963, died of a brain haemorrhage while out fishing with a friend in January. In 1964 Mr Miller launched the magazine O'TAHITI, the first English-language magazine to appear in Tahiti. In 1976 he extended operations to the Cook Islands with the first edition of his Rarotonga Magazine.

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Chandris Lines maintains a passenger service from Sydney via NZ, Suva or Papeete every second month.

Details from Chandris Lines, 135 King Street Sydney (232-2455).

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

Compagnie des Chargeurs Caledoniens operate 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 30-day service from Sydney to Noumea.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301).

SYDNEY - NZ - FIJI - HAWAII - CANADA - US

P & O liners call at Auckland, Suva, Honolulu and Vancouver on eastbound and westbound voyages between Sydney and the US.

Details from P & O Booking Centre, World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (231-6655).

SYDNEY - NZ - FIJI - TONGA - N. HEBRIDES - NOUMEA - PNG - SOLOMONS - SAMOAS

Sitmar Cruises operates a year-round cruise programme to include most of the above countries.

Details from Sitmar Cruises, 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 Apia, Auckland, Bay of Islands, Borabora, Honiara, Honolulu, Lautoka, Noumea, Nukualofa, Pago Pago, Papeete, Port Moresby, San Savasavu, Suva, Vavau and Vila on cruises from Australia.

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AUSTRALIA - NEW CALEDONIA - NEW HEBRIDES

Compagnie des Chargeurs Caledoniens operate four-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 serve Noumea every three weeks from the main ports along the east Australian coast and Port Vila monthly from Melbourne and Sydney.

Details from Sofrana-Unilines, 37 Pitt Street Sydney (27-2031), Trans-Austral Shipping Pty Ltd, 5 Bourke Street, Melbourne (67-9162), ACTA Pty Ltd, Brisbane (221-3166), Elder Smith Goldsbrough McEachern Ltd, Port Adelaide (47-5688), McIlwraith McEachern Ltd, Newcastle (2-4781), H Jones and Co Pty Ltd, Burnie, Tasmania (31-1833), ACTA Pty Ltd, Fremantle (35-4866).

South Pacific United Lines maintains a four-weekly cargo service from Sydney to Noumea, Vila and Santo. Details from Omni Traders & Brokers Pty Ltd, 20 George Street, Sydney (24-2872/6).

AUSTRALIA - FIJI

Karlander (Aust) Pty Ltd operates monthly 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 Street, Melbourne (60-0731), Burns Philp (SS) Co Ltd, Suva and Lautoka.

Sofrana-Unilines (Fiji Express Line) operates to Suva every three weeks from the main ports on the east coast of Australia and monthly to Lautoka from Melbourne and Sydney.

Details from Sofrana-Unilines, 37 Pitt Street, Sydney (27-2031), Trans-Austral Shipping Pty Ltd, 570 Bourke Street, Melbourne (67-9162), ACTA Pty Ltd, Brisbane (221-3116), Elder Smith Goldsbrough Mort Ltd, Port Adelaide (47-5688), McIlwraith McEachern Ltd, Newcastle (2-4781), H Jones and Co Pty Ltd, Burnie, Tasmania (31-1833), ACTA Pty Ltd, Fremantle (35-4866).

AUSTRALIA - FIJI - W. SAMOA

Nauru Pacific Line operates regular containerised, unitised and b/bulk service from Sydney and Brisbane to Lautoka, Suva and Apia.

Details Nauru Pacific Line, Nauru House, 80 Collins Street, Melbourne (653-5709), Interocean Swire, 8 Spring Street, Sydney (2-0522).

AUSTRALIA - TONGA - W. SAMOA

Karlender operates a monthly cargo service from Melbourne and Sydney to Nukualofa and Apia, thence US west coast.

Details: Karlender (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301).

AUSTRALIA - TAHITI - US WEST COAST

South Pacific United Lines maintains a four-weekly service from Sydney to Papeete, and US west coast.

