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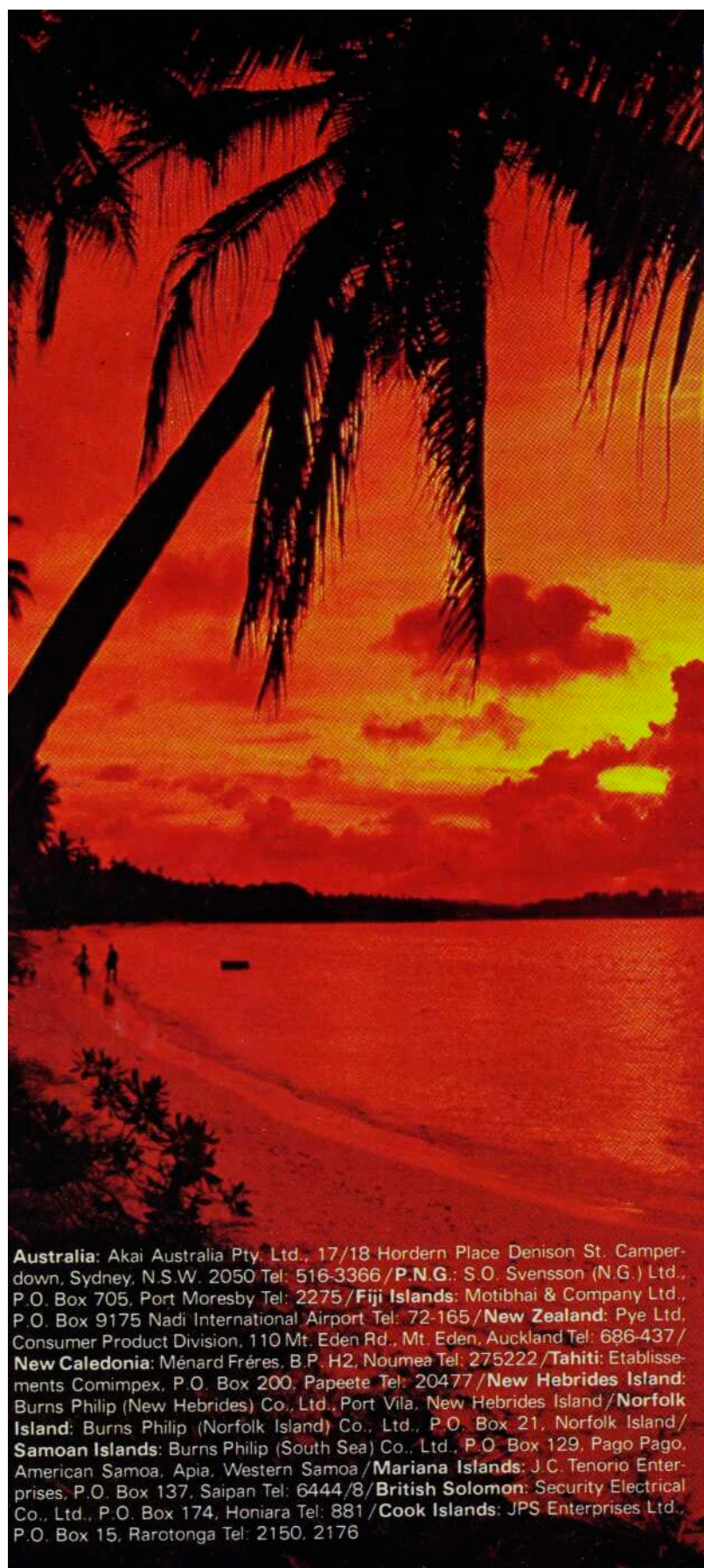
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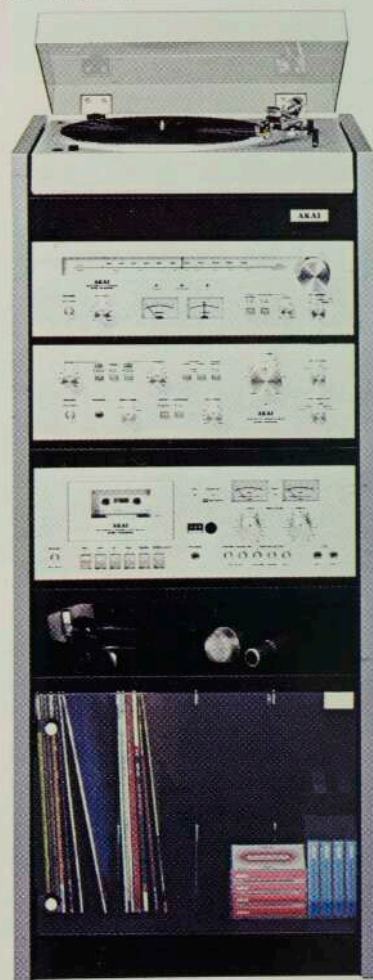
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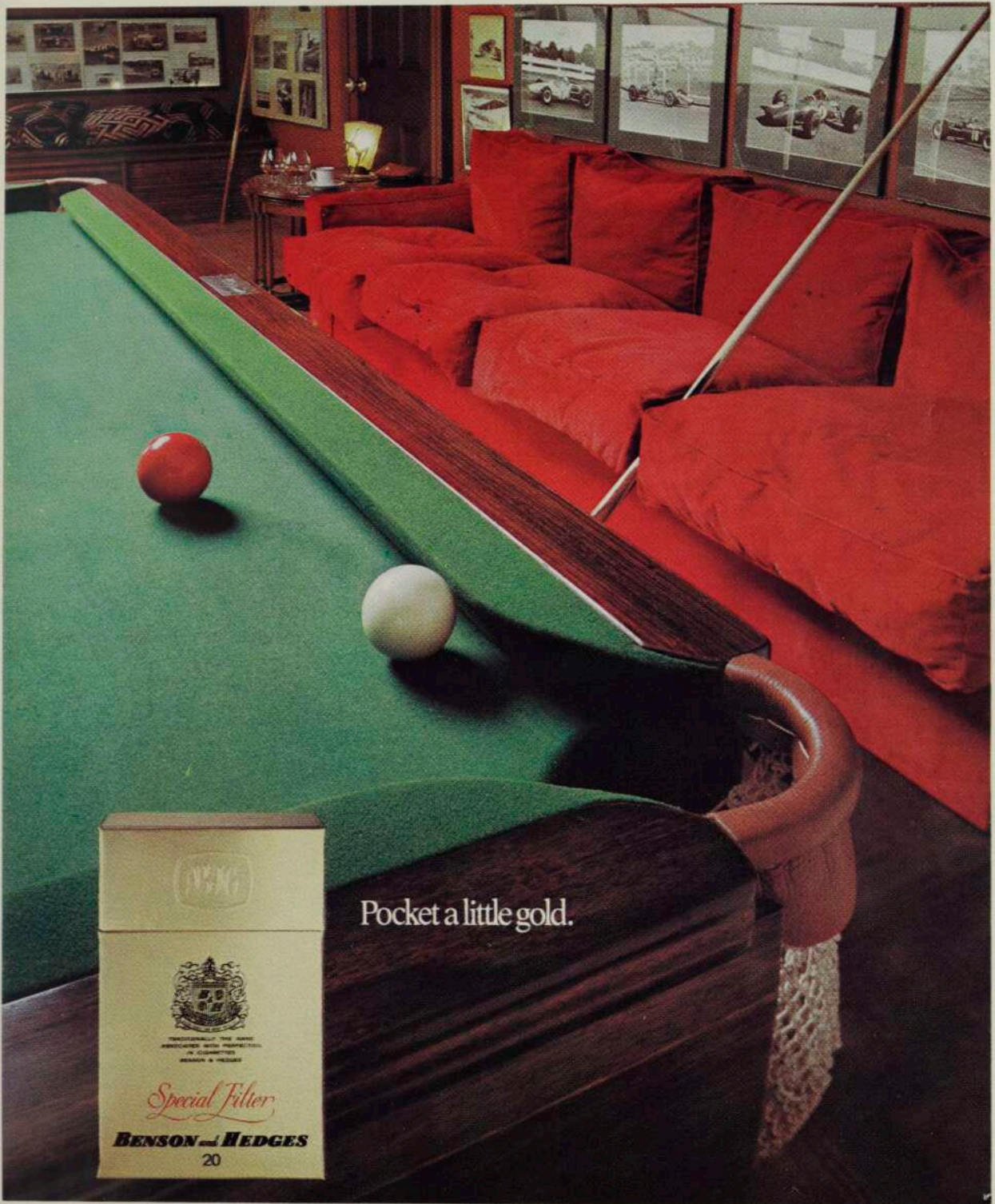
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Up Front with the Publisher

The issue surrounding the refugee problem on Papua New Guinea's border with Irian Jaya isn't complicated. In fact, if it wasn't so clear cut, it would be causing less embarrassment to the Papua New Guinea Government, which might then have a chance of escaping under cover of a verbal smokescreen.

The current problem started in May when there began a steady trickle of men, women and children from Irian Jaya into Papua New Guinea, at a point on the border with south-west Papua. They said they were escaping from trouble in their area, which has been a province of Indonesia since 1969.

This trickle grew to what the New Guinea Government says is 218 people. There then came unofficial reports that Indonesian troops had made forays across the border and a Papua New Guinean had been shot dead. Worse, that all the occupants of one Papua New Guinea village had disappeared after a clash with Indonesian troops.

Indonesia and Papua New Guinea have an understanding that the border must not be used by groups who cross in either direction to plan subversion against the other side, and also that Indonesian citizens who cross the border should be sent back again, although Papua New Guinea says it's prepared to deal separately with genuine refugees in fear of their lives.

Indonesia is sensitive about the border, and the Papua New Guinea Government wants to honour this agreement because, for one thing, as Prime Minister Somare told the national parliament not long ago, "You don't annoy a sleeping lion".

Unfortunately, ordinary Papua New Guineans have no great respect for diplomatic niceties and they want a hard line against a country which invades their territorial integrity, or which represses some of its own people to the extent that they are forced to flee across the border. Right or wrong, that's the way many Papua New Guineans see life on the border, and they are not moved by the PNG Government's assurance that nobody was killed, no villagers disappeared and that the border-crossers have been encouraged to go back quietly while PNG asks Indonesia not to persecute them.

However realistic might be the PNG Government's view that it shouldn't go

out of its way to annoy the Indonesians — that it has a duty to retain the present good official relations between the two countries — many Papua New Guineans believe that the Indonesians *are* suppressing the people of Irian Jaya, and that they have no real right to the place anyhow.

In short, Indonesia's presence in Irian Jaya receives no applause from the Papua New Guinean public, and the PNG Government's official dilemma is that it knows it but can't acknowledge it.

It is only recently that the government was forced by public pressure to grant citizenship to 157 permissive residents who fled from Irian Jaya more than five years ago, and there are hundreds of others, who have come at different times, and who are virtually stateless persons but who have fitted into the fabric of Papua New Guinea life, and have the public's sympathy.

What in all these circumstances, caught between the devil and the deep blue sea, should the PNG Government do? I'm glad it's not my problem. I do know what it *shouldn't* do. It shouldn't throw away its principles, and damage its integrity, by appeasing Indonesia on the border issue in the months ahead. That's what Australia did when it failed to support the Dutch and allowed the Indonesians to absorb the West Papuans at the very time the Papuans had glimpsed the possibility of nationhood.

Papua New Guinea must live with Indonesia. It's equally true that Indonesia must live with Papua New Guinea, and it should remember to tread sensitively on the border while its internal policies in Irian Jaya do not endear it to its neighbour. — **Stuart Inder.**

OUR COVER

GONE FISHING — a striking study by German film producer Karl Heinz von Stellmach of Gilbertese fisherman Teratabu Tetake wearing the traditional hat made of pandanus leaves and worn only when fishing. He carries a modern nylon net. In the days of old the net would have been of coconut fibre.

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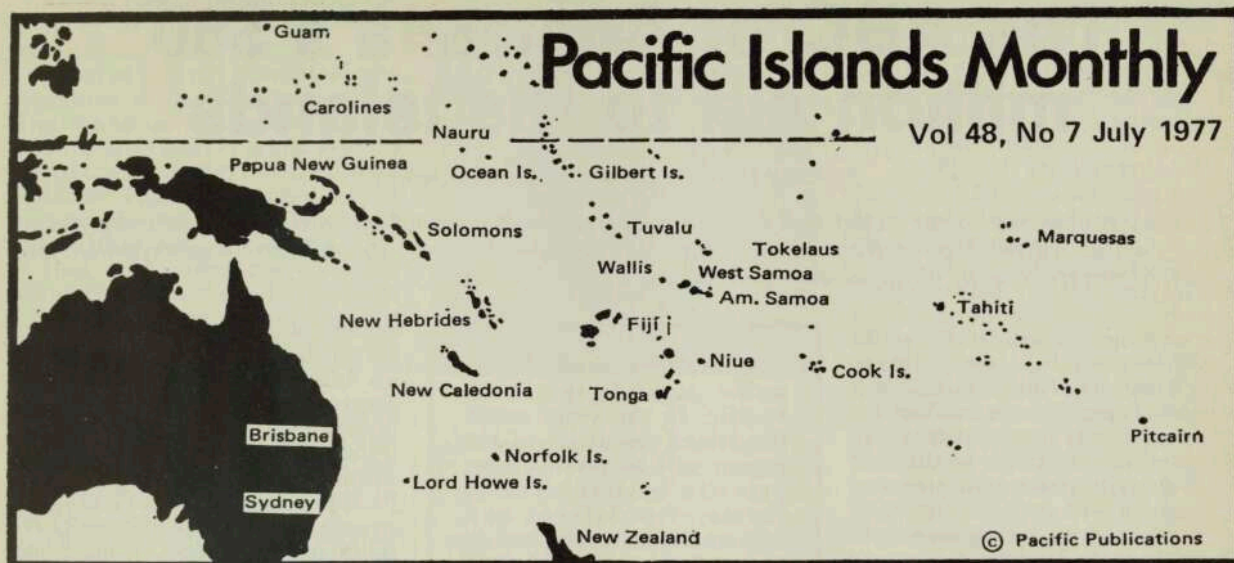
YOUR GUARANTEE



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PACIFIC ISLANDS MONTHLY JULY 1977

The ABC of Australia's \$60 million aid to the Islands

By JOHN CARTER and MALCOLM SALMON

Finally committed to the belief that her future is irrevocably bound up with the Island countries of South Pacific, Australia plans over the next three years to spend at least \$60 million on an expanded and modified programme of bilateral aid to the Islands.

Nine countries will benefit — the Cook Islands, Fiji, the Gilberts, New Hebrides, Niue, the Solomon Islands, Tonga, Tuvalu and Western Samoa. Already, teams have toured some of the countries to discover local priorities and plan programmes which will improve the economies and raise living standards throughout the Islands.

It's not many years ago that some of the Islanders, particularly in countries like Fiji where there is considerable private business involvement, complained that Australia regarded the Islands as a milch cow to be milked of profits. If it was true then — and it was an over-simplification anyway — it isn't true today. Australia contributes the most of all the developed countries to the South Pacific Commission. But she has said that isn't enough, and she plans to increase her aid and to be more closely involved in the South Pacific than ever before.

Now, she's putting her money where her mouth is — to the tune of, at least, \$60 million. And, in case the cynic says that it wouldn't have happened if the Russians and the Chinese hadn't come knocking on Island doors, the aid plan and the money were already in the pipeline when the communist countries made their overtures.

Papua New Guinea isn't included in the programme. The great aid PNG gets and will get is part of a different set-up.

There's a comparatively new and large department in Canberra, the Australian Development Assistance Bureau (ADAB) which handles all the aid Australia gives to India, South-east Asia, the South Pacific Islands and others.

Agriculturists, economists, engineers and other specialists work from ADAB to a programme compiled by Australian officials and of-

Australia is revamping its policy towards the South Pacific. In the years ahead the Island countries of the region will be given higher priority by Canberra in terms of political and diplomatic attitudes, and in terms of economic aid, than has been the case in the recent past.

PIM, in this issue, takes a close look at the new Australian policy — at the point of development it has reached to date, and at its likely directions for the future.

ficials of the country being helped.

Fiji, as the largest country in the South Pacific programme, will get about \$21.5 million of the \$60 million. The other allocations (all approximate) are: Cooks \$700,000; Gilberts \$4 million; New Hebrides \$5.3 million; Niue \$150,000; Solomons \$6.55 million; Tonga \$7 million; Tuvalu \$600,000; Western Samoa \$10.8 million. Regional projects, which will include support for the University of the South Pacific, will take \$3.4 million.

But it's a rolling programme and \$60 million is not the final figure. It may be larger, but not smaller, and there are imponderables in the programme. Some think ADAB is under-staffed and may not be able to handle all the work once the wheels are really turning. Much will depend on Island officials and experts, of whom there aren't many around, and individual projects may get bogged down.

This year, if this doesn't happen, \$13 million will be spent, with \$20 million earmarked for 1977/78 and \$27 million in 1978/79.

What's more important than the

amount of aid are the new forms of aid in the programme. There'll be no monuments to Australian generosity, huge schemes the upkeep of which will bleed an Island country white, but projects which, in the words of Dr John Baker, head of the Pacific, Asia and Africa Programme Branch of ADAB, "will be more responsive to the needs of the South Pacific Islands."

Cash grants will be made to national development banks to increase their equity and lending and there will be projects of technical and educational assistance and food aid.

When the Western world entered the Islands, the people, in many instances, adopted Western ways with canned meats, one-minute meals and bottled this and that. Surrounded by millions of square miles of water teeming with fish, the Islanders still import most of their fish.

Australian aid will aim at creating self-sufficiency which means that, if she never did it before, Australia (and New Zealand, too) will be knocking much of the bottom out of her Island markets. But not altogether. With a higher living-standard, the Islanders will want more of the good things of life which may have to come from overseas. Added to that, Australia has attached one string to her aid and she can't guarantee that the Islanders will pull the string — that goods bought outside the Pacific Islands should be bought, mainly, from Australia.

Some grants will be used to enable the "locals" or governments to buy shares in Australian firms operating in the Islands. Papua New Guineans know how well that sort of aid is working.

There will be increased investment, a transfer of technology, more employment opportunities, manufacturing and processing in-

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dustries, tourist development and better transport and communications.

Much of past aid from developed countries to the Islands has been swallowed up in experts' salaries and the local costs of projects, as the aided country had to foot the bill for all these. That's all changed. In this new programme up to 100% of such bills will be met by Australia.

How many times has come the complaint from the aided country, "You gave us so much, but most of it has gone in paying the salaries and expenses of the people sent to launch the projects".

Not so long ago, Australia met a bill for \$300,000 as an accountable grant to the Gilberts to pay for two airfields being built in the outer islands.

There have been much smaller payments — \$16,000 for houses for agricultural extension officers in some Western Samoa villages, and \$12,000 for a courthouse at Mua village in Tonga.

When decisions are to be made on which projects are to be funded in a particular country, the programme branch sends a team, usually headed by the branch head, Dr Baker, to that country. The office has a collection of development plans from various countries. These are studied so that the team has a good idea, before setting out, what it will look for.

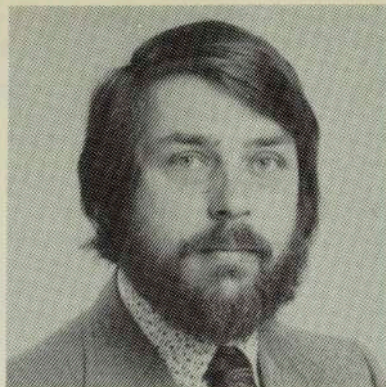
"Our basic guideline," Dr Baker told us, "is to follow the priorities established by the recipient country. We are really interested to see that the project proposed for assistance is included in that country's development plan.

"We examine the whole thing to see if it is going to increase employment, raise living standards, reduce the country's dependence on outside support and assistance, increase exports and, by the same token, avoid encouraging that kind of development which is going to increase the country's dependence on outside aid.

"The main aim of the whole aid programme is to help to strengthen the countries of the region, both economically and socially.

"Another aim is to avoid supporting projects which are going to contribute to an excessive increase in government expenditure.

"The projects should be designed, as far as possible, to encourage self-



Dr John Baker

sufficiency and avoid developing an attitude of dependence. The main means of achieving this are by providing support for grass-roots development and assistance to non-government organisations.

"Projects should not contribute to the development of either the social or economic infrastructure whose upkeep a country paddling its own canoe can't afford.

"The basic thing is that we are trying to follow their priorities and recent missions have, with very few exceptions, completely identified the programme of assistance with the proposals put to the missions by the governments concerned.

"Problems can arise where a request would result in our aid being spent on one very large project to

the exclusion of almost all other projects in that particular country.

"Frequently, these very large projects are more suitable for funding by one of the international agencies such as the World Bank or the Asian Development Bank."

The ADAB, Dr Baker pointed out, had its favourites among projects, agriculture and rural development for example.

"However, the problem there," Dr Baker said, "is that, whereas it is fairly easy for a country to identify major infrastructure projects such as roads, airports or telecommunication facilities, it is very much harder for us to develop similar scale agricultural and rural projects because of the tremendous social and cultural ramifications of such projects."

The programming missions have almost a fixed method of approach to the aid countries. An average mission spends four to five working days in each country, following a fairly standard approach. The first day is spent in introducing the team and holding working discussions with the government's planning office to review projects inviting Australian support.

The following two or three days are filled with detailed investigation and documentation of individual projects, with the various experts in the team working in their respective fields of specialisation.

There is a "wrap-up" session on the final day with the planning office and other senior officials when the future shape and composition of the programme is reviewed and tentative agreement to the list of requests is given by both sides.

Then the team goes home and out from Australia goes a feasibility team. Specialist advisers are engaged and approvals are sought before the plant and equipment is obtained for the particular project in view.

And that is when, sometimes, there is a hitch. A date for the start of the work is agreed on. Something happens somewhere — a strike, maybe, a hurricane, or some equipment is out of stock — and the tools for the job don't arrive.

The project is held up, the money earmarked for it doesn't get spent, and the Australian politicians start asking questions because aid to the Islands has become a political football.

It's likely that the \$13 million

"ETONNANT!"

"More than five million Australian dollars (477 million New Hebrides francs) in three years ... Australian aid to the New Hebrides in the coming period will amount to that rather astonishing figure," says the French|Bislama Vila fortnightly, Nabanga, in a May commentary.

Reporting a visit to the condominium by a team from the Australian Development Assistance Bureau (ADAB) in April, the commentary noted that Australia was not putting forward ready-made programmes, but was "contenting itself with financing programmes that are presented to it".

budgeted for this year will not be spent in the defined period. Mr Whitlam has been asking why, not that he's terribly worried if it isn't, but a political point can be made.

Similarly, Mr Andrew Peacock, Australia's Foreign Minister and a good friend of the Islands, particularly PNG, pointed out, when he first announced — at Suva last October — that Australia was giving \$60 million in aid, that this amount was four times bigger than what had been given in the preceding three years. That was when the Whitlam government was in power. To that government's credit is the newer, warmer, more embracing approach that Australia is now making to the Islands.

To the Fraser government goes the credit for the greater aid and the more realistic way in which that aid will be disbursed.

So that, when the Islanders hear, or read, that there's a row in the Australian Parliament over aid to the Islands, it means little to the recipients of that aid. It's only a family row about who should get the credit. All parties believe in more aid for the Islands, and for other under-developed countries.

Some of the projects being tackled this year are a mechanical and plant workshop, road rehabilitation and inter-island ferry for Western Samoa; landing barges and cattle trucks for the Solomons; a fisheries centre and hospital in Tonga's Vavau group, together with a grant of \$680,000 towards a major telephone system in the kingdom; finance for feasibility studies into a beef cattle scheme and a hydro-

electricity scheme, pipes for a sewerage scheme and the implementation of irrigation and land-surveying projects in Fiji; road plant, a pilot launch and the implementation of a rural water supply scheme in the New Hebrides.

The Solomons is also benefiting this year from technical assistance in developing the beef cattle industry there.

But, when all this aid starts the wheels rolling in the Islands, Australia and others will have to plan to help the Islands to create markets for their exports.

It's no use an Island country having a massive output of some commodity if there's no market for it.

The strong bias of the new policy towards economic, rather than defence, aid was clearly expressed at May hearings of the Senate Standing Committee on Foreign Affairs and Defence.

Defence Department spokesman, Mr Robert Hamilton, told the committee his department's programmes in South Pacific countries were "essentially supplementary" to economic aid programmes.

He said his department was not going out into the South Pacific "looking for jobs", but countries at times sought assistance from Australia.

This was the case with Fiji (requests for equipment for the rural development unit of Fijian armed forces, and for secondment of Australian naval officers to its maritime units), Tonga (request for a carpenter-trainer for its armed forces), and the Gilbert Islands (training of personnel in Australia

for its, as-yet, embryonic armed forces).

Mr Gordon Jockel, director of the Joint Intelligence Organisation, told the committee that it would be hard to identify any serious external influence that could disrupt the security of the region.

The Islanders had their own deep-rooted traditions and wanted to retain them. They did not want external influences spilling into their area.

Their tendency was to look for solutions to problems within the region and not attract the complications of larger power involvement.

"This is why they will look to Australia and New Zealand," Mr Jockel said.

Additional colour was lent to Australia's new policy line by visits to Australia in the early months of 1977 by Island government leaders such as the Western Samoa Prime Minister Tupulua Efi, and the Prime Minister of Tonga, Prince Fatafehi Tu'ipelehake.

Both expressed themselves happy with their visits, which included meetings with Prime Minister Fraser.

The new Australian policy towards the South Pacific has been greeted editorially by the Sydney Morning Herald as "especially welcome, sensible and overdue". The editorial described the South Pacific as "that most consistently neglected and overlooked area of Australian interest".

It quotes with approval Mr Peacock's statement that the area deserves serious attention "in terms of considerable problems its countries face, in terms of the importance of the area for Australia, and in terms of the impact which even a quite limited intrusion by outside powers can have on the smaller countries".

The editorial comments: "Of course it does, and of course it has for all the many years that Australian Governments have spared it not even half an eye. This is a region, as the Herald has long emphasised, where Australia has both a special responsibility and a special opportunity. In terms of discharging the one and grasping the other this is the eleventh hour for Australia."

MP says 'Leave Norfolk alone'

A Liberal MP, Mr John Haslem, told the Australian Parliament in May he felt Norfolk Islanders would be better off left outside the Australian political scene.

Mr Haslem said that Norfolk Islanders would become part of the electorate of Canberra, which he represented, if one recommendation of the Nimmo Royal Commission was adopted.

He could assure Norfolk Islanders that they could not have a better member if the recommendation went into effect. He would like to have the opportunity of occasionally visiting the island to represent the people there.

"That is the selfish side of things," he said.

However, such a change could spoil something on Norfolk Island that was quite unique.

"I would not like to be part of that", he said.

"I would feel that they would, perhaps, be better left outside the Australian scene."

WITH AN ELECTION IN THE OFFING FIJI'S CLIFF-HANGER CONTINUES

From ROBERT KEITH-REID in Suva

Fiji still lingers in a state of political suspense four months after a general election that stripped the ruling Alliance Party of its parliamentary majority, and, hence, power.

Events that have followed in the election's wake climaxed at the beginning of June with the Governor-General, Ratu Sir George Cakobau, dissolving parliament after the NFP had steam-rollered a motion through the House which, in effect, defeated a government-tabled motion of confidence.

Moving the motion Ratu Sir Kamisese said the NFP's indecision after the election had left the country rudderless while the Alliance had been besieged with "unbelievable" Opposition offers of a coalition, interim and caretaker-type governments.

The NFP countered with a curious amendment to the government motion.

This said, in effect, that if, and the "if" was what the Alliance pounced on as evidence of the NFP's wish to avoid becoming the government — if the Governor-General should get the Alliance's advice to dissolve parliament so that another election could be held, he should ignore it and appoint Mr Koya as Prime Minister instead.

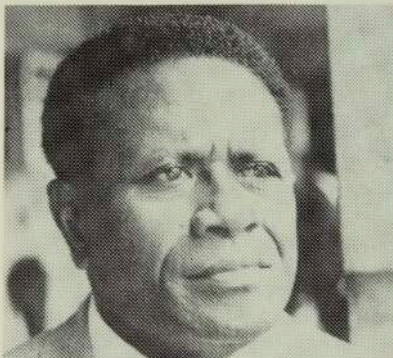
The Alliance, after taking legal advice on this idea, blasted it as "constitutionally impossible".

House Leader, Mr Jonati Mavoa said the passing of the amendment would be to ask the Governor-General to do something that he had no legal right to do.

For this reason the Alliance would ignore the advice and carry on as a minority government until a time for a dissolution most favourable for it cropped up, he said.

It would resign on the spot only if its own motion for a vote of confidence in itself was defeated directly.

The Fijian Nationalist leader, Mr Butadroka, voted with the NFP.



Sakiiasi Butadroka.... something of a heroic martyr.

After the vote, the House continued with its normal business.

As the Alliance had warned, the motion was not accepted as a vote of no-confidence.

Ratu Sir Kamisese said his government would carry on as best it could.

He had told the press beforehand that, as far as he was concerned, a fresh election could be deferred until February or March next year if the Electoral Commission felt it needed this time in which to sort out some of the administrative foul-ups that had occurred in organising the previous one.

But it would be nice to get the election over and done with before the budget session started in November, he added.

The Alliance is already busy campaigning for the next round of polling, chiefly against the Fijian Nationalist Party, the cause of its ruin.

It hopes to win back a substantial portion of lost Fijian loyalties, which it must do if it is to regain any kind of majority.

Admirers of the Alliance believe this will restore the mainly Fijian and European-backed party "to its former glory" as one of them over-optimistically enthused.

More impartial observers, however, suspect that the Alliance will be lucky to collect anything more than a slender working majority of one or two.

Some Alliance men had privately hoped that the arrest of the Fijian Nationalist leader Sakiiasi Butadroka in April might nip the nationalist cause in the bud, making it much easier to recover defecting Fijian voters.

Butadroka and two of his followers face charges under the tough Public Order Act, basically of holding illegal meetings and, in Butadroka's case, of inciting race hatred.

But Butadroka's remand in custody has made him something of a heroic martyr in many Fijian eyes.

Although he was released in late May to await a Supreme Court trial due to start in September, his undoubted magnetism and his "kick the Indians out, Fiji for the Fijians" philosophies have made him a major force in Fiji politics that cannot be eliminated in just a few months.

Indeed, while Ratu Sir Kamisese has publicly stated that he thinks the influence of the Nationalists has waned since the April election, many others believed that it continues to gain strength rapidly.

Because of this it is quite possible that the NFP, despite its lost credibility, might do just as well, at the Alliance's expense, at the next election as it did at the last one.

It's a possibility which is causing foreign investors to cancel or shelve schemes they had in mind for Fiji at a time when the stagnant Fijian economy, struggling to recover from the effect of a world-wide recession is desperately in need of such concrete signs of confidence in it.

And it's quite on the cards that the result could turn out exactly the same.

The ingredients that have produced the current goulash situation are unlikely to have altered much by the time polling stations are opened again.

The April election spelt disaster for the Alliance, slashing its strength in the 52-seat House of Representatives from 33 to 24, and giving the mainly Indian backed Na-

tional Federation Party 36 seats. The cause was the influence of the anti-Indian Fijian Nationalist Party.

Besieged by troubles that included a murderous internal struggle for its leadership, and knowing that, with only half of the House of Representative's seats, it would be unable to control parliament with any effect, the NFP hesitated in trying to form a government.

The Governor-General, Ratu Sir George Cakobau, made up the NFP's mind for it four days after the election when he reappointed Ratu Sir Kamisese Mara, the Alliance's leader, as Prime Minister.

The reason he gave was that the NFP's leader, lawyer Siddiq Koya, did not command the support of the majority of the House — the qualification which the Fiji Constitution requires of the man who is the country's PM.

Mr Koya put on an angry show about being deprived of what he said was his party's just due — the right to govern. The NFP, he blustered, could kick the Alliance out of power any time it wanted.

Mr Koya and other NFP big-wigs were also angrily denying reports that their party was crippled by a chasm of distrust and intrigue caused by the efforts of anti-Koya factions to dislodge him as party boss.

But the round of protestations, accusations and confrontations uttered or promised by the NFP in dealing with the Alliance met with mounting disbelief in all quarters of Fiji as daily reports of what was going on in NFP circles were recounted by the local press.

First of all, the NFP failed to move an immediate vote of no confidence in the new minority government when the new House of Representatives met for the first time three weeks after the election.

And then its president, Mrs Irene Jai Narayan, and secretary, Mr Karam Ramrakha, openly continued their efforts to bring Mr Koya down.

Mr Koya quietly retaliated in his own astute way and, despite all the public uproar against him, staged a recovery that, by the time Parliament came to meet again in late May, showed that he was still the single most powerful force in the NFP that the Alliance or his own personal foes had to contend with.

BISHOP HELD THE ACE IN GUAM'S CASINO GAME

From TOM BRISLIN on Guam

Voters in the United States Territory of Guam soundly defeated a proposal to legalise casino-type gambling. The question was put to a popular vote in a special election held in April during which delegates to the island's coming constitutional convention, and members of a new Board of Education were also elected.

The legalised gambling issue has arisen several times in the past on Guam. The Guam Legislature passed a bill last year that would allow a government-controlled casino. But that bill was vetoed by the island's Governor, Ricardo J. Bordallo, an outspoken opponent of gambling. The legislature also passed a bill that would allow slot machines in a specially-controlled area of the transit lounge at the Guam international air terminal. But that bill also saw a veto.

The latest referendum posed three options to the voters:

- Unlimited legalised casinos;
- One government-operated casino; and
- Legalised slot machines.

Each option was defeated by a greater than three-to-one margin with approximately 53% of Guam's registered voters turning out to cast their ballots.

Guam currently enjoys several forms of legal wagering including bingo, raffles, cockfighting and pari-mutuel betting at a greyhound dog racing track which offers three nights of racing a week.

Legislation also exists to permit a government lottery and pari-mutuel wagering on the game Jai Alai, but neither of these has been implemented.

The gambling referendum took on all the aspects of a major political campaign, eventually dwarfing the individual races for constitutional delegates and school board memberships.

A pro-gambling faction of Guam businessmen organised a group called *Ayuda Guam* (which in the local Chamorro language means Help or

Helper to the Island) which spent about US\$100,000 to persuade the Guam voters to opt for a government-operated casino.

The group hired a mainland US consultant who specialises in voter campaigns and was credited with the passage of the pro-gambling issue in Atlantic City, New Jersey. It also employed a direct-mail campaign, television and radio advertisements, and numerous full-page newspaper spreads to promote their cause.

They faced considerable opposition, however, from the Roman Catholic Church and the Bishop of Guam, Felixberto C. Flores, who waged a personal campaign against gambling. Since Guam is overwhelmingly Catholic, the bishop is a formidable force in the swaying of public opinion.

The bishop's group also embarked on a media campaign which — though not as sophisticated as the pro-gambling group — was as effective.

Governor Bordallo had earlier pledged a strong personal opposition campaign to the gambling issue, but as the time drew near for the referendum, he maintained a rather low profile. During the week before the vote he left the island for Washington (DC) and did not return until after the election.

Bishop Flores was elated the day following the returns and proclaimed it a "great moral victory" for Guam. Spokesmen for the pro-gambling faction admitted that it was a bitter defeat, and doubted that the issue would be put to a public test again in the near future.

In the accompanying election contests delegates were elected by their villages to represent them at the Guam Constitutional Convention which will start this summer. The convention is charged with the drafting of a Guam constitution as the supreme governing document for the island, to replace the US Congress' Organic Act which gave self-government to the territory in 1950.

Britain's \$10 million handout — but no smiles from Banabans

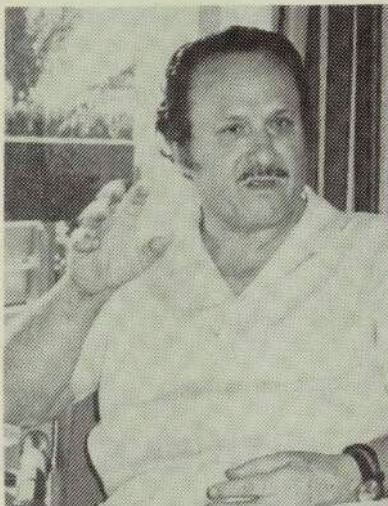
The British Foreign Secretary, Dr David Owen, announced in May that the partner governments on the board of the British Phosphate Commissioners — Britain, Australia and New Zealand — would make an *ex gratia* payment of \$A10 million to the Banabans.

The money would come from the funds currently held by the BPC — funds which, he revealed in replying to a question in the House following his statement, amount at present to about \$A23 million.

The payment would be made "without admitting any liability", and "on condition that, in the outstanding legal actions, no appeal would be made in the case against the Crown and the early resolution of the cases would be sought, and that no further claims would be made arising out of past events".

Dr Owen made it clear that the payment was quite separate from, and therefore additional to, the damages to be paid to the Banabans by the Phosphate Commissioners themselves. In the course of his five-and-a-half-day judgment handed down in December in the Banabans' marathon High Court case against the British Government, the Vice-Chancellor, Sir Robert Megarry, said that the damages to be paid by the commissioners, should be "neither merely nominal nor very large".

Also additional would be the \$A10 million the Banabans are



Sir Bernard Braine

likely to receive by way of phosphate revenue from July 1, 1976 until the end of mining (expected in 1979-80).

Dr Owen said that it was estimated that the sum of \$A10 million, invested now, would accumulate to \$A12 million by the end of 1979. This sum would give the benefits of unearned income of about \$A350 per head per year to the 2,500 Banabans now living on Rabi Island, in Fiji.