Details from Omni Traders & Brokers Pty Ltd, 261 George Street, Sydney (241-2872/6).

AUSTRALIA - PNG

Containers Pacific Express (Burns Philp and AWP Line) operates four-weekly cargo service from Melbourne, Sydney and Brisbane with Samos to Port Moresby and Lae, supplemented by availability of additional tonnage on NGAL ships to cover transition period, Jan 1-June 30, 1977, pending start of fully containerised joint NGAL/Compac service.

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 Wihl Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (2-0517), 60 Market Street, Melbourne (61-3031), Burns Philp (NG) Ltd, Rabaul, 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 873, Royal Exchange PO, Sydney (241-3991), MacArthur Shipping Agency Co, 82-92 Eagle Street, Brisbane (229-3777), Western Farmers Transport Pty Ltd, 459 Little Collins Street, Melbourne (67-8291), Breckwold's Shipping Agencies in Port Moresby (24-2525), Lae (42-1536), Rabtrad and Nuigini Pty Ltd, Rabaul (92-2911).

Karlender New Guinea Line's cargo vessels call at Melbourne, Sydney, Port Moresby, Lae, Madang, Wewak, Manus, Kimbe, Rabaul.

Details from Karlender (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301), Dalgety Shipping, 461 Bourke Street, Melbourne (60-0731).

AUSTRALIA - PNG - SOLOMONS

New Guinea Australia Line's vessels operate from Sydney and Brisbane to Port Moresby, Lae, Rabaul, Vavieng, Wewak, Honiara, Kieta, Gizo, Madang and Samarai.

Details from Interocean Swire, 8 Spring Street, Sydney (2-0522).

AUSTRALIA - SOLOMONS - GILBERT IS - MICRONESIA

Daiwa Line runs a container service every 35 days from Sydney to Honiara, Tarawa, Guam, Saipan and Palau.

Details: Tradex Transport Pty Ltd, 185 O'Riordan Street, Mascot, NSW (669-1099).

AUSTRALIA - NAURU

Nauru Pacific Line operates regular cargo/passenger service from Melbourne to Nauru.

Details Nauru Pacific Line, Nauru House, 80



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Fiji: Carpenter Shipping, Suva & Lautoka
PNG: Carpenter Shipping Agencies, Port Moresby, Rabaul
New Caledonia: Agence Maritime Du Rond Point Du Pacific, Noumea

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Collins Street, Melbourne (653-5709), InterOcean Swire, 8 Spring Street, Sydney (2-0522).

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 (2-0517), Farrell Lines, 1 Market Plaza, San Francisco, L.A. (9-4105), Burns Philp (NG) Ltd, Rabaul and Kieta, Robert Laurie-Carpenter (PNG) Pty Ltd, Lae.

SAN FRANCISCO - HONOLULU - MICRONESIA

Nauru Pacific Line operates regular conventional/container service from San Francisco and Honolulu to Majuro, Nauru, Ponape, Truk and Saipan.

Details from Nauru Pacific Line, Nauru House, 8 Collins Street, Melbourne (653-5709), North American Maritime Agencies, 100 California Street, San Francisco, California 94111 (981-0343).

PNG - US - CANADA

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

Details from Burns Philp (NG) Pty Ltd, Rabaul Robert Laurie-Carpenter (PNG) Pty Ltd, Lae, Farrell Lines, 1 Market Plaza, San Francisco, L.A. (9-4105), Wilh. Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (2-0517).

FAR EAST - FIJI - NEW ZEALAND

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

Details from InterOcean Swire, 8 Spring Street, Sydney (2-0522).

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

Details from InterOcean Aust. Services Pty Ltd, 13 Spring Street, Sydney (27-3801), 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.

JAPAN - NZ - PNG

China Navigation Co., with three ships operates monthly cargo service from Japan to New Zealand calling at Lae on return journey.

Details InterOcean Swire, 8 Spring Street, Sydney (2-0522).