Conservative MP Sir Bernard Braine said in the House of Commons that the sum offered was "only about one-fifth of what the

Banabans would have earned if they had been given proper advice and information in 1947" (when the agreements for postwar extraction of phosphate were drawn up). He said the Banabans had suffered "sordid and shameful treatment for many years", and that the sum offered "will do very little to right the injustice".

The Banaban Council of Leaders was to meet in Suva on May 31 to consider the offer. An early statement was expected.

But Banaban spokesman Mr Thomas Teai lost no time in hitting out. He said in Suva on May 30 that Britain was "at it again" trying to give a one-sided picture of the Banabans' financial benefits.

"Britain is trying to infer that we are motivated by greed," he said. "this is a much-used propaganda ploy and one we are used to rebutting."

"What Britain does not say is that she took something like \$90 million from Banaban phosphate to help administer the Gilbert Islands Colony."

"British officials arranged things in such a way that Britain's financial responsibilities towards the Gilberts were discharged at the expense of Ocean Island's single, wasting asset rather than at the expense of the British taxpayer."

Mr Teai said that, in addition, Banaban phosphate had benefited Australian and New Zealand farmers to the tune of \$28 million. The Banabans also believed that Britain had been able to accumulate a reserve fund for the Gilberts of over \$40 million.

"All this has come from our phosphate," he said.

"We were bullied and tricked into allowing this benefit to flow in increasing volume to the British Crown at our expense, and that of future generations of our people."

On June 2 it was announced in London that the Banabans had agreed to accept the offer of \$10 million in return for immediate independence for Ocean Island. So the ball went back into Britain's court.

\$40 MILLION 'SEVERANCE PAY'

Britain will make more than \$A40 million available to the Solomon Islands during the first four years of independence.

The amount of the financial settlement was agreed at talks held in London in May between British negotiators led by Lord Goronwy-Roberts, Minister of State for Commonwealth and Foreign Affairs, and a Solomon Islands delegation led by Chief Minister, Mr Peter Kenilorea.

The amount will be divided into financial aid to meet the budget deficit, a grant to promote joint venture projects, and development aid loans on concessionary terms.

A communique issued after the talks said: "Exploratory talks were also held on other matters connected with independence to enable both sides to prepare for a formal constitutional conference to be held in London as soon as possible."

Solomon Islands' independence is scheduled for early 1978.

PNG'S SELECTION DANCE — TAKE YOUR PARTNERS FOR THE GOVERNMENT?

From LUKE SELA, in Port Moresby

Mr Michael Somare will again, I believe, become Papua New Guinea's Prime Minister following the general elections of June-July. But there will, I predict, be considerably reduced numbers in the national coalition composed of the Pangu Pati and the People's Progress Party.

I'm aware that these are bold statements if one considers that the elections will still be continuing as this report appears, but I believe that Mr Somare will retain the country's leadership because he has learned to master the art of compromise.

It is this most important quality which has kept Papua New Guinea from breaking into tiny, separate "kingdoms" since independence in 1975, and which has gained Mr Somare so much respect as Prime Minister. He has the ability to convince, and especially to convince traditional leaders. People have confidence in him when he says in effect, "Well, we cannot give you this now, but I will give it to you next year ..."

None of this is meant to indicate that the election results will be clear cut. They will not be clear cut. I can see sleepless nights ahead before the new parliament sits in July — nights similar to those in 1972 when the Pangu-PPP coalition was being hammered out so that a government could be formed.

Only this time it will be even more difficult.

On the one hand there will be the United Party, which currently is, in terms of numbers, the biggest single party in Papua New Guinea, and which I believe will continue to be. Should it receive support from the Papua Besena and the Country Party, Mr Somare would not be the next Prime Minister of Papua New Guinea.

But to be able to do this the combined United, Besena and Country parties must muster at least 60% of their candidates and likely sup-

porters in the 109-man national parliament (there were 100 members in the old parliament), and I don't think they can do it.

What about the present coalition?

I think Pangu will lose some of its seats, but the PPP will gain some. Mr Julius Chan, PPP leader and current Minister for Finance in the national coalition, says he will be happy if he gains another five or six seats.

I think he is being modest, but

whatever the PPP result, pressures inside the party will not be strong enough to influence Mr Chan into accepting the Prime Minister's post for himself. Mr Chan respects Mr Somare, as Mr Somare respects him, and they would both want to retain their present positions in the new government.

Deputy leadership would no doubt be offered to a Papuan, to keep regional pressures at bay. That would be a post for the former

'CITIZENS ONLY' ELECTION

Voting, in Papua New Guinea's first general elections since independence, was scheduled to begin on June 18 and continue for three weeks.

Conspicuous absentees from the polling this time are the country's 40,000 whites who find themselves disfranchised by the government ruling that in these elections citizenship, and not merely residence, is the qualification for voting.

The only whites entitled to vote are the relatively few who have become citizens by naturalisation.

More than 700 candidates had nominated for the 109 seats in the National Parliament when nominations closed on May 9, but this number was expected to grow because of communication problems with remote areas.

Some seats attracted more than 15 candidates. Because of problems with printing and paper, these seats are excluded from the general rule that ballot papers carry photographs of the candidates for the benefit of voters who can't read.

Electoral officials sworn to secrecy and accuracy have the job of filling out ballot papers for people who request help. In some remote and primitive areas, most votes are being recorded in this way.

Every elector in PNG votes for two candidates — one for his province, and one for his immediate

area, known as an open electorate. There are 20 provincial electorates and 89 open electorates.

The sealed ballot boxes are not to be opened until the night of July 9, when counting is to begin.

Results of the elections are expected to be declared much more rapidly than at previous elections because preferential voting has been dropped in favour of first-past-the-post.

Although an active party system has developed in PNG, and election campaigning is in party style, party considerations are not expected to weigh very heavily in the elections themselves.

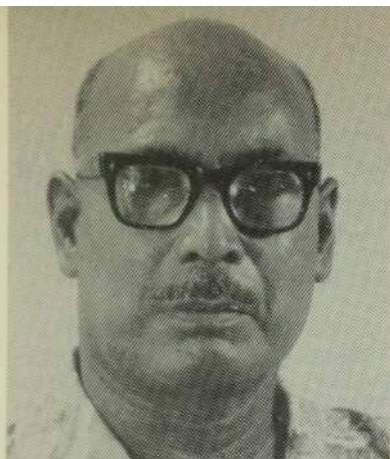
Many candidates did not commit themselves to parties, preferring to leave their options open until after the counting.

This is expected to lead to the same situation as that which applied after the last general election, when the poll itself failed to establish the strength of the parties.

Party strengths and the emergence of a coalition government were established during a lobbying period after the elections and before the first sitting of parliament.

PNG political leaders see a similar lobbying period towards the end of July as rivalling the elections in importance in the creation of the new government.

PACIFIC ISLANDS MONTHLY — JULY 1977



Sir John Guise...the enigma!

Governor-General, Sir John Guise, who resigned to contest the Milne Bay Provincial seat. If he doesn't get the deputy's job, or doesn't want it, I can see Sir John holding the portfolio of Defence, Foreign Affairs and Trade.

Sir John has been fairly quiet during these elections, but he is an astute politician and too valuable a man not to be included in the next government. And it must be remembered that Sir John is capable of attracting strong support following his election, and that this support could well influence the formation of a government. I believe he will have at least 10 supporters, and there will be much lobbying in an effort to win the Guise faction. He could be the enigma.

During the election campaigning the government has been standing on its record, stressing its achievements. The opposition has attacked not on what has been done but on what should have been done by the government, particularly on matters of finance. There have been demands for improvement in education, health and other services.

But mainly the electioneering has been localised, on a personal basis, with candidates promising to achieve this or that for the electorates. Because of this I think we can expect to see elected greater numbers of the poorer educated or even illiterate Papua New Guinean leaders, rather than a greater number of educated former public servants, many of whom have resigned to stand for parliament. Many sitting members will lose their seats.

It is because of this likely preponderance of "little men" that Mr Somare will be able to make use of his ability to compromise and which will be so important in establishing Papua New Guinea's first new parliament since independence.

A LOUD 'NO' FROM NORFOLK

From ED HOWARD on Norfolk

Two-thirds of Norfolk Island's electors have signed declarations stating that they wish the island to remain a distinct and separate Australian Territory with its own system of laws, benefits and taxes.

In a house-to-house poll of residents in mid-May, 658 persons signed "solemn declarations" choosing between the Island Council's plan for Norfolk's future government and the plan proposed by the recent Nimmo Royal Commission.

Only 7% of those signing declarations favoured the Nimmo plan to integrate Norfolk into Australia. Continued separate status was supported by 93% of those signing, who amounted to two-thirds of the island's total electoral roll of about 900.

Declarations were signed by 222 direct descendants of the original Pitcairn settlers, 90% of whom opposed the Nimmo plan and supported the locally-elected council.

The council has repeatedly requested Australia to call a referendum on the issue since the Nimmo Report was tabled in Parliament last November, but Australia so far has refused the requests.

The poll in mid-May was conducted by 24 Pitcairn descendants. They gave full-time residents separate declaration sheets headed: "For over 150 years it has been the custom on Pitcairn and then Norfolk Island to decide important questions involving the community by putting these questions to a vote and then abiding by the wish of the majority. In keeping with that custom, I solemnly declare ..."

The two choices offered for signature were "I support the Nimmo Report, I wish Norfolk Island to become joined into Australia, and I wish to accept the system of laws, benefits and taxes that applies in Australia", or "I support the Norfolk Island Council and I wish Norfolk Island to remain a distinct and separate Territory of Australia with its own system of laws, benefits and taxes".

The result of the poll was announced on the island the following day. The senior elected member of the council, Pitcairn descendant William Blucher, said, "The result

completely disproves the notion Canberra seems to have that opposition to the Nimmo Report comes only from a few people with vested interests.

"If they don't believe this, they won't believe anything," he added.

The eight elected councillors appealed in February to the United Nations to protect the island from being integrated into Australia without the consent of the residents.

The UN's International Convention on Economic, Social and Cultural Rights, which came into effect in January, 1976, with Australia as one of the 35 countries agreeing to be bound by it, includes as the first article's first paragraph, "All peoples have the right of self-determination. By virtue of that right they freely determine their political status and freely pursue their economic, social and cultural development."

Norfolk lost its self-determining political status in 1896, and the island was handed over to Australia by England in 1914 without the Islanders' consent.

The Nimmo Report recommends against allowing Norfolk self-determination in the proposed integration into the Commonwealth.

PARIS TALKS ON NEW HEBRIDES

The date of the first general election for the New Hebrides will be fixed, and the stages leading to independence will be defined at a Paris meeting from July 19 to 21. The meeting will be attended by Lord Goronwy Roberts (UK), Mr Olivier Stirn (France) and representatives of all political parties in the New Hebrides.

The meeting will also discuss the future of the New Hebrides, with particular emphasis on the structure of the government. The British Resident Commissioner, Mr John Champion, will attend the meeting while on leave. Mr Robert Gauger, the French Resident Commissioner, will travel from Vila to Paris.

IRIAN REFUGEES — PNG SQUIRMS ON ITS VERY OWN HOT SEAT

From GUS SMALES in Port Moresby

In the timbered grasslands of south-west Papua New Guinea, where anthills stand like sentinels, the sudden appearance of a large number of Irianese from across the border couldn't have come at a worse time for the PNG Government.

Men, women and children, some of them carrying cooking utensils, knives and axes, trickled in over a period of several weeks in May, telling PNG officials of trouble in their adjoining homeland which Indonesia controls.

The PNG Prime Minister, Mr Somare, was fresh back from a state visit to Indonesia where he had assured President Suharto that PNG would not allow itself to become a base for anti-Indonesian border-crossing dissidents. President Suharto had given reciprocal assurances to Mr Somare.

But President Suharto's side of the bargain was little more than an academic exercise to make Mr Somare's assurance appear more respectable, because no one in a fit has suggested that Papua New Guineans want to flee across the border into West Irian.

Mindful of Indonesia's extreme sensitivity regarding the border, and West Irianese rebels in general, Mr Somare later gave the impression that he was keeping his fingers crossed in the hope that the border would remain quiet and the problem would go away.

But it wasn't to be. And of all times, the newest mass crossing occurred as the PNG Government was girding up for its national elections and political sensitivities at home were highest and the government executive machine was at its lowest.

In theory there should be no problem. If PNG is friendly with Indonesia, and if PNG recognises sovereignty in West Irian — and both conditions apply — then why not simply pack the border-crossers home again with arrangements to sort it out with their own authorities?

And even if they have tales of

hardship which entitle them to refugee status, PNG should be able to quietly process their applications under international protocol, and without any fuss.

But Indonesia's prickly attitude to the border in general, and PNG's acceptance of Indonesia's strength and proximity, together with Mr Somare's recent Jakarta talks, impeded any easy diplomatic solution.

But on the other hand — and quite apart from any moral issues — there are two things at home which prevent the PNG government from simply getting tough with the border-crossers.

One of these is that the Papua New Guineans and the West Irianese are ethnic Melanesian brothers (or are certainly so in the border regions), and direct family relationships exist across the border.

The other is that political and community opinion in PNG sympathises with the border-crossers and rides roughshod over any diplomatic niceties. Any PNG government which openly tried to send the West Irianese packing in the interests of smooth diplomatic relations with a big friendly neighbour could find itself in hot water at home.

Against this conflicting background it was not surprising that the PNG government appeared confused and undecided.

While it desperately scrambled for more and more information from its field officers and intelligence operators, and no doubt prayed that the border-crossers would go home, the government staved off making any statement of policy or attitude, and largely closed off access to day-by-day information.

Then new incidents began to be reported from the other end of the border, in the north. Indonesian troops had made forays across the border said some of the reports. A Papua New Guinean had been shot dead near Imondo during one clash, said another.

Finally, on June 1, the PNG Prime Minister, Mr Somare, called a news conference on the border situation.

He announced that the government was returning to their homes all the 218 Irianese who had crossed the border. He said that original official estimates of nearly 500 border-crossers had been based on early information and had been found to be incorrect. The actual



The border — a continuing headache for PNG's Foreign Minister Sir Maori Kiki (right) and his Indonesian counterpart Adam Malik.

number was 218, made up of a group of 203 men, women and children at Suki, and a group of 15 men at Bensbah — both places in the southern area of the border.

"We are helping with their transport arrangements back to the border," Mr Somare said.

He added that PNG would be seeking an assurance from Indonesia that the families would not be persecuted for their action in walking out of Irian.

Mr Somare said his government had no confirmation of reports that Indonesian soldiers had illegally crossed into PNG in the northern border region, or that a PNG citizen had been shot.

He said that the May 31 radio news report from Wewak claiming that a border village was deserted following a clash with Indonesian soldiers also could not be substantiated.

Mr Somare, who was clearly aware of the risk he was running of being branded callous towards people defined as refugees, took considerable pains to explain the diplomatic ramifications of border-crossing incidents.

He said that in addition to internationally established procedures, PNG had a specific border-management agreement with Indonesia covering arrangements and procedures.

He divided border-crossers into two types — dissidents who wanted to use PNG as a base to stir up trouble, and people who for a variety of reasons believed they wanted to live in PNG.

"The first sort we charge and send to gaol, because we don't tolerate international trouble-makers," Mr Somare said.

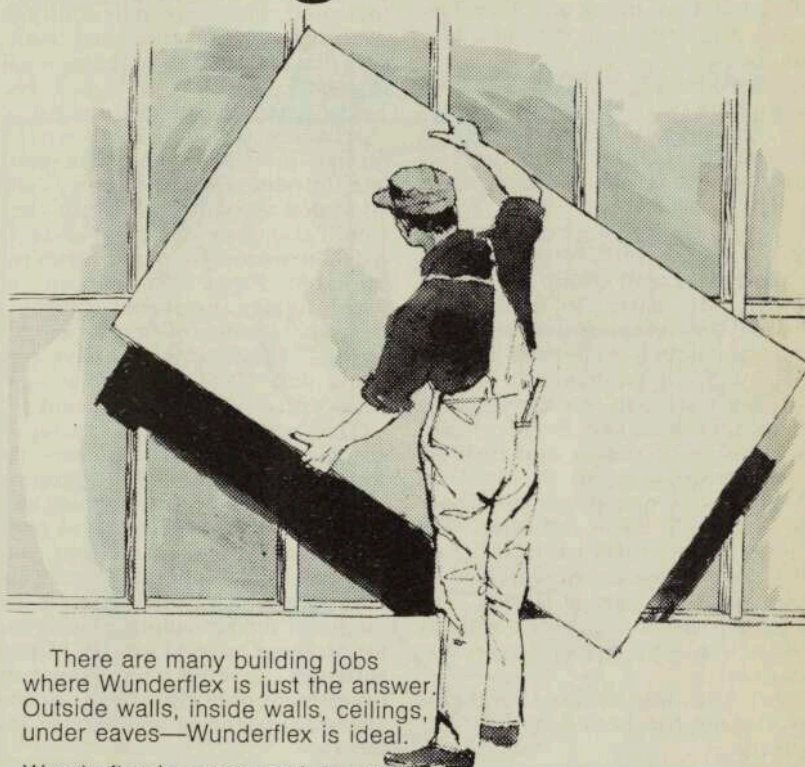
As for the "ordinary" border-crossers, unless they could produce evidence that they had crossed the border in fear of their lives or freedoms, they had to be returned.

This was part of the mutual respect which Indonesia and PNG held for each other's sovereignty. But if a person could establish a real refugee status, that was a different matter.

Mr Somare said the recent border-crossers had been properly treated and cared for, they had been questioned, and the situation had been fully explained to them.

They had been asked to return to their homes over the border, and had agreed to do so.

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SCRATCH THE SURFACE OF PNG'S ECONOMICS AND WHAT'S THERE?

Most Australian businessmen are ignorant of business potential in Asian and Pacific countries, Mr Tom Allen, a former executive director of Papua New Guinea's National Investment and Development Authority, told PIM in a May interview.

Mr Allen was speaking in Sydney following two one-day workshops on the subject of Operations in Papua New Guinea and the Implications of the Forthcoming Elections.

The workshops were organised by the Sydney-based Implementation and Management Group Pty Ltd, of which Mr Allen is a director. Twenty-two businessmen, mostly at director level, had paid an undisclosed sum to attend.

Each workshop was divided into four sessions: The Political Environment, Present and Future, which heard a paper by Mr Tony Voutas, a former principal adviser to the PNG Prime Minister; The Economic and Financial Environment, which was addressed by economist Dr Vernon Harvey; The Investment Climate, dealt with by Mr Allen; and a panel-type discussion.

Mr Allen told PIM he thought the workshops had been a considerable success.

"It's simply a fact of life that most Australian businesses don't know how to grapple with the problems of working in the region," he said. "We feel that the workshops, at the very least, scratched the surface of the issues involved."