FAR EAST - MID-S. PACIFIC

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 (2-0522).

Kyowa Shipping Co Ltd operates monthly service from Hong Kong, Taiwan, S. Korea, Japan, Singapore and Jakarta to Guam, Saipan, Solomons, New Caledonia, Fiji, Western and American Samoa, Tahiti, Cook Is., Tonga, New Hebrides and PNG.

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

NORTH EUROPE - NEW CALEDONIA

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

Details from Columbus Overseas Services Pty Ltd, 33 George Street, Sydney (290-2966).

NORTH EUROPE - TAHITI - N. CALEDONIA - PNG

Compagnie Generale Maritime operates three conventional and three ro/ro cargo services a month from North European and Mediterranean ports to Papeete and Noumea. Three conventional ships call monthly in Papua New Guinea.

Details from Compagnie General Maritime, 4-Bligh Street, Sydney (221-2522).

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

Daiwa Lines 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.

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 our-weekly cargo service from Auckland to Norfolk Island.

Details from Maritime Services Ltd, 14-18 Customs Street, E. Auckland (7-5509).

NZ - N. CALEDONIA - N. HEBRIDES - PNG - SI

Sofrana-Unilines with two ships operates to Vila and Santo, to Honiara and Papua New Guinea, and to Noumea.

Details from Sofrana-Unilines, 42 Customs Street, Auckland (7-3279), PO Box 3614, Telex: NZ2313.

NZ - N. CALEDONIA

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

Details from Maritime Services Ltd, 14-18 Customs Street, E. Auckland (7-5509).

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 (7-1859), Burns Philp (NG) Ltd, Rabaul, 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 Blueport ACT (NZ) Ltd, PO 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, PO Box 3382, Auckland, NZ (7-1221-3).

Pacific Line with one ship operates monthly cargo service New Zealand, Lautoka, Suva.

Details: Sofrana-Unilines, 42 Customs Street, Auckland (7-3279) PO Box 3614, Telex: NZ2313.

Warner Pacific Line operates monthly freezer cargo service, Timaru-Lautoka.

Details from Air Marine Services (NZ) Ltd, PO Box 2505, Auckland (362-730).

NZ - TONGA

Warner Pacific Line services Onehunga - Nukualofa - Vavau - Haapai fortnightly, and Timaru - Nukualofa - Vavau monthly.

Details from the Air Marine Service (NZ) Ltd, PO Box 2505, Auckland (362-730).

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 4420, Auckland (379-430), Waterfront Commission, PO Box 61, Rarotonga, Lighterage and Stevedoring Co, Aitutaki, Niue Govt Offices, Niue Island.

NZ - FAR EAST - PACIFIC ISLANDS

Sofrana Fareast Lines operates a five-weekly service from Auckland to Far East, PNG, New Caledonia and Fiji.

Details from Sofrana Unilines, 42 Customs Street, Auckland (73-279).

US - FIJI - TAHITI - AUSTRALIA

Bank Line Ltd operates 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 Street, Sydney (27-2011).

Pacific Far East Line cruise ships operate from San Francisco, Los Angeles, Honolulu, Moorea,

Papeete, Rarotonga, Auckland, Opua (Bay of Islands), Sydney and return via Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Freight is carried on these passenger liners.

Passenger details from World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (231-6655), freight details from P & O Aust Ltd, 2 Castlereagh Street, Sydney (230-0177).

US - TAHITI - SAMOA

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

Details from Trans-Austral Shipping Pty Ltd, 19 Pitt Street, Sydney (27-2441).

Polynesia Line operates container and general cargo service from US west coast ports to Papeete and Pago Pago.

Details from Polynesia Shipping Services Inc, PO Box 1478, Pago Pago (9-6799).

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 InterOcean Aust Services Pty Ltd, 8 Spring Street, Sydney (27-3801).

UK - TAHITI - N. CALEDONIA - N. HEBRIDES - PNG - SOLOMONS - GILBERT IS

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 Street, Sydney (27-2041); Burns Philp (SS) Co Ltd, Suva.

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 Wilh. Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (2-0517), 60 Market Street, Melbourne (61-0301), Farrell Lines, 1 Market Plaza, San Francisco, L.A. (415-777-3300), Dalgety NZ Ltd, Auckland (7-1859), Kneubuhl Maritime Services, Pago Pago (633-5121).

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service, cargo only, is maintained by Conference vessels, sailing at regular monthly intervals out of Avonmouth, via Panama, for Apia, Suva and Lautoka.

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

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THE INDEPENDENT GILBERTS

MACDONALD: Are aid donors prepared to accept your priorities in terms of development expenditure or do you find that sometimes they attempt to impose priorities upon you?

RATIETA: Sometimes they attempt to impose priorities, I think, largely, because the money is theirs and they've got this paternalistic attitude of using their money in the way they think will benefit us most, but not necessarily the way we think.

MACDONALD: The past three years have seen the emergence of a

'government' and an 'opposition'. What is it in terms of political philosophy that gives each of these groups its coherence and distinguishes between them?

RATIETA: I think that we haven't got parties started off at the grass-roots; parties here are more politicians' clubs than anything else. What gets the people to converge in these so-called parties are the personalities concerned.

MACDONALD: Do you see party politics as being important at the next general election? Would you try to

establish a grass-roots organisation for your National Progressive Party or would you be happier with you members campaigning on a personal basis?

RATIETA: I think we will try in both ways because, even though parties have not been very successful here, parties are the coming thing. They are coming very slowly but they are surely coming. In the case of the trade union movement, the union is becoming more and more political and maybe will have a party based on the labour philosophy.

MACDONALD: What sort of philosophy would you see your party being based on?

RATIETA: I think all parties in this small place, where there aren't any rich people, should have a tendency to become socialistic and we can't say that, because those people are going to labour, we are going conservative — there aren't any true blue-blood Tories here.

MACDONALD: Looking at the composition of your present cabinet — seven of the eight members are from the six northern islands and only one from the 10 southernmost islands of the group. Of the eight ministers five are, or have been, associated with the Catholic Church. Do you see religion as a possible basis for party politics in the Gilberts?

RATIETA: I hope that the time will never come. The decision to appoint ministers on my part is not based on religion, or on geography. I appoint the people that I think can do the job from among the people in the House — within that limitation — and people who I think can co-operate because the major advantage of having parties here is that they get legislation that government wants passed through the House with a minimum of fuss and without any further need for lobbying.

MACDONALD: After a delay of two months, the Gilbert Islands is self-governing. What future steps do you see on the path to independence?

RATIETA: We are setting our target for independence for June, 1978 and this is known also to the British Government because we said this during our meeting in London for internal self-government. But before we do that we would like to have the fullest consultation with the people of the constitution they would like to have. We are going to have

Continued on p. 78

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PRODUCE PRICES

Unless otherwise shown, stated quotations are in Australian currency. Australian dollar (Feb 1) quoted: New Zealand, \$1.1446 (buying), \$1.1388 (selling); Papua New Guinea, K0.8855 (buying), K0.8788 (selling); Fiji, \$1.0320 (buying), \$1.0080 (selling); Tonga, pa'anga 1.0100 (buying), pa'anga .9900 (selling); US, \$1.0904 (buying), \$1.0856 (selling); UK, £0.6379 (buying), £0.6305 (selling); French Pacific, CFP 99.06 (buying), CFP 97.54 (selling).

COPRA

Copra industries are controlled through copra boards in PNG, the Solomons, the Gilberts, both Samoa, 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.

PNG.— 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 in New Britain.

Latest prices are: Per tonne, delivered main ports, of air dried, K182, FMS, K179, smoke dried, \$177 (prices include K16 bounty).

FIJI.— The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Latest prices were: Fiji 1, \$245, Fiji 2, \$235, CAS \$216.