He said the papers presented at the workshops, and the subsequent discussions, had in the main taken a positive view of the prospects of foreign investment in PNG.

There had, for example, been a close examination of the so-called Third Investment Priorities Schedule published by the PNG Government in January.

Mr Allen said: "This is an interesting document because it not only reflects the government's national investment strategy, with its strong emphasis on rural develop-

ment, but also a much greater acceptance of foreign investment as a vehicle for development than was the case two or three years ago. This stems largely from the government's increased confidence in its ability to control foreign investors and to ensure that they operate in the national interest."

The schedule extended the list of "priority activities" in which foreign investors could take part, and introduced a new category called "open activities" in which they would also be welcome. However, it still contained a list of industries reserved for Papua New Guineans, in which foreign investment is forbidden, and another of "restricted activities", in which foreign investors could only take part in joint ventures with Papua New Guineans.

The "priority activities" included specific mineral and petroleum resources, integrated timber projects in a number of locations, fishing and fish processing, agricultural products such as tea, grain crops, oil palm and sugar, and manufacturing industries which further process the output of the agricultural, fisheries, forestry and mineral sectors. "Open activities" covered a wide range of investment opportunities in primary, manufacturing and service industries.

Mr Allen said that reservations on investing in PNG still lingered in the minds of many companies because of the 1974 negotiation of the Bougainville copper agreement, and the failure of the PNG Government to reach agreement with Kennecott over the Ok Tedi copper development.

He went on: "Existing foreign enterprises operating in the country have been there for a number of years, and before independence and self-government they were subject to very few controls over their operations. They thus found it difficult to cope with a new government which did introduce controls over their investment plans."

"On the other hand, new investors still look on PNG as a newly-independent country which needs to be

approached with caution like all other newly-independent or developing countries.

"The country has to produce a track record."

"It is well on the way to doing this and it seems likely that an upsurge in investment in PNG could be forthcoming during the next couple of years."

"There are still many problems in setting up there, but these problems are not insurmountable."

Discussion on the political environment and the prospects of the 1977 parliamentary elections had proved quite an eye-opener for many participants, Mr Allen said.

The general consensus was that, whatever the outcome of the elections, present government policies are likely to persist.

Mr Allen said: "At the national level, there is very little difference between the platforms of the three major parties."

"Pangu and the People's Progress Party are not campaigning on a united front, and PPP leader Mr Julius Chan has indirectly indicated that he may be willing to form alternative alliances."

"What is happening at the national level is that the third party, the United Party, which was the main force in the Opposition in the old House, is attacking both Pangu and the PPP for their lack of performance in government, for the elitist behaviour of ministers, for the political appointments they have made to the public service, and, by implication, for their alleged corruption."

"But, with the major policy issue which divided these parties in the past — the timing of self-government and independence — now well and truly out of the way, serious policy differences are minimal."

If any difference does exist it would be that the PPP and the conservative faction of the United Party favour individual enterprise among Papua New Guineans, whereas Pangu would favour more communal business development.

Mr Allen said: "In any discussion

of PNG's political structure it must be recognised that modern political debates on national issues are witnessed and understood by only a privileged 10% of the community who are within the modern media network. For the bulk of the population, politics is about local issues."

Mr Allen summed up: "The election results are likely to be inconclusive, with no party having a clear majority. This means that the real contest for power is not in the election struggle, but in the subsequent wheeling and dealing to build a coalition government."

"An element of stability is imbedded into the political system by the lack of differentiation between parties and the focus on local rather than national issues, by the bulk of the population."

On trade union activity in PNG, a subject of keen interest to workshop participants, Mr Allen said the interpretation was offered that organised labour in PNG has become "a kind of aristocracy".

He said: "The unions were the first PNG group to become organised and make concerted demands on the government. Through their organisational strength and informal links with the government they have elevated urban labour to a privileged position. Their members do better than the rest of the community."

"Their organisational attitudes are being modified by their growing involvement as unions in the running of private enterprises."

"While there is the prospect of labour/government confrontations — Port Moresby unions have several of their proteges training in the Soviet Union — the long-term trend should be one of comparative industrial peace."

The public service was presented as "the weakest resource" in PNG's political-administrative structure, suffering, especially in rural areas, from frequent transfers, poor communications and a lack of co-ordination.

On Papua New Guinea's financial situation, the workshop was told that the government's "hard currency strategy" had certainly worked to date.

Mr Allen said: "There have been successive revaluations of the kina relative to the Australian dollar, the balance of payments situation has been healthy, there is a commitment

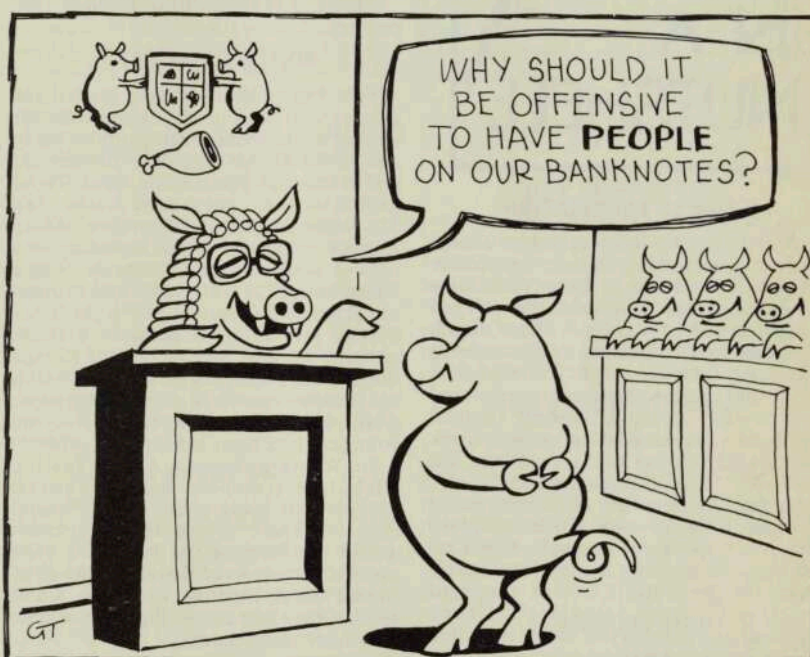
of aid over a long period from Australia, important trade and commercial relations agreements have been reached with Australia and the European Economic Community (Lome Convention), and a credit-worthiness rating has been given to PNG by the World Bank. There is little likelihood, therefore, of the present approach in financial policy being changed by any new government coming into power."

Conditions could change in the

future which would require a new set of policies. For example, if aid from Australia were cut off, no major new venture (such as the Ok Tedi or Freida River copper projects) could be undertaken, or if prices of all exports went down considerably, then PNG could be placed in a difficult situation.

However, the likelihood of all these things occurring simultaneously appeared to be minimal.

A CURLY TALE ABOUT NEW K20 NOTE



The people of Yangoru, a small settlement in Northern Papua New Guinea, object to the pig's head which appears on the country's newest currency note, the K20. They told the Prime Minister, Mr Somare they were hanging their heads in shame over the design.

The reason? — The world at large will think PNG is a country inhabited solely by pigs and other animals or governed by pigs anyway.

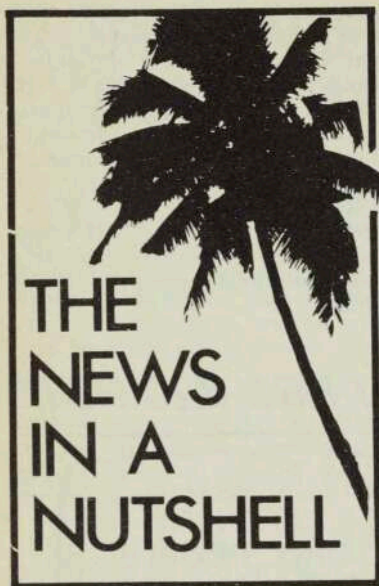
"There should be a man's face on the money — a government leader — someone like you," the president of the Yangoru Council, Mr Walandu, told Mr Somare, and urged withdrawal

The K20, a twenty-kina note just issued (it's worth about \$A23) shows the head of a boar, symbolic of wealth in some parts of PNG.

Councillors and other people urged Mr Somare to withdraw the note from circulation before the world became convinced that PNG was a land of pigs.

Mr Somare told the people it was too late to withdraw the new note "but in any event it's the value that matters, not the decoration" he added.

Mr Somare added that PNG had reason to be proud of the stability which its currency had achieved.



'CLUMSY FABRICATION'

Professor Otto Ulc, a former Czech district court judge who is now professor of political science at New York State University, has described the alleged crime record of Vladimil Milan Brych prepared by Czechoslovak authorities as "a clumsy fabrication". Brych is the controversial cancer therapist deregistered by the New Zealand Medical Council and now practising in Rarotonga, Cook Islands (PIM, June p 23). Professor Ulc said in a long affidavit sent to Brych's Auckland lawyers that the crime record document was of such a poor standard that it was "probably forged by Czech espionage or security authorities rather than the state itself, which prepared usually flawless forgeries". Czech authorities claim Brych never qualified as a doctor and had an extensive crime record. Their claims, and the supporting documents, were key elements in the NZMC decision to deregister him.

MURDER CHARGE

A Gilbert Islander, Maeke Taumatoe, was charged in Vila in May with the murder of Willy Ben, an employee of the French administration in the New Hebrides. It is alleged that Taumatoe pushed Ben overboard from the inter-island vessel Biliki during a crossing from Vila to Epi in the night of May 9-10. Taumatoe is said to have been drunk at the time, and to have attacked Ben when he asked him, and two fellow drinkers, to quieten down. An extensive search failed to recover Ben's body.

TAHITI FIND

French archeological researchers working in Tahiti's Papenoo Valley have discovered 12 large *marae* — stone structures which were sacred centres of

communication with the gods or with ancestors for the original Polynesian inhabitants — in just three months of work. They also found more than 400 stone objects, mainly adzes, which have been deposited in the Tahiti Museum. The Papenoo Valley project is giving a number of young Tahitians their first experience of archeological work — and their first opportunity to study the ancient culture of their people.

ATHLETICS IN VILA

New Hebridean athletes acquitted themselves well at a May contest in Vila with a New Zealand athletic team. The New Zealanders, from the Auckland Athletics Club, won 15 events and the New Hebrideans 11.

About 3,000 people watched the contest.

POLICE GANG RAPE

Five Fiji policemen were gaoled for gang rape at Suva in May. Magistrate Mr Colin Perrier found them guilty of being concerned in the rape of a 20-year-old girl at Laucala Beach estate, Suva. Those gaoled were Corporal Jone Numa (35), 5½ years in prison; Constables Anasa Ranasau (32) and Mata Biunacagilaba (25), 4½ years each; Constable Wame Vosakotoira (21), 2½ years and Constable Sefanaia Basiyalo (27), 2½ years. Mr Perrier said he gave Basiyalo a lesser sentence because he had refused to rape the girl but had made no attempt to stop his companions from committing rape. Also, he was sure Vosakotoira, the youngest, had been led into the offence.

In Western Samoa, Chief Justice Nicholson sentenced Panaua Faavesi (31) to four years prison for a "brutal case of rape", saying that the court would not tolerate the increasing rape cases which involved mainly young girls. In the short time he had been Chief Justice there had been a high rate of rape and other sex offences.

DOUBLE PENALTY

Tupui Ariki Henry automatically forfeited his seat in the Cook Islands Legislative Assembly when he was convicted of common assault in the High Court at Rarotonga. He is the Minister of Internal Affairs and son of the Premier, Sir Albert Henry. A solicitor, Mr Iaveta Short, accused Tupui Henry of assault in an incident during a Christmas break-up party in the offices of the Department of Justice and Survey last December 23. One charge was dismissed.

The Chief Justice, Mr Justice Donne, fined Tupui Henry \$10. He said the fine would have been greater, but the defendant had incurred heavy costs by hiring an Auckland solicitor, Mr Graham Noble, to appear for him because no local solicitors were available to take his case.

With his automatic disqualification from the Legislative Assembly his seat for his Mauke Island constituency

became vacant. Whether he will be able to offer himself for re-election is not yet known, nor is it yet known whether he will be able to continue as a cabinet minister. There are several precedents for people to hold cabinet rank without being members of legislative bodies.

Mr Henry is the second South Pacific parliamentarian to lose his seat because of a conviction for assault in the last few months. Mr Rennie Harris lost his seat in the Nauru Parliament for a similar offence.

BOATING TRAGEDY

A search in Tonga for two men and a young girl, missing at sea after a huge wave swamped their 6.1 metre wooden pleasure boat, was abandoned about 10 days later. They were officially presumed dead, Elisepa Mafi, 23, a nurse, was drowned in the same accident while trying to swim ashore. Those missing were Bob Springett, 47, a NZ farmer adviser at Tupou College, his daughter, Anna, 5, and Frank Herbert, 60, a British adviser in the Co-operative Department.

With five others they had spent the day picnicking on Malonia Island, and were returning to Nukualofa when the wave hit.



This beer can, in four colours, was produced by Courage Brewery in Melbourne to mark the opening of Melbourne's tallest building Nauru House, which is owned by the Republic of Nauru. A first shipment of 10,000 dozen cans complete with contents, is already in Nauru. More will follow. Courage Brewery always supplies Nauru with a special can, the previous design showing a fishing scene.

FIJI HEAD COUNT

The population of Fiji grew by 11,341 between the 1966 and 1976 censuses. While the Indians are still the dominant race, with a fraction less than half the population, the gap between the two races is narrowing. The 1976 census showed there were 292,896 Indians and 259,932 Fijians, a difference of 32,964, while in 1966 there were 288,408 Indians and 250,833 Fijians, a difference of 37,575.

The population of other groups in the country, with the 1966 census figures in brackets, was: Part-Europeans, or Euronesians, 10,276 (9,697); other Pacific Islanders, 7,291 (6,095); Rotumans, 6,822 (5,797); Europeans, 4,929 (6,590); Chinese, 4,652 (5,149); others, 1,270 (273).

In every racial breakdown there were more males than females — 296,950 males and 291,118 females.

The populations of the two cities (Suva and Lautoka), and of towns with boundaries, were: Suva, 63,622; Lautoka, 22,672; Nadi, 6,938; Ba, 5,917; Nausori, 5,262; Labasa, 4,328; Sigatoka, 1,816; Savusavu, 1,754; Levuka, 1,397.

DIPLOMATIC MOVE

The Papua New Guinea Embassy in the United States is being transferred from Washington to New York. The Ambassador, Mr Paulias Matane, is also PNG Ambassador to the United Nations, which has its headquarters in New York. The PNG Government decided on the move so that there could be "more active and meaningful participation" in the work of UN and its agencies. There was a need for PNG to be seen as one of the third world counterparts. The move will enable Mr Matane to keep in close touch with his counterparts from other third world countries. PNG's Washington office will be headed by a charge d'affaires.

ANTI-VAGRANCY DRIVE

Rabaul in Papua New Guinea is rapidly losing its appeal for vagrants. Ninety of them were arrested in a police raid on the 2/22nd streets area early on a Sunday in May and charged with vagrancy. Many were women. Eleven of them were gaoled for a month and eight were given six months. The provincial police commander, Superintendent Reo Paluka, said the arrests were part of a "clean-up" campaign.

TWO BALLOTS FOR PREMIER

Following criticism from the Mataungan Association that it was not fairly represented in the new Provincial Government of East New Britain, the names of those elected went back into the drum. The new ballot, which came after hours of peace talks between the various factions, resulted in the election of Mr Koniel Alar, Mataungan Association leader, as Premier. Another

Mataungan, Mr Hosea Biu, will be Deputy-Speaker. Elected Premier in the first ballot, Mr Ereman ToBaining agreed to resign and take part in another ballot. Mr Alar beat him 11-6. After the first election, Mataungan Association members staged a protest match and disrupted a swearing-in ceremony held by the Governor-General, Sir Tore Lokoloko.

SENATOR IN TROUBLE

Fijian senator, Inoke Tabua, is likely to behave himself when he goes to the cinema in future. The senator, who is a nominee of the Great Council of Chiefs in the Senate, and a member of the Ports Authority of Fiji, was at a film at Raiwaqa, Suva, when the screening abruptly came to a halt through some technical fault. Understandably annoyed, he got to his feet and gave vent to his feelings. That may have been all right, except that he uttered some indecent words.

The duty bouncer, who was also a special constable, warned Senator Tabua to keep quiet. There was then an argument which led to the bouncer, and another policeman arresting him and charging him with disturbing the public peace. The magistrate, Mr Victor Vivian, answering a plea by Senator Tabua's lawyer, Mr Aminiasi Katonivualiku, that his client was a prominent citizen in a senior position, said that being a prominent citizen he should not have behaved in that manner. He bound Senator Tabua over for 12 months.

FIJI'S RUGBY WIN

Fiji Rugby almost scaled the heights when Fiji beat Marlborough (NZ) 28-18 in the final of a 12-nation seven-a-side tournament in Hong Kong in May. Earlier, Fiji beat another fancied team, Australia, 15-4 in a semi-final. But before Fiji fans go into raptures at Fiji's performance, it should be remembered that Marlborough is a minor union and by no stretch of the imagination anywhere near the best in NZ Rugby.

GAOLED FOR MURDER

Eric Gordon Berry, 34, formerly of Gaythorn, Queensland, was sentenced to 12 years' imprisonment in Port Moresby in May for the December, 1976, murder of Peter John Power, formerly of Colac, Victoria. Power and Berry, once friends, worked together on the staff of the Papua New Guinea Administrative College in Port Moresby. But Berry lost his job there, and evidence at his trial showed he blamed Power for what had happened.

Evidence showed that Berry had brooded over the killing of Power for 11 months. He had considered the use of paralysing sprays, disguises, guns obtained from an indigenous prostitute, and the emulation of methods used by a fictional hero named Willy the Actor. In

the event, he had shot Power dead under circumstances his defence claimed amounted almost to an impulse.

PAY-DAY SWILL

A move to prevent excessive pay-day drinking in the Papua New Guinea city of Lae has rebounded. Despite newly-restricted bar hours on Thursdays — the generally adopted pay-day in PNG — liquor traders have reported a 35% increase in Thursday turnovers. They said that big queues were lining up for the 6.30 pm Thursday opening time which has replaced the usual 4 pm opening. Once the doors opened, the drinkers appeared determined to make up for the time they had lost. Police also reported that the Thursday night clean up of "drunks and larrikins" now lasted until 11 pm instead of the more usual 8.30 pm. Liquor traders plan an approach to the Licensing Commission for a return to the old hours. Port Moresby has been on restricted Thursday trading hours for more than a year, and the arrangement has generally been conceded as successful.

NIUE SHRINKING!

Niue, when the census was taken last September, had a population of 3,843 — 1,927 males and 1,916 females — about half the number of Niueans now living in New Zealand, and 23% less than in 1971. There was a big decline in village population and of 1,045 living quarters on the island 324 were empty.

SP FORUM MEETS

The Papua New Guinea Government will be host to the Island leaders in August at a meeting of the South Pacific Forum to be held in Port Moresby from August 29 to 31. A meeting of the South Pacific Bureau for Economic Co-operation (SPEC) will precede the Forum meeting.

FIJI SHOPS FIRE

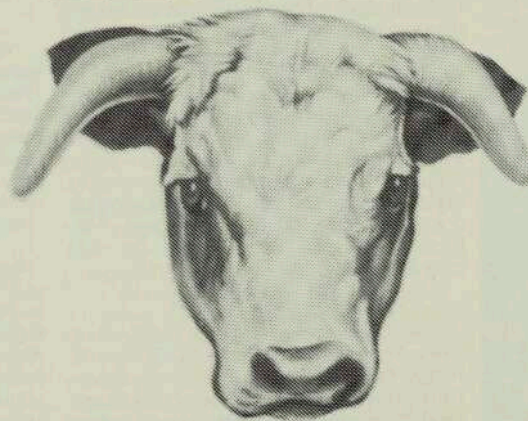
Fire swept through the Rakiraki shopping centre of Vaileka in Fiji early in May, destroying eight shops in three buildings. Damage was estimated at \$200,000. Brigades from Ba (66 km away) and Lautoka (102 km away) arrived at 3 am, several hours after the fire was first reported. By then the shops were almost completely destroyed. Vaileka itself has no fire engine.

ELECTION DRAIN

Three top men from the discipline services in Papua New Guinea have resigned to seek a political career. They are Colonel Ken Noga, who was Deputy Commander of the PNG Defence Forces, Mr Michael Samo, Assistant Police Commissioner (operations), and Mr Noel Levi, Secretary for Defence. Several other top public servants have resigned to contest seats at the June elections. This is causing the government some concern for it can ill-afford to lose such skilled local men.

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TROPICALITIES

Back to the Island way

Man does some funny things. The Pacific Islander, said by so many from the west to be backward in a number of ways, is really down to earth, as Fiji Prime Minister, Ratu Sir Kamisese Mara, pointed out in an address to the American Society of Newspaper Editors in Honolulu.

In his own inimitable way he showed how complicated life was becoming for the Islanders as more and more western ways were introduced. In his own country there were more than enough food resources for all, if only she could rediscover all the varieties of food available from land or sea. In some cases it might only be necessary to elevate its status and publicise its nutritional value.

He was not preaching a return to the old ways. There were many new and helpful agricultural techniques which would be promoted. And to some local foods would be directed research which had been so heavily weighted in favour of export crops.

Coconut research institutions, tea research centres, sugar research stations, coffee research organisations, etc, were dotted around the world. But how many institutions specialised in the varieties of dalo (taro) or yams? Yet the number of people who ate those roots crops was not insignificant. There were millions of them in Indonesia, the Philippines, south-east Asia, the West Indies and Africa. And there was no need to talk of the virtues of taro in Hawaii.

Recent writings showed horrifying examples of people pushed by aid agencies into developing export crops or products at the expense of their own diet, and even exporting their own natural protein to buy imported processed protein.

The Pacific way, an expression Ratu Sir Kamisese frequently uses, has a lot going for it, as the tempo of life increases in the western world. The Islander's general approach to life may be simple, but there are virtues in a simple life.



Karl-Heinz von Stellmach, West-German maker of documentary films on Pacific Island themes, was invited with his family early this year to visit the Soviet Union. They were guests of the Soviet television service. A number of his films on the Pacific region, and interviews with him, were televised throughout the Soviet-bloc countries.

His Gilbertese wife, Aborina, thoroughly enjoyed the visit. Their two-year-old daughter, Angela, found the Moscow winter snow rather overwhelming — "so much free ice cream falling from heaven", she called it. Their nine-months-old son, Paul, hasn't shared his impressions with anyone.

Several of Karl-Heinz's colour pictures have appeared as PIM covers at various times.

Toto shook the barmen

Miss Toto Vunibaka, 22, the only female entrant in a contest to find the Fiji cocktail barman of the year, won the title with two blends, Yellow Hibiscus (based on Bacardi Rum) and Island in the Sun (based on Gordons Gin). She developed her cocktail-shaking technique at Plantation Village, on Malolo Lailai Island in the Mamanucas, off the western coast of Viti Levu. The judges looked for new creations with distinctive Fiji flavours, made with expertise and professional flourish.

Miss Vunibaka won prizes totalling \$400. The contest was sponsored by Morris Hedstrom Ltd, who plans to make it an annual event. However, perhaps unprepared for a female winner, the sponsors have decided to dub the 1978 contest winner as Bartender of the Year.

For the record Miss Vunibaka's creations were:

Yellow Hibiscus — 1 oz Bacardi Rum, 1 oz Galliano, 1/2 oz cherry brandy. Long drink, serve with straws, top with orange juice, cherries and slice of orange and yellow hibiscus.

Island in the Sun — 1 oz Gordons Gin, 1 oz Galliano, 1/2 oz dry vermouth, with orange juice. Serve with straws with slice of orange and cherries.

More than UFOs up in the air

April, it seems, was "unidentified objects" month in the Cooks.

On Sunday, April 17, three boys playing near Black Rock, Rarotonga, claimed to have seen an unidentified flying object which appeared from the direction of Arorangi village. They say the round, white object travelled slowly on a straight course before becoming stationary, and remaining so for about 40 minutes. Then it started moving again and stopped again, repeating this performance until it was out of sight.

(Last reported sighting of UFOs in the Cooks was also in April, but back in 1975.)

At about the same time, the Cooks Premier, Sir Albert Henry, told the New Zealand press that he had uncovered a plot for an armed uprising in the Cooks in which he was to be assassinated.

Leader of the opposition Democratic Party, Dr Tom Davis, ridiculed suggestions that his party was involved in any such thing. Said Dr Davis: "We certainly would not be involved in any assassination plot because it would make Sir Albert a martyr. Anyway, we're so far ahead in the Gallup-type polls that it

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

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would be stupid of us to get involved in such a hairy scheme."

Like whatever it was the three boys saw, the object of the alleged "coup" exercise remains unidentified.

Deflation hits a Pacific book

The posthumous reputation of Sir Arthur Grimble, former British Resident Commissioner on Ocean Island, took a caning at the British High Court hearing last December into the claim by the Banabans for compensation for the ravages caused by phosphate mining on the island.

The presiding judge, Sir Robert Megarry, said a statement addressed by Sir Arthur to the Banabans in 1928 "could not be read without a sense of outrage".

Insult is added to injury by a circular sent not long ago to various schools throughout the Pacific by a British book distributor. The circular said of Grimble's book, *A Pattern of Islands*, which was once one of the most popular English-language works on the Pacific: "I have just been advised by the publishers of this book — a copy of which I enclose — that they have a massive overstock of it and are willing to supply any bulk order at a price of 10 UK New Pence, plus freight."

Wishful thinking in the Islands

If Pacific Islanders want to live in Western style they need to make a few changes in their attitude to life. That message comes through in an article former PIM editor, Judy Tudor, wrote in *People*, the London journal, on world population and family planning trends. She wrote that most of them now had aspirations based on wishful thinking, rather than hard economic facts.

"Since the Second World War, Western-style education has become a fetish and once a youth has become 'educated' he usually scorns all manual work and sets his sights on a white collar job, in the security of government service if possible", she wrote. "An oversupply of would-be clerks and other seekers of the good life therefore drifts into towns and larger centres to become disillusioned, unemployed, to swell

squatter settlements and to exert pressure on the authorities for social services once taken care of by the extended family unit back in the village.

"For one reason or another — small land area, rapidly-growing populations, increased expectations, industrial inroads into subsistence farming — no Pacific Island, even the well-endowed, is without people problems".

Adding that the resources of most islands was limited, she wrote: "Yet most Islanders have learned to live in a way unknown to the subsistence farmers who were their ancestors and now have aspirations based on wishful thinking rather than on hard economic facts".

Biting the hand that feeds it

The School of Education at the University of the South Pacific has recently established a "Continuing role for the School of Education in Regional Curriculum Development". It has been seeking the support of other tertiary institutions within the Pacific and on the periphery of the region which are concerned with curriculum development.

The information supplied by the School of Education says that established within the school are, firstly, a curriculum resources workshop, and, secondly, a curriculum resources agency. The workshop is seen as having the functions of a clearing house for regional curriculum information; a working area and repository for a collection of curriculum materials, and a base for research.

The aim of the Curriculum Resources Agency is to "provide within the resources of, but using the facilities of the School of Education and the university, curriculum materials for the regional countries". It will be interesting to observe the extent to which this development is accepted by the various commercial interests which have been seeking to establish a market for curriculum materials produced to meet the needs of Pacific Islands countries.

It is said of the proposed Curriculum Resources Agency that "the agency will use the university printing unit on a commercial basis.

This will provide services "at approximately two-thirds of com-

mercial business rates". This would seem to be a radical departure from generally-accepted university standards that the facilities of the universities should not be used in direct competition with private enterprise, when production of the same product is the object of the game.

Shake the bottle — and the doctor

A doctor in Papua New Guinea wants to kill the old myth that bad handwriting indicates a good doctor.

In a note in the latest issue of the PNG Medical Journal the editor, Dr D. Amato, appeals to his fellow doctors to clean up their handwriting. He describes sloppy writing from doctors as "a remnant of the days when an authoritarian arrogance on the part of medical practitioners was accepted by patients".

He believes that, more often than not, doctors had used bad writing as a mask for their own ignorance, "but these days happily are on their way out, and with them should go the illegible scrawl".

Dr Amato says in the Medical Journal that he finds it heartening to see many medical students and younger doctors adopting neater writing, and "older doctors would do well to follow their example".

He calls bad writing "inconsiderate, presumptuous and an insult".

Dr Amato also appeals to doctors to print their names as well as to sign them on prescriptions and charts which he describes as potentially-legal documents.

It's been 58 years a'coming

There is news of the opening of an airstrip on Atiu Island in the books, which will add a further dimension to the operations of Cook Islands Airways. It will also very markedly influence the way of life of Atiuans, as they will now be able to reach Rarotonga in less than an hour and without all the discomfort which has been part and parcel of travel on small inter-island vessels.

But this recent move into aviation isn't the first that has been mooted for Atiu. Over the years all manner of suggestions for landing places in the Cook Islands have been put for-

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ward, but Johnstone Dyer, the Resident Agent on Atiu in 1919 must have had a pioneer view of the future role of the aircraft.

On January 13, 1919, Dyer wrote to the Resident Commissioner on Rarotonga "I should like to make a little suggestion. If the Minister of Defence is looking for a mid-ocean aerodrome, Atiu offers the best situation, being about 400 feet above sea-level, with a gentle slope to the sea and devoid of trees on the hilltop. There are patches on the top of the hill about over 100 acres in extent, without trees or any other obstruction".

Fiji's defaulting ratepayers

Fiji ratepayers must be among the most dilatory when it comes to meeting their just dues. An unofficial survey in May showed they owed more than \$1 million, nearly \$2 a head for every person in the country. In many cases people have not paid their rates since 1972.

At the top of the list was Suva, which showed arrears of \$639,962, enough to meet the cost of several council services for a year. Others with debts of more than six figures were Nadi (\$166,000) and Lautoka (\$100,000). Councils are beginning to realise that unpaid rates have cumulative problems, not only for them, but also for the slow ratepayers. Accumulated rates run into solid lump sums, which many ratepayers find they just cannot meet.

The councils get further behind in providing services and development programmes, and find the government does not exactly rush into approving and then guaranteeing loans while so much is owed to them. The councils have the remedy in their own hands — the time-consuming process of prosecuting defaulting ratepayers. Unfortunately, some councillors, with their eyes on the ballot boxes, often put up a fight for defaulters, which does not make any easier the task of council officers who collect the money.

About 15 years ago a PIM writer, who had attended a Suva City Council meeting which voted to, delay launching prosecutions, checked the list of defaulters and found the names of at least two councillors who were in favour had not paid their rates.



Conservation of native fauna is the theme of a June issue of Papua New Guinea stamps featuring five beautiful species of pigeon to be found in the country. Pictured, they are the white-bibbed ground-dove, the Victoria goura pigeon, the Magnificent Pheasant pigeon, the orange-fronted fruit dove and the black-belted fruit pigeon.

Niue is the latest Commonwealth country to join in postal commemoration of the silver jubilee of the reign of Queen Elizabeth with a special issue of two stamps which were placed on sale in Niue's post office on June 7.

Other recent philatelic developments in Island countries include Tonga's issue of a series of three commemorative stamps to mark the 10th anniversary of the coronation of King Taufa'ahau Tupou IV (July 4, 1967), the release by Western Samoa of a series of four stamps to mark the 50th anniversary of Lindbergh's trans-Atlantic flight (20 May, 1927), and the use by the Pitcairn Island postal administration of a rubber-stamped "Hands Across the Sea" pictorial cachet on all mail lodged between May 7 to July 7, 1977, to mark 50 years of association with the New Zealand post office.

Making a 'blue' on old Niue

Many writers who specialise in topics concerned with the Pacific Islands countries tend to wax with considerable strength about the blue laws imposed upon many islands by the missionaries.

On the island of Niue the chiefs and rulers passed a set of laws at their Fono held at Alofi on December 1, 1875.

It seems that many of the laws agreed to then could not have been too unacceptable to the New Zealand Government, as on June 5, 1900 the laws, with modifications and additions, were confirmed by the Fono. These laws were published in the 1901 New Zealand Parliamentary Papers.

Working on the roads, or making lime-ovens seems to have been an obsessive form of punishment on Niue at the time, as it appears as a form of retribution imposed upon a wide spectrum of offenders.

"Whosoever shall be convicted of fornication, for the first offence, shall be liable to one week's labour

in making lime-oven or work on the roads; for a second offence, an oven of lime involving two weeks work."

And let's ponder about sexual discrimination in this modern world ...

"A woman convicted of fornication, for the first offence, shall be liable to work on the roads for a term of one week, for second offence, two weeks work on the roads." Making a lime-oven must, in some way, have got the male offender nearer to hell. If only such penalties applied today in Australia or New Zealand all the road construction problems would be solved.

What about solving the unemployment problems which now bedevil the developed world? In the Niue laws the following appeared — "Disobedient sons who wander to other lands, and when at home are lazy and dissolute, not helping at all in the work of the plantations, but appropriating the father's coconuts and living upon the fruits of his industry: Upon the father making known his case to the judges, such sons shall be dealt with by the law of the land."

PACIFIQUE SUD

WITH HELEN ROUSSEAU



There was plenty of sporting activity around the French territories in recent weeks — from the stream of Paris government officials testing the temperature in Pacific waters, and the armada of Australian yachtsmen invading Noumea, to unscheduled games reported from the Casino Royal and a young French legionnaire testing his legs on a sprint around Tahiti.

The legionnaire, Jean Hartel broke the record set by a military man last year when he made a complete circle of Tahiti on foot, covering the distance in 12 hours 14 minutes.

No doubt "sport maketh the man" in this leisure age. Certainly, that seems the way organisers of the Club Méditerranée resorts think of people on holidays. At the Club Med village on the island of Moorea, off Tahiti, young Americans, French and Australians are attracted by the casual mood teamed with coaching in scuba diving, water skiing, tennis and yoga. The sporting organisers of the day help present cabaret shows at night, not forgetting what has been cynically described as the "sexual smorgasbord".

Club Med founder-chairman Gilbert Trigano visited French Polynesia from Paris in April accompanied by other top company executives. The group also visited New Caledonia, New Hebrides, Fiji and Tonga to choose a site for the next club village. Though no final choice was announced, leaders of the main political parties in the New Hebrides, who are scheduled to attend talks with British and French government officials July 19-21 in Paris, have been invited to visit Senegal. There they can see what the Club Med has built in a newly-independent African nation.

Meanwhile, at the Paris talks, decisions are expected on the date for new elections in the New Hebrides and on some indications of a timetable towards achieving independence. However, Mr J-G Ériau, French High Commissioner in the Pacific, speaking late April at the opening of the newly tar-sealed airfield at Pekoa, Santo, told the Hebrideans that France would not abandon the islands if the future government wished to receive her financial and technical aid. Further offers of French technical aid were made to other Pacific Islands when officials from Paris, Noumea, and Papeete met in Noumea in May before a scheduled visit to Papua New Guinea, Fiji, Western Samoa and Tonga. The mission was led by Mr C. Le Breton from the Paris Ministry of Foreign Affairs. The mission indicated growing French initiative to introduce their scientific and technological know-how around the Islands. Further moves to extend French interests in the region, particularly in uranium and defence, were underlined by the Australian Prime Minister Malcolm Fraser's invitation to visit France, June 18-20, for talks with French Prime Minister Raymond Barre.

At the same time, the French have been offering a warm welcome to overseas tourism promoters. Recent visitors from Sydney included Mr Clarrie Davis, South Pacific director of Thai Airways, and Mr Len Mannel, regional director of sales and marketing for American Express. Both were visiting new representative offices in Noumea.

The other ambassadors of overseas tourism recently in Noumea were crews aboard the 33 yachts completing the Sydney

to Noumea race in May, won by Mark Twain with French yacht Escapade second. The Caledonians celebrated the event with plenty of things Australian, from cricket to Australian foodstuffs in the Prisunic supermarket. With typical French flavour, a Noumea cartoonist depicted the Australian products as ranging from "to be ARNOTTS to be", mint cheese, ginger cheese, sugar butter, cheese powder with beetroot sugar, etc. Such sweetness is of course, in considerable contrast to French cheeses which carry such savoury labels as "delight of the gods" and "droppings of the devil".

The Australian mood around town also prompted a friendly match of le cricket between Melanesian women and an Australian team led by Mrs Bill Fisher, wife of the Australian consul. Wearing kangaroo teashirts, the Australians were defeated by the Melanesians in their brightly-coloured Mother Hubbards. This dress, introduced by prudent English missionaries, was apparently so-named because underneath used to be "bare".

Rather unsportingly, a scandal has been reported from Noumea's Casino Royal. The company stated that in June last year the chief cashier was charged with having "milked" the poker machines through the reserve key. This "indelicate employee" was given a suspended prison sentence by the Noumea court and after restoring his avowed illegal gains of \$A1,600 was promptly despatched back to France. The company has since strengthened security in its gaming rooms. The casino is, nonetheless, a good money-spinner and this year proposed a 1 for 10 bonus issue to shareholders, after allowing for \$A350,000 in local taxes.

EDITOR'S MAILBAG

OCEANIC RESEARCH

Over the years Dr David Lewis has established a reputation as one of the most persistent and perhaps most unorthodox scholars concerned with solving some of the mysteries of the Pacific.

In particular, Dr Lewis has pursued with unflagging interest the question of the manner in which the Polynesians were able to navigate over the immense distances of the Pacific. He has also had the courage and vitality to undertake a single-handed and unique voyage under sail into Antarctic waters.