NEW HEBRIDES.— Copra sold direct by planters in France and Japan. Burns Philp paying on wharf, Vila Santo, Dec 14 FNH 13,500, London Jan 21, 182 50 met francs 100 kg cif Marseilles.

US TRUST TERRITORY.— Palau: 1st grade \$180, 2nd grade, \$170, 3rd grade, \$160, at district centre, outer islands \$155, \$145 and \$135 for the three grades. Yap: \$160, \$150 and \$140 respectively at district centre, outer islands, \$135, \$125 and \$115 respectively. Truk, Ponape, Kusaie, Marshalls and Northern Marianas: \$150, \$140 and \$130 respectively at district centre, outer islands, \$125, \$115 and \$105.

COOK ISLANDS.— All production is sold to Bels Ltd, Auckland. Prices are based on average world prices for the prior three or six months and remain in force for three months.

SOLOMON ISLANDS.— Copra Board pays per tonne at Honiara, Yandina and Girzo, 8c 1st grade, 7 1/2c 2nd grade, 6 1/2c 3rd grade.

GILBERT ISLANDS.— \$134.40 a ton, or 6c a lb.

WESTERN SAMOA.— 1st grade, \$WS187.10, 2nd grade \$WS174.00.

TONGA.— All copra sold to EEC, 1st grade, \$270, 2nd grade, \$258.

NIUE.— Standard, \$147 a tonne gross.

OTHER PRODUCE

COCOA.— Island rates are based on Ghana price. Ghana price on Feb 1 was £stg2.434 ton, cif, UK continent.

Feb 1, fob Rabaul, export quality, K3,000 per tonne, delivered ex-wharf Sydney, \$3,600 per tonne.

New Hebrides.— London, Jan 21, 1,030 met francs 100 kg.

Solomons.— Delivered Honiara prices recently were 45c per lb 1st grade, 35c 2nd grade.

CHILLIES.— Solomons, Honiara buyers pay for 1/2 tabasco, 1st grade 38c per lb, 2nd grade, 28c per lb. Long Red is 20c per lb.

COFFEE.— PNG Feb 1. Good quality, A Grade \$4.95 per kg, B Grade \$4.91 per kg, C Grade, \$4.87 per kg, Y Grade, \$4.87 per kg.

W. Samoa.— Recently, WSTEC ground and dried beans, 60c per lb wholesale.

PEANUTS.— PNG. Sydney agents reported recently fob Lae, kernels, white Spanish, 19c per lb.

BROOMCORN.— Fiji, 1st grade 16 1/2c per lb, 2nd grade, 14 1/2c per lb, 3rd grade, 4c per lb.

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

Pacific Islands: Calrose med grain, white, 25 kilo bags, \$320 per tonne. Kula long grain white, 25 kilo bags, \$335 per tonne. All prices cif Sydney/Melbourne.

RUBBER.— Singapore, Jan 31 — 53c-55c per lb.

VANILLA BEANS.— Prices recently were: White and yellow label processing standard packs, \$7.50, green label \$7.40 cif Sydney Tonga — P4 20 fob Nukualofa, \$4.50 Melbourne.

TROCHUS.— Solomons, Private companies pay 18c per lb for good quality.

BLACK LIP.— Solomons: Private companies pay 22c per lb for good quality.

BECHE-DE-MER.— Solomons: Private companies pay: 1st grade \$1.60 per lb, 2nd grade \$1.30 per lb, 3rd grade, \$1 per lb.

GREEN SNAIL.— Solomons: Private companies pay 30c per lb.

GOLD LIP.— Solomons: 1st grade 38c per lb.

TORTOISE SHELL.— Solomons: \$1.80-\$4 per lb.

SANDALWOOD.— New Hebrides, London Jan 21, 340 met francs 100 super ft.

SHARK FINS.— Gilbert Is Co-op Federation pays per lb, \$1.32 1st grade, \$1 2nd grade, 80c 3rd grade.

COCONUT OIL.— PNG: London, Jan 21, £stg370 ton cif N. Europe ports.

MEAL CAKE.— PNG, London, Jan 21, £stg116.75 tonne cif E. Europe ports.

EXCHANGE RATES

FIJI.— Feb 1, Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank, Aust \$ on Fiji, buying \$F1=\$A1.1.

COOK IS., NIUE.— NZ currency is used.

NEW HEBRIDES.— Feb 2, 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 = FNH 88.73 (buying), FNH 86.83 (selling) — airmail transfer rate.

WESTERN SAMOA.— Feb 1, through Bank of Western Samoa, controlled from NZ, T1 = \$A1.19.

TONGA.— Feb 1, P1 = \$A1.1.

NORFOLK IS, SOLOMON IS, GI, NAURU.— Australian currency is used, no exchange payable on transactions with Australia.

PAPUA NEW GUINEA.— Feb 1, Through PNG Banking Corp, Bank of NSW, ANZ Bank, Bank of South Pacific, K1 = \$A1.14.

FRENCH PACIFIC.— Pacific francs (CFP) are used in New Caledonia, Wallis and Futuna Is, and French Polynesia. French Bank, Sydney, Feb 2, quoted \$A = 99.08 CFP (buying), 97.69 CFP (selling). Paris-London, £1 = 8 5410 francs (buying), 8 5310 francs (selling). CFP-London, £1 = 157.35 CFP (buying), 153.23 CFP (selling). CFP to 1 met franc 18.43 (buying), 17.94 (selling).

Banks should be approached for daily rates.

New industry for Marshalls

Nearing completion at Majuro, the district centre of the Marshall Islands, is the Majuro Copra Processing Plant. The plant is owned by the Marshall Islands Development Authority (MIDA), an arm of the district legislature and was constructed by Pacific International, Inc., which will also operate the plant under a one-year contract with MIDA.

The plant opening will mark the realisation of a dream and the end of years of hard work for people like Charles Domnick, a former representative to the Congress of Micronesia, who, along with other local businessmen and the district legislature, has worked hard to interest capital investors in the Marshalls.

Although the raw material for a copra processing plant is relatively inexpensive and accessible the cost of constructing a plant was prohibitive for local resources. Under the auspices of MIDA, Domnick and others sought private developers to make the capital investment and persuaded the Congress of Micronesia to underwrite the feasibility studies used to persuade investors.

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constitutional convention in May this year and after that we will know what kind of constitution should be drafted by the legal experts.

MACDONALD: The Gilbert Islands is due for an election by March, 1978; do you see that election as confirming a constitution for independence?

RATIETA: Yes. The British Government insists on an election to show the other side of the coin — whether there are people who do not like the constitution and, if so, they can vote for people who will oppose it.

MACDONALD: What sort of constitution would you prefer?

RATIETA: My personal opinion is to try to keep our constitution as simple and as inexpensive as possible so I would prefer to see a constitution like our neighbours in Nauru have.

MACDONALD: Looking forward to independence, what sort of international relationships do you envisage for the Gilberts? Would they, for example, extend to the United Nations?

RATIETA: We are hoping after independence to become members of the British Commonwealth of Nations and also to play our part in the Pacific amongst the Pacific sovereign states. We would like to participate fully in the South Pacific Forum and the SPC and any other regional organisation in the Pacific.

We would like to be members of the specialised UN agencies like the World Health Organisation and the UNDP because we can benefit from them. But having a representative at the UN or a post in Washington or New York would be foolish. We have discussed this with other leaders in the Pacific and since some in the Pacific — like Papua New Guinea and Fiji, and Australia and New Zealand — are members of the UN we can discuss our views and stand up together and they can take it to the United Nations for us.

Vanuaaku Pati

A resolution of the 5th Congress of the New Hebrides National Party held in Tautu village, Malekula, decided that the party will henceforth be known as the Vanuaaku Pati. The resolution rejected the name "New Hebrides" as "a colonial relic" and declared that the country should henceforth be known as Vanuaaku, "Our Land". The party's name was changed as a consequence of this decision.