Now Dr Lewis is the foundation president and chairman of the executive board of the Oceanic Research Foundation. The foundation has an impressive list of foundation members including Professor Roger Keesing, Professor James Fox, Professor Noel Rutherford, Dr Colin Jack-Hinton, Professor Roger Green and Lord Ballantrae, the former Governor-General of New Zealand.

The prospectus for the foundation indicates that it has a very high level of aspiration for its future activities. Its objectives say that "most people and depleted world resources must bring new and increased human activity to the less accessible and sparsely-inhabited places near Australasia, especially Oceania and the Antarctic".

The foundation has outlined in very general terms the areas and fields in which it sees itself fulfilling a research function.

"The foundation's research will be expedition-oriented. Small low-cost expeditions will go to remote places and learn by direct experience the real problems of living, working and travelling there, and the environmental effects of these activities. ... The aim will be to learn by adventure and experience".

The Oceanic Research Foundation states that "expeditions are now being planned in detail" and these include programmes concerned with the Antarctic, the Australian coastal waters and the South Pacific.

This is all very commendable —

the whole cornerstone seems to be based upon the foundation chartering a 62 ft auxiliary sailing ketch. It is here that, perhaps, some questions might be asked, as it is also proposed that the ketch be used on an all-year round programme.

"ORF expeditions will operate on small budgets, to encourage and force the drive and resourcefulness which are essential to its objectives ... The public will be asked to contribute to the research programme of the foundation by both donation and active participation in expeditions where the opportunity to assist in both research undertaken and the handling of the vessel will be available".

Let's be hard-headed about enterprises like ORF. This is a time of economic stringency, many people are becoming jaundiced about causes which offer, at the least, very peripheral outcomes and the costs of maintaining medium-sized sailing vessels are such that they are usually met by the wealthy dilettante. All honour to ORF for what it wants to achieve, it is to be hoped that a sense of reality will eventually predetermine the limits of the expeditions it mounts.

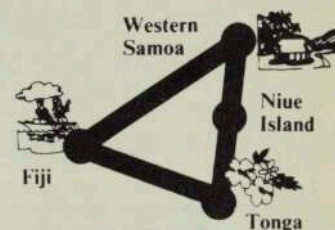
W. G. COPPELL
Pennant Hills, NSW

ENGLISH MURDERED

I have a minor complaint concerning the murder of the English language, how she is spoke. I refer to PIM (April, 1977, p36): "Bill Brewer's Guale Rai home has been burglarised five times." The Shorter Oxford English Dictionary gives "BURGLARIZE" v. US 1871. To rob burglariously." So the word exists, albeit with a zed (or rather, I should say, a zee, as it is American). But the English word, which is somewhat less laborious, is burgle — I burgle, you burgle, he burgles — which is given precisely the same meaning.

Admittedly not a very serious crime and by no means to be compared with "on-going" (horror of

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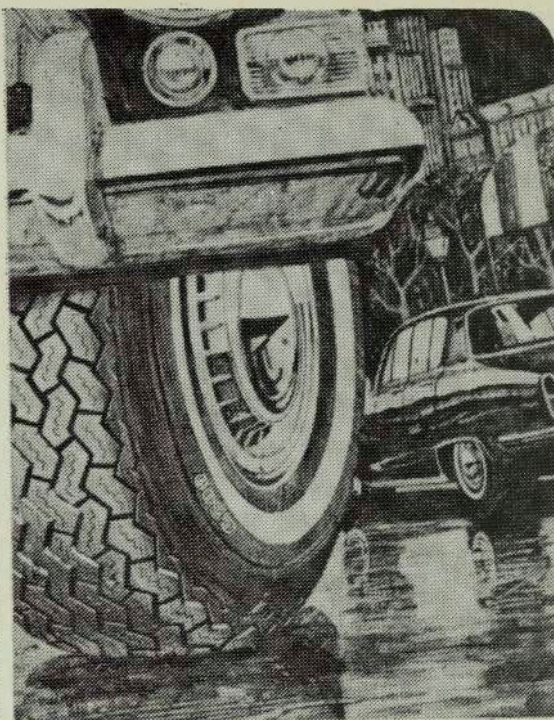
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horrors — try declining that and you'll end up with the offwentation of hostilities), or the locally popular "escapee" (definitely not in the dictionary and for the best of etymological reasons).

Nevertheless, our fair language has been under sustained attack for a number of years, and I feel bound to spring to its defence!

R. MITCHELL

Melbourne.

Ha, ha. PIM, getting smartly from under, points out that the quotation complained of was an extract from a report in the newspaper Marianas Variety (American) published in the US Trust Territory and used by PIM as an example worthy of inclusion in Islands Press. PIM prints these extracts "as is" and would not dare to alter them. We agree with Mr Mitchell about the murder of the English tongue and with the comments of Professor 'iggins in the musical My Fair Lady anent English as she is spoke — "In America they haven't spoken it for years ..." — The Editor.

COOKS' TOURISM

With the recent opening of The Rarotongan, the Cook Islands now boasts an international-standard hotel which enables it to enter the keen competition in the Pacific tourist trade.

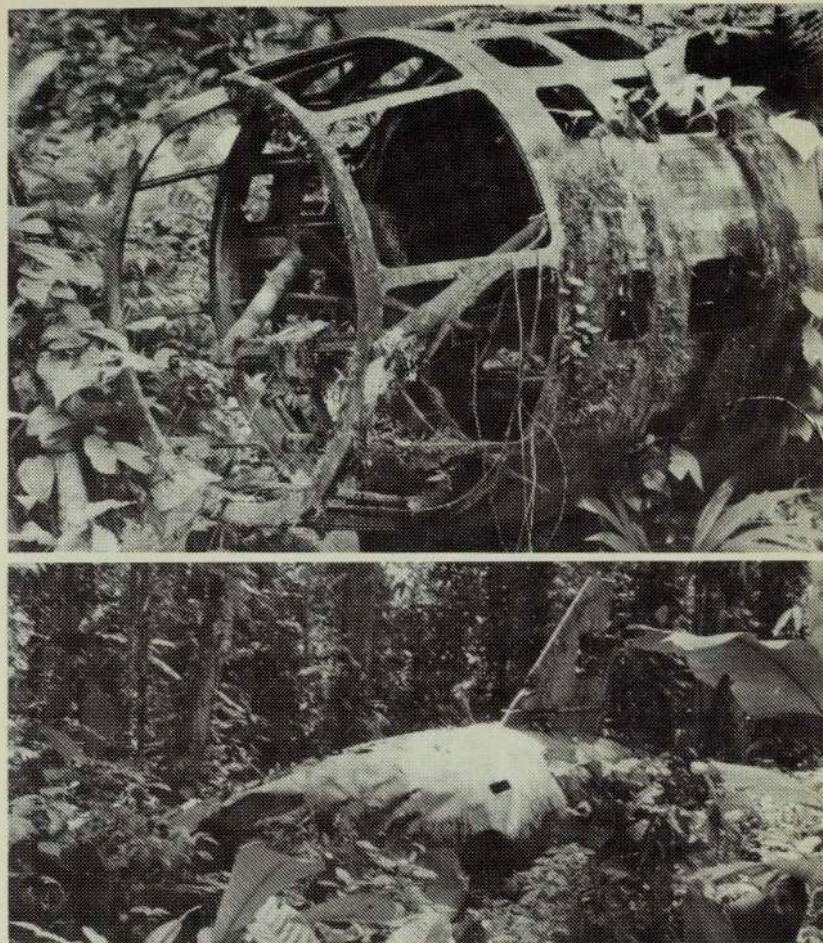
However, in most countries throughout the world, there is an apparent lack of information about the Cook Islands, so that very few visitors from overseas are attracted by the amenities of Rarotonga.

A welcome change may result from the publication of a fine pictorial book by well-known New Zealand photographer, Mr James Siers, who is to be congratulated on the particular care he has taken in doing justice to the scenic beauty of Rarotonga.

Unfortunately for many intending visitors, the author missed the opportunity of using some descriptive material and factual information available from the Cook Islands Tourist Authority. For instance, a clear sketch-map of Rarotonga would have greatly added to the interest of the average reader. May I suggest that such omissions should be rectified if and when a further edition is contemplated?

ROBERT ROUSSEAU

Paris, France.



These pictures show the remains of the real plane, Admiral Yamamoto's Betty Bomber, slowly disintegrating in the jungle 27 miles from Kahili airfield on Bougainville. Bruce Adams, who took them, sent them to prove his point.

BISHOP EPALLE

The Rev Amos Waiaru of Aoba and Mr Harry Mehare of Honiara are quite right (PIM, May, p 31): Bishop Epalle was killed on Santa Ysabel when he ventured beyond Maunga Point, and not on San Cristobal. Dr Laracy's book *Marists and Melanesians* makes this clear.

Mr Mehare's reference to Catholics being "only the second largest of the churches" in the Solomons is, however, only correct if one speaks of the islands governed from Honiara. If we also encompass the people of Bougainville, Buka and certain small islands, which are part of Papua New Guinea, then Roman Catholics are in the majority among Solomon Islanders.

HARRY JACKMAN

Bathurst, NSW.

WRONG PICTURE

I am writing to point out an error made in the publication of a photograph on page 39, March edition, in an article titled "When the Rising Sun did Barrel Rolls over a Battered Rabaul". Your caption on the photograph reads, "The remains of Admiral Yamamoto's plane in the jungle on Bougainville." It is, in fact, a DC3 which had been shot down near Finschhafen on the New Guinea mainland. Admiral Yamamoto's aircraft was a Japanese Betty Bomber, in which he was flying when shot down by American Lockheed Lightning aircraft from Guadalcanal.

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(Author "Rust in Peace" and "Battleground South Pacific")
Epping, NSW.

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PEOPLE

Dr Sione Tapa, Minister of Health in Tonga, was elected president of the 30th World Health Assembly at the May three-week session in Geneva. Dr Tapa was born at Nukualofa in 1923, and is a graduate of the Fiji School of Medicine, Otago University (NZ) and the Royal Institute of Public Health and Hygiene (London). Tonga joined the World Health Organisation in 1975, but has taken part in WHO activities since 1956. Since then Tonga has undertaken a number of WHO projects, several of them sponsored by Dr Tapa.

Tom Neale, 75, the Hermit of Suvarrow atoll in the Cook Islands was taken to Rarotonga in May for treatment in hospital. A cruise yacht which called at Suvarrow found him ill and radioed for assistance. The Manuvai called at the island to pick him up. Mr Neale was suffering from a bowel complaint. Whether he will return to the island is doubtful.

Acting High Commissioner of the US Pacific Trust Territory, Mr J. Boyd MacKenzie, spoke with more authority than most when he opened the seventh annual Pacific Basin Regional Airport Conference on Saipan.

"In the early days of the Trusteeship," MacKenzie recalled, "a trip around the districts by air was a true adventure." He should know. In the early days he survived two crashes—one off Guam, and the other near Palau District.

Mr Bartholomew (Bara) Buchanan, 42, is the first Solomon Islander appointed to manage the SI Tourist Authority. Mr Buchanan, before going into the commercial field a few years ago, spent about 20 years in the civil service, working in the Public Works Department, district administration and as Deputy Registrar of Land and Titles. He was chairman of two advisory boards on wages, a member of the Copra and Industrial and Agricultural Loans Boards and Electricity Authority. He is a mem-

ber of the Ports Authority and chairman of the Civil Aviation Licensing Board. Mr Buchanan has more than a passing interest in politics, having stood, unsuccessfully, for election to the Legislative Assembly. He has built up experience of the tourist industry, but before moving into his new post next January, he will study tourism in other parts of the Pacific.

Mr Rodney Gates has been seconded from the NZ Ministry of Foreign Affairs as deputy director of the South Pacific Bureau for Economic Co-operation. He was previously deputy head of the ministry's Pacific Division in Wellington. He had also served with the NZ High Commission in London and with the NZ mission to the United Nations. Mr Gates succeeds Mr Rodney Irwin, who had just completed three years' secondment from the Australian Department of Foreign Affairs.

Traffic in George Street, Sydney, figuratively almost came to a halt as bags of copra were thrown about when Papuan John Parker paid a visit to the "big smoke" and met up with a few former Burns Philp masters, who knew Port Moresby as well as any Australian port when the "old firm" ran a fleet of ships. John was assistant to the top stevedore in Port Moresby, but when anyone was in trouble, the cry, from the chief officer, captain, third officer, in fact anyone, was, "Get John, he'll sort it out". And he did. Over lunch and numerous cups of coffee he and four of his friends, former BP masters Duncan Barr, "Snow" Ealey, Frank and Geoff Sadler, talked of happenings on the Port Moresby waterfront 20 years ago, of personalities and the "good old days".

Mr Susumu Yamane, the 57-years-old general manager of the South Pacific Fishing Co, Palekula, Santo, has left the New Hebrides after about 20 years, and has been succeeded by Mr Fisfi Ishikawa. In his 20 years he saw his company's production rise gradually to a stage where it was earning substantial revenue for the New Hebrides. The company in 1972-73, for example, paid more than \$250,000 in export duties. Mr Yamane was active in social affairs in Santo. He was a member of the Santo Golf Club and the Santo Rotary Club.



Mrs Carmen Bigler

Carmen Milne Bigler has achieved a couple of firsts in the US Trust Territory. Her recent appointment as Marshall Islands Director of Public Affairs was the first of a woman to that post. Earlier she was the first woman elected to the Congress of Micronesia. Mrs Bigler replaces Mr Tony deBrum as Director of Public Affairs. Mrs Bigler, 37, received her BA at the University of Hawaii in 1967, majoring in anthropology. Mr deBrum has been appointed Marshalls Director of Resources and Development.

Miss Heni Pelam, 28, of Lembinwen, Malekula, in the New Hebrides, suffered partial paralysis after being struck by lightning while in a canoe about 100 metres from the shore. Heni was with three others. The lightning strike knocked her unconscious from the canoe and tore her clothing from her. Her companions were also briefly knocked unconscious. Miss Pelam was taken to hospital, and although affected by the paralysis was soon on the road to recovery.

Larry Danielson, Australian-born entertainer who has worked in Papua New Guinea for the past nine years, was in Sydney in April making a cassette recording. He told PIM in an interview that one of his proudest achievements in his time in PNG was his Niugini Song, which he wrote on the basis of a remark made by Prime Minister Michael Somare in his 1975 Independence Day speech. Mr Somare's remark? "If you see a stranger pulling his canoe out of the water, go and help him and you've made yourself a friend ..."

Mr J. F. Judge is to return to the South Pacific as British Attorney-General in the New Hebrides. He was in Fiji in the second half of the 1950s and early 1960s, first as a magistrate and then as a crown counsel. He acted as Solicitor-General for a period and also served on the Legislative Council. Mr Judge was in Nyasaland from 1961 to 1966, and from 1966 till 1973 was in the Department of Law in Northern Ireland when he became Director of Public Prosecutions. Mr Judge succeeds Mr Paul Treadwell, who is now in private practice in New Zealand.

A clue to the reasons for the recent resignation of Peter Tali Coleman as acting High Commissioner of the US Trust Territory of the Pacific Islands, is given in a May press release by Washington and Pacific Associates, which has offices in Washington and Honolulu.

WAPA, a governmental and public affairs consulting group with offices in Honolulu, Guam, Saipan and Washington, DC, announced that Mr Coleman has been named as president of the group. Says Mr Coleman: "I am accepting the position because it offers me the best opportunity to make maximum use of 30 years' background in government and now apply that experience in further service to the peoples of the Pacific in the critical period ahead."

WAPA says Mr Coleman's main concern will be to foster communication among Pacific governments and the private sector and with the US Government through the WAPA office in Washington.



Mr Coleman

From a letter by William Long Wah, bus company manager, in the New Hebrides News:

... We have advised school headmasters to instruct children on how to behave themselves while travelling by bus, and not to put their heads, arms or bodies outside the windows and doors. It would be a great help if all parents would do the same. One of our drivers last year did actually reprimand a child for misbehaving in the bus and spanked the child. The outcome of this was that our driver got bashed up by the parents and friends of the child ...

From an editorial in the Papua New Guinea Post-Courier:

The protracted strike by Australian air traffic controllers certainly underlined PNG's strong dependence on Australia. It also drew attention to some weaknesses which we, as an independent nation, could find it hard to live with in the future. The existing airline policy is a particular case in point. The question must now be asked. Is it in the best interests of PNG to remain so closely tied to our southern neighbour? If the strike in Australia had continued for a few more weeks it would have virtually paralysed PNG. The cost would have been catastrophic. It would have severely affected the nation's economy. ... Our traditional links with Australia are of prime importance but we must also look to the future.

From the women's page in The Fiji Times:

"Breast fed is best fed" is the slogan of a group calling itself the Nursing Mothers of Fiji. The group's leader is Margaret Taylor who trained with Nursing Mothers of Australia as a group leader "... we were appalled at the blatant advertising artificial feeding formulas were getting in Fiji", Mrs Taylor said. Some products bore the claim that they were a "complete alternative to breast milk", which simply was not true. Mrs Taylor said there was no way that artificial formulas could be made completely to match breast milk and added: "Cows' milk is for cows — and that's what most formulas are made from."

From the Cook Island News:

An unusual event occurred last Sunday evening aboard MV Manuvai while enroute Atiu. At about 10 pm Mrs Maui Maui, a member of the Women's Institute, gave birth to a baby boy atop No 1 hatch. ... Controversy immediately arose over the naming of the new arrival. The Manuvai crew naturally preferred the name "Manuvai" while the Women's Institute deemed "Women's Institute" appropriate. Mrs Maui and her son navigating under their own steam, caught the first barge ashore the following morning at Atiu, leaving the matter of the naming unresolved.

A poser in the Solomons News Drum:

Can fish tell when an earthquake is coming? That is the question puzzling Solomon Taiyo catcher boat crews who have reported a falling off in the catch following the earthquake. Nine boats fishing in the area bounded by the Russels, Ysabel and Malaita have found that the skipjack catch has dropped by about 30 per cent. And the odd thing is that the fish seemed to vanish about 24 hours before the earthquakes on April 21.

From an article by Joe Murphy writing on "Religious Activity in the Marshalls" in the Micronesian Independent:

You must have heard somewhere along the line about the difficulties missionaries run into spreading the word — well none of what you heard is true about the Marshall Islands where not only is it not difficult to get a religion established here, it's almost impossible to avoid success. ... Now there is an amazing proliferation of competitive missionary activity that boggles the imagination and makes one wonder if all this talking and persuading isn't more an indication that the Marshall Islands is a nice soft place to gospelize than a sorry statement implying that the people here are so sinful and woebegone that all this missionary activity is thought necessary. ...



FROM THE ISLANDS PRESS

From the Samoa Times:

Young church officials who will be ordained as pastors in the Congregational Christian Church tomorrow at Malua have been instructed by their elders to have haircuts. Similar instructions were given to some tutors at Malua Theological College and that some of the tutors' wives should not wear certain dresses and hairstyles "because these do not suit them as pastors' wives. Most of the young pastors who are playing rugby in their village teams have also been told not to "because pastors do not play rugby".