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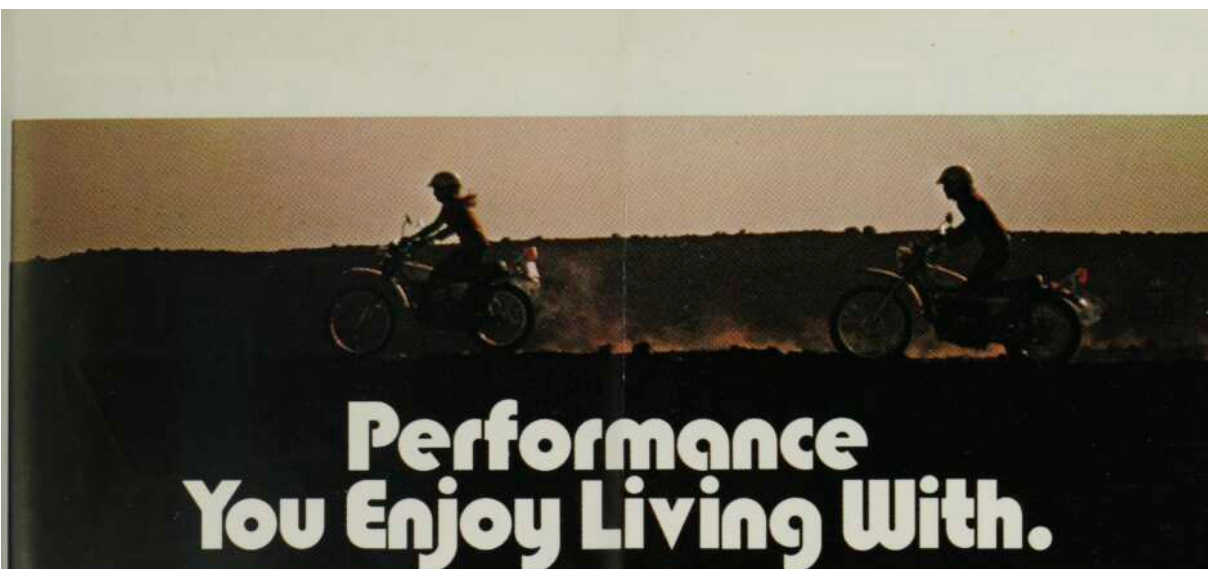
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Honda is a true life drama, performed on the world's stage. By average folks, teenagers, men, and women everywhere. Your neighbors, maybe even you are playing a part. If so, you know Honda is more than great machines. It's people concerned with taking people where they want to go in life.

On two wheels, we're the best selling motorcycle. The easy to operate hard workers who don't demand much. Honda is always ready and gets you there safely. We move

on four wheels. The precedent setting Honda Civic continues to receive international economy and performance awards. It's the elegant compact car.

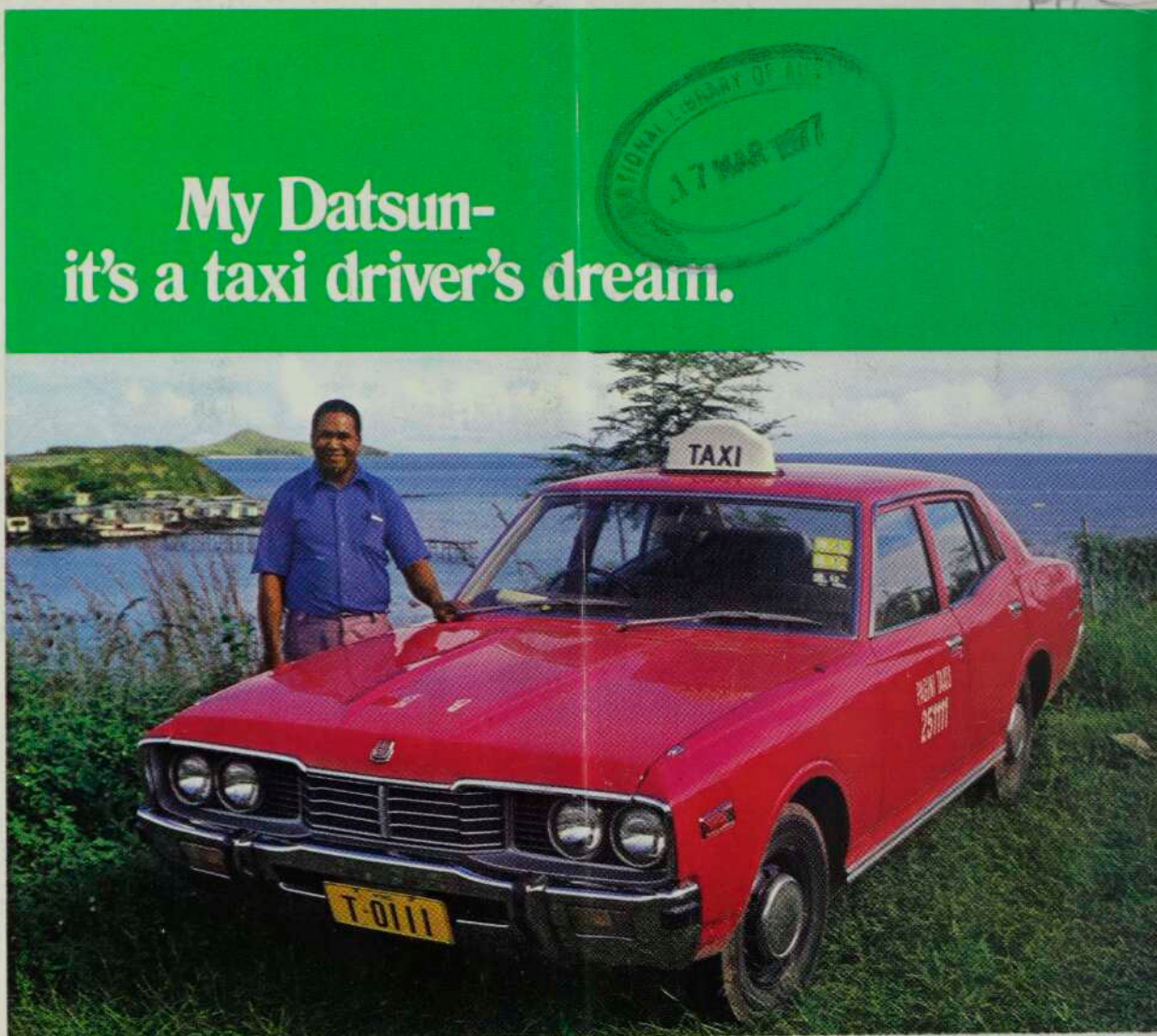
Sometimes, we have no wheels. Honda portable power operates machinery, generates electricity, pumps water and tills the soil.

Little wonder good things happen on Honda — we work harder to assure they do.



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Sam Tasip with his money-making Datsun, near Port Moresby, Papua New Guinea.

I've been driving for 19 years. Here in Port Moresby I've been driving a taxi for the last three years. That's when I put my money in a co-operative, Pagini Taxis.

But things weren't going so well. Maintenance and fuel costs were getting me down. I had less time to spend with my family. Then the co-op. looked into the

different models available and decided on Datsun for its economy and durability.

Once I started driving my Datsun diesel taxi, things began looking up right away. Now I have more time for my children and in my garden, because I'm never busy with maintenance. My Datsun is getting 36-40 MPG on Diesel

fuel, and that's over the hilly countryside and unpaved roads around here.

I find my Datsun easy to drive and with lots of comfort for my passengers. Actually, there's nothing I don't like about my Datsun. It is my first one, but it won't be my last. I'm glad I bought Datsun, because now I make plenty of money.

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