From Ruby Matthews' (nee Yager) reminiscences about Kingston in the 'Old Days', in the Norfolk Island News:

"What did we do for fun? There were balls, any excuse for one too. They were held in old Rawson Hall near Branka House. It was a stone building, convict built. We had a fine orchestra and for these occasions Hugo Quintal, George Nobbs and Bert Starr played violins and Swain Quintal at the piano. We didn't pair off. Everyone danced with everyone else. We danced the Lancers, the Chatish, square dances and the old-time waltz and others. If we got thirsty we had a drink of water under the tap.

From a letter by Beachy in the Cook Islands News:

It is with growing concern that one views the number of barbed-wire fences being erected around the island. In particular the fencing off of beach sections seems to be the 'in' thing and one wonders what the situation will be like in a few years if all owners of beach sections follow suit. After all they do not own the beach and lagoon. Surely steps must be taken now to protect all Cook Islanders' right of access to the lagoon — not just the lucky few who are owners of beach sections.

The drinking pattern in Tonga as recorded in the Tonga Chronicle by Minister of Police 'Akau'ola:

... Given the opportunity, the drinking session starts quietly and builds up to a very fast pace (usually dictated by the fastest drinker). It is therefore not uncommon, under such circumstances, to find that three participants have consumed two cartons of beer, or a bottle of whisky and one carton of beer in two hours. These drinking sessions seldom take place at the parents' home for the family generally objects. A secluded spot is selected, for uninvited "friends" are not looked on with favour, unless they also contribute.

From a speech by Papuan secessionist leader Josephine Abaijah reported in the Papua New Guinea Post-Courier:

Sex prostitution was a lesser evil than political prostitution, the Member for the National Capital District, Miss J. M. Abaijah said yesterday. Sex was not the only morality. ... "For example, there are plenty of political prostitutes who are willing to sell their political support for personal gain irrespective of what the people want."

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MAGAZINE

When the Breathless Army marched against murderers on Malaita

By JIM BOUTILIER

The little Solomon Islands town of Tulagi on the island of the same name was electrified early in October, 1927, when the schooner *Wheatsheaf* arrived bearing news that District Officer W. R. Bell, his cadet, K. C. Lillies, and 13 Solomon Islands policemen and boat's crew had been massacred on Malaita during the collection of native tax near Sinarango Harbour on October 4.

The Resident Commissioner, Richard Kane, was absent in the Eastern District at the time and Kidson, Secretary to the Government, was reluctant to despatch the 20-man police force from Tulagi for fear that the colonial capital might be attacked by Malaita men employed nearby at the Burns Philp and Lever Brothers depots at Garutu and Makambo.

At the same time, however, it was obvious that something had to be done and done quickly to restore the administration's prestige to capture the culprits, and to prevent the "further spread of disaffection." Reports suggested that there were 300 rebellious bushmen in the cloud country of Malaita, intent on driving the government and the missions off the island, and so it was decided to call on the Royal Australian Navy and the local European community for assistance.

The cruiser, HMAS *Adelaide*, was ordered to the Protectorate immediately but on the understanding that naval force would not be utilised during the pacification campaign except in cases of "extreme necessity". The admiral commanding was prepared to countenance the employment of the ship's company for "moral effect," but maintained that "active measures should be undertaken solely by civil power".

Of civil power, there was woefully little. Malaitan police were considered

unreliable for operations on their home island, and Kane was convinced that it would be impossible to arrest the murderers and prevent widespread insurrection unless the police force was stiffened by the enrolment of 30 Europeans as special constables, supported by native levies.

These "specially selected" volunteers were, in fact, a motley, ill-trained lot who reckoned that "a quid a day and a bottle of whisky was their pay." They entertained a sense of righteous indignation at what they considered to have been a dastardly deed; a sense of outrage tinged with ill-disguised racism.

"When they got the opportunity of being all wound up and go in and chase Bossie (Bassiana, Bell's murderer) out," one old-timer recalled, "they couldn't get in there quick enough". It was, in short, an opportunity, complete with government sanction, to teach the "nigger" (to quote a near-contemporary account) a lesson that he would never forget.

Moreover, the excitement of tracking down the murderers was greeted as a welcome relief from the boredom of the daily round in Tulagi or on the plantations.

The government, for its part, welcomed European participation in the expedition as a check against inter-clan or district hostility. The feeling among the Malaitans was generally "so intensely against the perpetrators" that the Resident Commissioner was concerned that native levies, if uncontrolled, might use the occasion of the punitive campaign to settle old scores.

By the same token, he was concerned about the over-zealous attitude of some of the volunteers. He ordered them put through their paces but long hours of parade training in the hot sun failed to damp their enthusiasm.

The "Breathless" or "Deathless Army," as it came to be known from its casualty-free exertions in the rugged uplands of eastern Malaita, sailed from Tulagi on October 20 on board



The old township of Tulagi around the time of the Breathless Army's march.

PACIFIC ISLANDS MONTHLY — JULY, 1977



The Breathless Army, armed and ready for the fray, parades for inspection at Tulagi. A picture from PIM's files.

the Ranadi. District Officer, C.E.J. Wilson, who was in overall command of punitive operations (though nominal supernumerary to the Resident Commissioner) had departed a week earlier to assess conditions on the island.

He found the residents at Su'u, "pretty windy", and all the local Europeans living on their schooners in the harbour. Over 500 islanders had come to the government station at Auki to volunteer their services but only 40 ex-constables had been retained to meet the threat of a possible attack by Bassiana.

Wilson arrived at Sinarango on October 16, collected the tax-papers and the murder weapon (the barrel of a Snider rifle which had been used to smash in Bell's skull), and began to clear land for a base camp almost at the top of the precipitous escarpment overlooking the harbour. The weather was foul.

"Everything," he reported, was "drenched and muddy... (though) the road was not too horrible."

HMAS Adelaide dropped anchor two days later and a party of blue-jackets was sent ashore to assist. Kane arrived with 50 police and the European volunteers on October 20, and Sub-Inspector Davis, Officer in Charge of the Constabulary, arrived the following day with another platoon of police.

Progress was slow from the outset. The bearers had to be "practically driven" up the steep mountain tracks, which led through dense jungle to the base camp more than two thousand feet above. Moreover, it rained incessantly, turning the advanced

camp into a "swirling mass of mud."

Slowly but surely, the bravado of the European volunteers, eroded by sore feet, dysentery and groundless rumours, began to wane.

"Everyone," it seemed, was "distinctly unhappy and uncomfortable."

Toward the end of October, some of the volunteers began to grow insubordinate to the point of mutiny. Their spokesman, Charles Widdy (who was Lever Brothers' manager at Banika plantation, Cape Marsh) complained that the Breathless Army had been brought to Malaita under "false pretences," and that their understanding had been that they would (in Wilson's words) "act independently and so relieve the government of any embarrassment which might occur."

Wilson assured Widdy that he was "utterly mistaken" if he felt the Europeans were free to go "at all and sundry".

The latter accepted his assurance for the time being, but Johnstone, the butcher from Tulagi, informed Wilson privately that the volunteers were so frustrated for want of action that they had even considered shooting a crippled leper whom they had found in one of the villages.

Three days later, Widdy became "foully abusive" and harangued Wilson publicly, charging that the "government people were out to get all the honour and glory" while the volunteers were left to collect taro and conduct fruitless patrols.

Subsequently, he apologised, in what the district officer considered to be a "half-hearted manner," and set out with his companions in search of food.

While they were gone, they appear to have fired indiscriminately at a number of Malaitans whom they saw in the bush; conduct which, in Wilson's mind, was "fully in keeping with (Widdy's) idea of an open slather." It was obvious that the European volunteers were not only an embarrassment but a liability to the operation and so the majority of them were withdrawn to the sea coast on November 11, after a night of gambling and carousing.

They did not take their release lightly, however, and 14 of them addressed a letter to the Resident Commissioner complaining bitterly that Wilson had "to all extent and purposes ignored" them, that discipline was "almost non-existent," and that they had never received any clear definition of what was considered to be resistance from the enemy.

"We must be fired on, or attacked with axes," they wrote, "before we dare fire a shot." Had they been able to serve under "an able and competent leader," they opined, they would have been of direct military value, but, as it was, they had been "belittled and made to appear a laughing stock to the natives."

The government was less than sympathetic to their plight. They appeared, the acting High Commissioner observed, to have been under a "complete misapprehension" as to their function and at no time were they intended to constitute an "attacking force." Moreover, the conduct of some of the volunteers had been "insubordinate and subversive of discipline and good order"; a state of affairs which was considered to be "extremely reprehensible" in view of the large

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number of Solomon Islanders accompanying the expedition.

Meanwhile, Bassiana was captured on November 20 and his accomplice, Noru, was apprehended early in December. By the following March, 198 Malaitans had been arrested and brought to Tulagi to stand trial, thereby bringing large-scale operations on the island to a close.

There are two footnotes to the Breathless Army's activities: one serious and one amusing. During more than two months of patrolling, 27 islanders had been killed or reported killed. The evidence bore out a "strong suspicion of indiscriminate firing at sight" by the European volunteers and local police. Wilson apologised



"Main Street", Tulagi in the 1920s. Arrow points to Tom Elkington's pub, just showing through the trees on the right.

officially for his failure to report the deaths in writing, alleging that the pressure of work, coupled with bad health, had caused him to lose the "true perspective" of affairs on Malaita.

Kane accepted his apology and defended his subordinate by claiming that it could "hardly be hoped to arrest savage bushmen in wild country

without regrettable incidents."

Yet, the evidence suggested that most of the Malaitans had been shot while trying to escape and the High Commissioner was moved to record a minute that Kane would have to "face the music" when an inquiry was held.

The other footnote involved the purchase of 22 pairs of boots against public funds. Late in October, Wilson had telegraphed Tulagi urgently requesting the footwear because the boots and shoes which the volunteers had brought to Malaita were being "absolutely cut to pieces . . . owing to the rough country." However, there had been the secretary to the government observed pedantically, "a want of method without any record being kept."

No one could remember who had acted as quartermaster, and Wilson noted lamely that since none of the leaf houses was windproof and the wind "quite frequently blew with hurricane force", the dockets in question must have been "blown on the ground and stamped out of recognition in the mud."

Vaskess, the Secretary to the High Commission, was unimpressed by Wilson's reasoning.

"The general loss of memory in the matter," he minuted, "borders on the incredible," and he suggested that if the cost of the boots was surcharged against the district officer's account, it might "stimulate his memory."

But nothing was done. The boots and the bodies were forgotten, the volunteers went back to drinking square-faced gin at Elkington's Hotel and relating doubtful tales of daring-do.

They played poker for 2½ days, one of the volunteers, Bobby Sterling, winning all the money.

The government vessel Auki brought back the bodies to Tulagi. "It was the dirtiest I'd ever seen it," Tommy Elkington recalled. Then, he realised, as he looked more closely, that the discoloration was blood which had run down the sides of the hull.

And the Gilbert and Sullivan army, as Caroline Mytinger described it, faded into history.

NO YO-HO-HO FOR THESE NIUE ISLANDERS

By STAFFORD L. K. GUEST on Niue

With further urging from Frank Lawes, the rum was soon "cast upon the waters" and the captain and his crew were forced to "dry out" on the island until a vessel called several months later.

It was not until the early 1900s, with the advent of a New Zealand administration, that intoxicating liquor gradually found its way on to the island.

Niueans were well-known for their skill and expertise in brewing up "bush beer" concoctions — some recipes included methylated spirits with marinated coconut and papaw.

Today, after a chequered liquor licensing history which included a strictly-controlled permit and point system for drink distribution in force until 1974, Niueans over the age of 20 can now socialise at the island's new hotel bar from 4 pm to 7 pm daily and at seven sports clubs which are licensed to sell beer and spirits freely to members.

Last year Niue's wholesale liquor outlet — the government bond store — recorded sales totalling \$130,000, no small turnover for a small island with a population of 3700 and where offences for drunkenness are few.

One hundred years ago in April the white man's fire-water was "accidentally" introduced to Niue Island.

Captain J. Scott, skipper and owner of a slave-trading barque Irole, in a drunken stupor, tried to manoeuvre his vessel close inshore to Niue's rugged and dangerous coastline near the then-capital, Tuapa.

He was seeking young men to sell to the Spaniards who worked Peruvian mines.

The ship dragged its anchor and an on-shore westerly wind smashed the Irole on to the fringing reef at Hio. While the crew and the intoxicated skipper struggled ashore, desperate attempts were made to salvage barrels of rum.

A large amount of liquor was recovered before the vessel completely broke up and the British missionary, the Rev Frank Lawes, who was the virtual ruler of Niue at that time, turned up at the scene of the wreck.

The Niueans were told to open the barrels and pour the contents into the sea.

Captain Scott demonstrated his anger by producing a rifle and threatening to shoot the first man who laid hands on his cargo.

GLASS-PLATED ISLAND HISTORY

By W. G. COPPELL

There is a great deal of Pacific historical evidence which probably does not, as yet, receive the full measure of attention that it deserves. In sketches, paintings and old photographs there is so much to be studied and analysed which will give to both the professional and amateur Pacific Islands historians a clearer view and a more intimate feeling for past islands life styles.

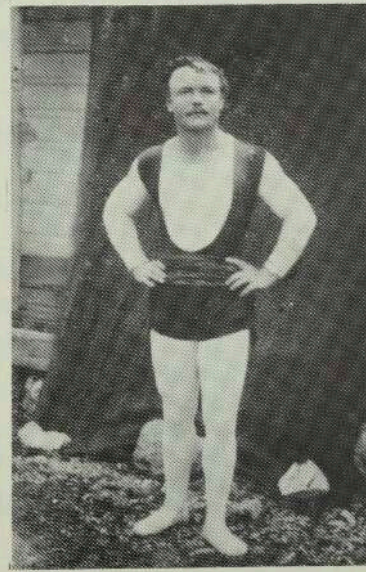
Unfortunately, much of this visual evidence is in constant danger of being lost for all time, and this is especially true of the old photographic records.

The Cook Islands serve as a good example if the case of the work of George Crummer is taken up. He was a commercial photographer on Rarotonga in the years from the beginning of this century onwards and was a most skilful and prolific photographic artist.

Unfortunately, over the years, the many glass plates that George Crummer had processed became to be regarded as rubbish and they were scattered about, sent to the rubbish dump or smashed. It has been possible to recover only a fraction of his work, and through the good offices of the New Zealand National Film Service about 200 of the plates were salvaged, restoration work carried out and a permanent record made and returned to the Cook Islands.

Recently, a small collection of plates in extremely poor condition were taken to the photographic department at Macquarie University in Sydney and from these it was possible to salvage 39 pictures which will eventually be added to the photographic collection of the Cook Islands Library and Museum in Avarua.

In some cases, it will be possible to identify the people in the photographs, as names were written in pencil on them; in



The latest fashions in the Cooks— 70 years ago. Can anyone identify any one of these people photographed by George Crummer.

other cases it may require detective work in order to establish identities, while in other cases there will be a continuing mystery.

This small collection of photographs has much interest in it when the clothing styles, the means of transport and the family groupings are examined. Compare for instance, a

Rarotonga beauty in all her finery at the turn of the century with her present-day descendant, look at the bicycles and horse-drawn vehicles and think of the multitude of motor-scooters and cars on Rarotonga today, and ask about the style of clothing worn on the beach today by the Europeans who enjoy life on Rarotonga today.

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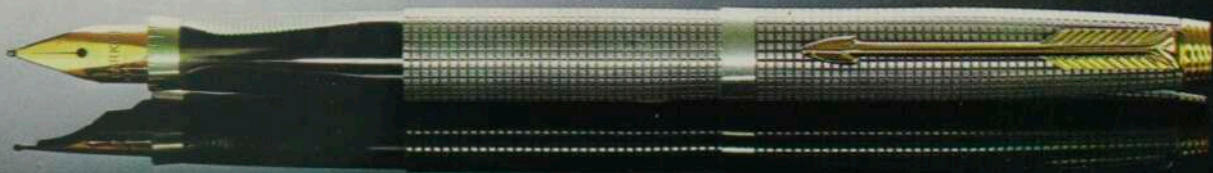
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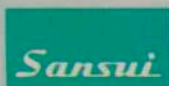
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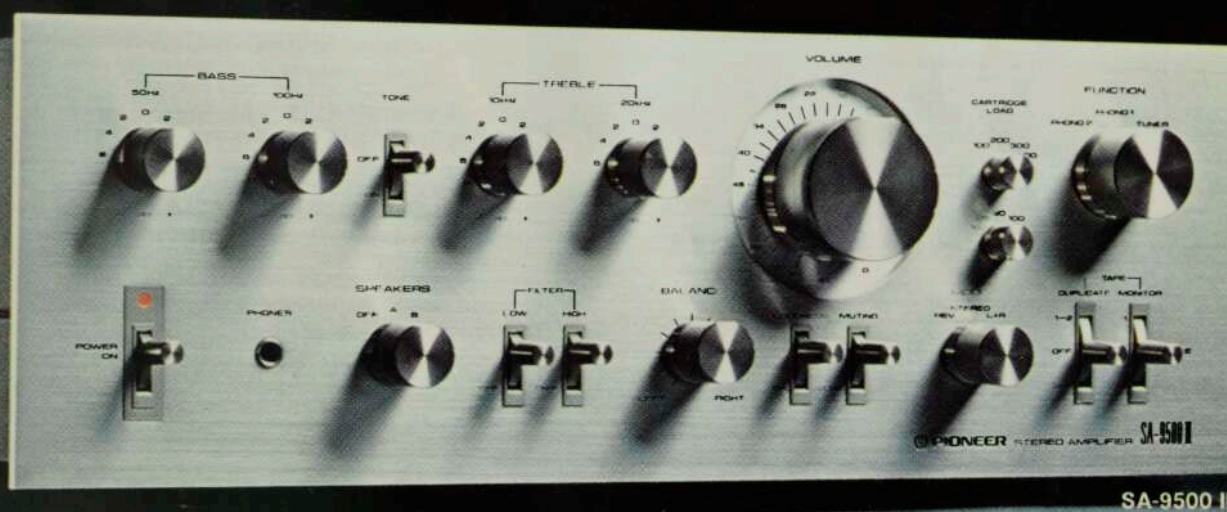
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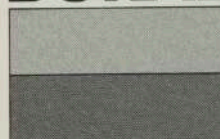
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Out of the rural frypan and into the city fire

Rural poverty causes rapid city growth, and in poor countries the cities are doubling in population every 17 years. They will continue to grow, although the cities of the more developed countries show a tendency to level off. The newer generations of rural people are escaping to the cities from the poverty of the villages.

This is one of the points made in *Population Change in the Pacific Region*, edited by Yunshik Chang and Peter J. Donaldson (\$C4). This is a selection of some of the papers presented in the Symposia on Pacific Populations at the 13th Pacific Science Congress at the University of British Columbia, Vancouver, and published by the Congress and the Pacific Science Association of Vancouver.

This growth in urban areas is relevant to what is happening in many of the nations of the Pacific Islands, although this volume deals for the most part with the countries on the Pacific rim, and only three papers examine specific South Pacific problems.

One of these, by Jean Fages of French Polynesia's ORSTOM Centre, deals with migration and urbanisation in French Polynesia. It points out that French Polynesia is now one of the most urbanised of the South Pacific territories. This urbanisation has occurred exclusively on Tahiti, focusing on Papeete. At the 1971 census, Papeete's urban population of 65,000 included 82 per cent of the population of Tahiti and 55 per cent of the population of French Polynesia.

The growth has been rapid, and has resulted from changes in the economic and social structure brought about by major investments in the jet airport and tourist facilities, as well as the development of the nuclear testing programme. The author says that before the establishment of the Pacific Experimental Centre, internal migration within Polynesia was "circular", the migrants going back to their own islands after a stay in the city. But they are now staying in Papeete and this has had a detrimental

effect on the traditional agricultural activities, he says.

Migration has caused a modification of the ethnic composition of the population. In 1962, six per cent of the population was European, but the figure is now 15 per cent. There have been many inter-ethnic marriages and cross-breeding has increased.

The author is unhappy about the future. He says that "future possibilities are disquieting; no one knows how to establish a state of equilibrium between the city and the archipelagoes and slow down the exodus from the rural areas."

The other two papers on South Pacific themes in this book deal with *Social Boundaries and Migration in New Zealand* (David Pitt) and *The Impact of Cultural Exchange on the Health of Tokelau Island Migrants* (Judith Huntsman).

A separate volume, *Mankind's Future in the Pacific*, edited by R. F. Scagel, is a selection of the plenary and special lectures at the same Science Congress and is published by the University of British Columbia Press at Vancouver, although our copy comes from the Australia & New Zealand Book Co Pty Ltd, Sydney (\$A10.50).

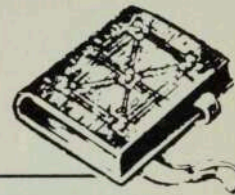
Mankind's Future in the Pacific

Two for students and a "better read"

Among the more technical books about the Pacific which are coming from various publishers, and which are useful and yet unlikely to quicken the heart of the general reader looking for a good read, are two from the University Press of Hawaii.

Culture-bound Syndromes, Ethnopsychiatry, and Alternate Therapies is the long title of Volume IV of a series put out on mental health research by the Program for Culture and Mental Health in Asia and the Pacific, which was established in 1966 at the University of Hawaii under the

BOOKS



contains 13 papers dealing with a wide variety of matters, including environment, science policy, biology, primitive navigation (by Thor Heyerdahl) and agricultural resources.

The proceedings of a seminar sponsored by the Institute of Applied Social and Economic Research in Papua New Guinea in 1976 — titled *Research Needs and Priorities in Papua New Guinea* — have now been published as the institute's Monograph Number 1, and edited by R. J. May. The seminar, and these papers, consisted of a series of submissions by various government departments and other organisations such as the PNG Housing Commission, the Law Reform Commission and the University of Papua New Guinea, on what direction they thought the institute should take in its research programme. It's an interesting monograph because of the insight it gives into what organisations in Papua New Guinea see as the problems ahead of this developing country — E.W.

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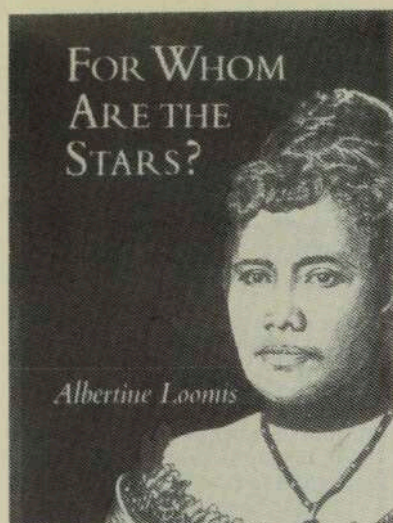


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Spirit Possession in a Japanese Healing Cult; Healing in a West Polynesian Village; and Native Healers in Malaysia.

Professor Lebra is Professor of Anthropology and director of the Culture and Mental Health Program in the Social Sciences and Linguistics Institute of the University of Hawaii.

Transactions in Kinship: Adoption and Fosterage in Oceania, from the same press, is Number 4 of the monograph series of the Association for Social Anthropology in Oceania. The editor of this volume is Ivan Brady, and the book deals with adoption and land tenure, alliance and social mobility in specified areas of Micronesia, Polynesia and Melanesia. The book is also \$US16.

Something of more general interest from the University Press of Hawaii, and a far better "read", is *For Whom Are the Stars?* by Albertine Loomis (\$US9.95). She gives the first complete account of the three-year period in Hawaii's history from 1893 when Queen Lili'uokalani surrendered the crown, through the first months of the Republic of Hawaii, and the final desperate attempt by the queen's loyal supporters to restore the monarchy. The events following the monarchy's fall are recounted in detail for the first time, including the trial of the conspirators and their eventual fate. The author was helped by recently-discovered papers of Nathaniel B. Emerson, which incorporated many first-hand statements from participants in the armed uprising of 1895. — E.W.

Patriotism and chauvinism, of Jo Gullett

Born into an upper class family, educated at Geelong Grammar, Australia's most exclusive school, Oxford and the Sorbonne, Jo Gullett was a journalist when World War II broke out.

He enlisted as a private in the 2/6 Infantry Battalion and served with it in the Middle East and New Guinea, ending up as major, with a Military Cross.

After the war he became a member of the Australian parliament and chief whip in the Menzies administration. But he left politics after a few years.

Not As A Duty Only is about Gullett's war as an infantryman. He was a brave and resourceful soldier, a staunch patriot who hated Australia's enemies and revelled in killing them. Uncritical patriotism does, however, often lead to racist chauvinism, and it has certainly done so in Gullett's case.

Prejudice against "wogs", allies and enemies among the peoples of the Middle East alike, and "niggers", the Pacific Islanders who fought and worked with Allied units and without whose help the war in the Pacific may have gone the other way, mars this book.

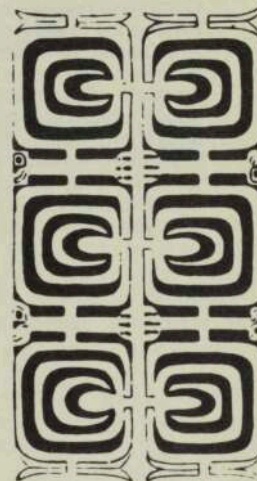
The inspiring accounts of hardship and courage in the Battle of Wau and on the Mubo trail, for instance, are almost diminished to nothingness by Gullett's failure to see the deeds of the 2/6 Inf. Bn in the wider context of the actions of other units and of the New Guinean carriers. And it is perturbing to read, "If an Italian or German were running away one might let him go, but never a Japanese. You would kill them as you would a snake . . . That is how we thought of them — as animals. I am bound to say that when I see a group of them even today that is how they appear to me".

Fortunately, as I know from personal contact with many unit associations, made up of Australians who fought in Papua New Guinea, there are very few ex-Diggers who still harbour ill-feeling towards the Japanese, and there is not one who remembers the "fuzzy-wuzzies" with anything but gratitude and affection.

— Harry Jackman

(NOT AS A DUTY ONLY, By Henry (Jo) Gullett. Published by Melbourne University Press. \$12.00.)

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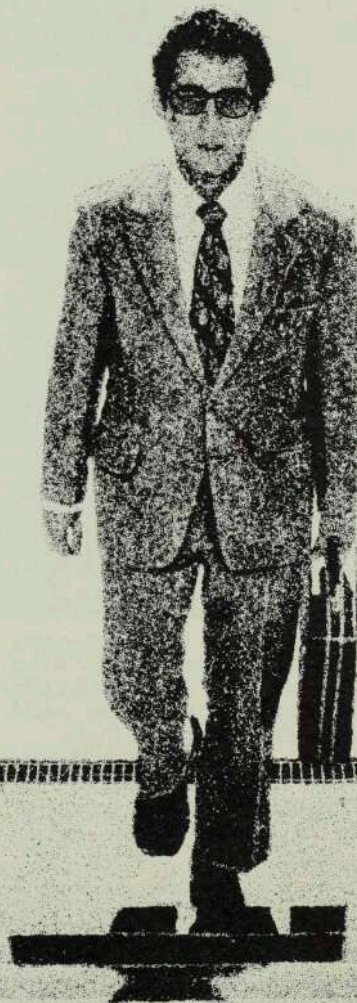
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BUSINESS

AUSTRALIA'S FAR-FLUNG OUTPOSTS OF TRADE

The flourishing trade relationship between Australia and the Island nations of the South Pacific has developed naturally over a period of years. Itself an integral part of the Pacific region, Australia has long-standing cultural and commercial ties with its neighbours.

The largest of these countries, Papua New Guinea, ranks 11th among world markets for Australia's exports and two-way trade between the two countries reached a value of about \$211m in 1975/76.

Australian exports to Papua New Guinea consist mainly of a variety of foodstuffs and a wide range of manufactures. Main imports from Papua New Guinea are coffee, cocoa, timber, cork and crude rubber.

Today, trade relations between the two countries are governed by the Papua New Guinea/Australia Agreement on Trade and Commercial Relations which came into force on February 1, 1977. This laid the foundations of the post-independence trade relationship between the two countries. The agreement replaced the Memorandum of Understanding relating to interim trade and commercial relations which had been in force since December, 1973, when Papua New Guinea attained self-government.

Meanwhile, the other Pacific nations — and particularly Fiji — are also assuming increasing importance as markets and sources of imports for Australia, and as partners in promoting the continuing development of the region.

Excepting Papua New Guinea, Fiji is the leading Pacific Islands market for Australian products. It is also a centre for Australian trade activities through much of the South Pacific region. The Australian Trade Commissioner post in Suva has responsibilities extending beyond Fiji to New Caledonia, New Hebrides, the Solomon Islands,

Samoa, Tonga, Gilbert and Ellice Islands, French Polynesia, Norfolk Island, Nauru and Cook Islands.

The Island nations are undergoing a period of economic growth and change. Industry is expanding in many areas and business activity is increasing. These trends have created demands for a variety of industrial and manufactured products and processed and unprocessed foodstuffs which Australia is well placed to supply.

Australia's imports from the South Pacific area (excluding Papua New Guinea) are made up of phosphate, gold bullion (from Fiji) and other minerals, coconut products, timber products, handicrafts, foodstuffs and a range of other items.

Other important Island trading partners in addition to Papua New Guinea and Fiji include Nauru, New Caledonia, New Hebrides, Solomon Islands, Gilbert and Ellice Islands, French Polynesia, Western Samoa and Tonga.

Australia has a record of practical assistance in encouraging the growth of equitable two-way trade with its Pacific neighbours. In 1966, Australia became the first nation to offer assistance to the developing countries, including those of the Pacific, to obtain increased export opportunities for their products through a system of tariff preferences.

In January, 1974, it revised and expanded this system, providing preferential entry for manufactures, semi-manufactures, and substantially-processed primary products except for revenue items (cigarettes, spirits, etc) and some products where developing countries are already competitive. Quotas have been abolished on most items. Duty-free and quota-free treatment for handicraft products has been retained, but with a revised definition of handicrafts.

For Pacific Islands exporters seeking a better understanding of the Australian market and of the



Australia has a growing reputation as a supplier of gourmet foods to the Islands. Crayfish are among the Australian-produced foods which are tickling palates, especially in tourist circles.

selling and other techniques associated with it, assistance and advice is available from the Australian Trade Commissioner in Suva and from Australia's Department of Overseas Trade through its Market Advisory Section in Canberra.

The work of the section covers two main areas. The first is product and market analysis. This involves the incorporation of a data base of information on the Australian market, and investigation of ways in which developing countries can take best advantage of the Tariff Preference System.

The second area of the section's work is market development, which includes practical help by advising developing countries on the marketing and promotion of their products in Australia.

The section undertakes research and prepares studies, in response to specific requests, on products of likely interest to developing country exporters; the marketing opportunities in Australia for products from developing countries; and features peculiar to Australian trade with developing countries.

Australia takes an active part in the work of the South Pacific Forum and the South Pacific Bureau of Economic Co-operation, particularly in efforts to advance the economic development of Pacific Island countries. Australia contributes further to regional development through such agencies as the South Pacific Commission, the Asian Development Bank, the United Nations Development Programme, World Food Programme, the Australian South Pacific Technical Assistance Programme and the Commonwealth Co-operation in Education Scheme.

As trading partners, Australia and most South Pacific countries share a number of advantages, including geographic proximity, regular shipping and air links and comparatively short delivery times.

These factors, together with long-standing cultural and commercial ties, should provide a background for continued economic co-operation.

• Coffee prices on the London terminal market fell by almost \$300 a tonne early in May. The downturn generally was attributed to buyer resistance, a suggestion that coffee might be close to pricing itself off the market.

Fiji holds her own in a shaky economic world

In 1975, a year described as characterised by uncertainties on the international trade scene in the wake of world-wide recession, Fiji scored a plus. She held imports at close to a "no increase" level, while exports, including re-exports, rose by 15% compared with 1974. However, Fiji still had a substantial adverse trade balance.

Total imports in 1975 were valued at \$220,967,000, 0.7% higher than 1974, while exports and re-exports were valued at \$142,293,000. The adverse trade balance of \$78,674,000, was \$16,907,000 lower than that of 1974. Thus, there was a substantial increase in foreign reserves and an improvement in the overall balance of payments account with the rest of the world.

The major sources of imports remained with the traditional suppliers — Australia, the UK and New Zealand. But Australia's share of the trade dropped from 30.3% in 1974 to 28.9%. The UK gained a bigger slice of the market — 13.4% against 9.9% in 1974, while NZ also improved from 11.2% in 1974 to 12.1%. Goods of Japanese origin fell from 17.9% of the total in 1974 to 15.7% in 1975, reflecting a general decrease of the import of duty-free goods which act as a tourist magnet.

The bulk of export earnings were from a narrow range of primary commodities, most of which are sold under special negotiated prices. In 1975, sugar was sold to the UK/EEC under a special arrangement and brought record receipts.

In 1975, sugar exports earned an all-time high of \$94,718,000, at an average value of \$383.85 a ton, compared with 254,000 tons in 1974 at an average of \$263.46 a ton. Mainly because of new links with the EEC, under which most sugar went to Europe, there was no sugar left for the US, which was a useful market for about 15 years. Under the Lome Convention, the UK paid Fiji \$75,631,000 for 170,814 tons of Fiji raw sugar, which was 69.5% of total exports.

Receipts for coconut oil dropped.

Exports of 15,800 tons were worth \$5,064,000, at an average of \$320.45 a ton. In 1974, 14,000 tons realised \$761.93 a ton.

Gold exports were relatively static — 68,756 fine ounces worth \$8,584,000 in 1975 and 68,890 fine ounces worth \$8,621,000 in 1974.

Fiji enjoys a favourable overall trade balance in her export trade with other groups in the Pacific. In 1975, exports to other groups were valued at \$12,745,832 (\$13,729,572 in 1974) while imports were worth \$483,279 (\$904,085 in 1974).

The figures for the trade with the various groups were, 1974 figures in brackets:

Exports — American Samoa, \$786,549 (\$1,423,103); Solomon Islands, \$53,638 (\$129,961); Cook Islands, \$695,069 (\$987,854); French Polynesia, \$229,437 (\$116,538); Gilbert and Ellice Islands, \$1,181,613 (\$1,106,247); Line Islands \$99,221 (\$126,063); New Caledonia, \$207,764 (\$281,544); Papua New Guinea, \$92,700 (\$24,192); New Hebrides, \$1,031,177 (\$1,240,072); Niue, \$704,426 (\$361,990); Tonga, \$3,066,901 (\$3,620,421); Western Samoa, \$4,059,586 (\$3,728,917); Wallis & Futuna, \$237,601 (\$368,035); Other, \$300,150 (\$214,605).

Imports — American Samoa, \$19,249 (\$6,551); Solomon Islands, \$5,482 (\$2,849); Cook Islands, \$581 (\$7,221); French Polynesia, \$275 (—); Gilbert & Ellice Islands, \$3,816 (\$2,110); Line Islands, — (\$1,035); New Caledonia, \$3,142 (\$2,932); Papua New Guinea, \$156,114 (\$461,422); New Hebrides, \$8,785 (\$4,577); Niue, \$2,479 (\$328); Tonga, \$200,088 (\$322,821); Western Samoa, \$83,109 (\$66,211); Wallis & Futuna, \$159 (—); others, — \$26,028).

Fiji has a small trade in manufactured products with neighbouring Pacific Islands. Exports of manufactures to those groups in 1975, while down generally on 1974, still had a useful role in the economy of a developing country like Fiji. These exports in 1975, with the 1974

figures in brackets, were: Biscuits, \$473,000 (\$622,000); cigarettes, \$19,000 (\$49,000); cement, \$588,000 (\$504,000); paints, \$190,000 (\$239,000); clothing, \$58,000 (\$76,000); corrugated sheets, \$38,000 (\$264,000).

There were a number of changes in the composition of imports. Food and manufactured goods decreased significantly, while the value of petroleum products, machinery, transport equipment, and chemicals, mainly fertilisers, rose.

There was a marked decline in the import of goods classed as "tourist goods". These were worth \$17,779,000 on 1975, compared with \$23,829,000 in 1974. It has been estimated that, on an average, about 90% of tourist goods are sold across the country to visitors to Fiji. The added mark-up constitutes Fiji's invisible exports, and is the major component offsetting the visible trade deficit.

Along with the drop in value of "tourist goods" there was also a marked downturn in the number of visitors. However, there was an estimated increase of 16% in total tourist earnings, attributed almost wholly to inflation.

A fairly significant proportion of imports, consisting of capital goods and raw materials, was allowed in at a rate lower than the prevailing rate of duty in line with the government's policy of encouraging growth in existing industries and attracting further investment. The value of those imports in 1975 was \$29,359,000, or 13.2% of total imports.

Two or three years ago it was confidently predicted that fish exports would be second to sugar in value. The value of fish and fish preparations was \$213,501. The value of re-exports of fish in 1975 was \$1,466,288. As the cannery at Levuka did not start operating till 1976, fish exports are not likely to show substantial increase till trade figures for 1977 are available.

- Being an associate member of the European Economic Community has its advantages for Fiji. In a recent coconut oil price compensation payout, she received \$1,514,000 instead of the \$1.4 million originally approved by the EEC. The money, paid under what is known as the Stabex scheme, is to cover the fall in receipts Fiji received from coconut oil sales.

The secret of a Hebridean resort

Mr Gilbert Trigano, "Monsieur Club Mediterranee", and a major figure in the French tourist industry, was in the New Hebrides in April spying out the land for the establishment of a Club Mediterranee village in the condominium.

Mr Trigano saw a number of sites he liked particularly, but he wasn't saying which. He told the Vila fortnightly Nabanga: "You know, if I said now, 'It's going to be at that

place,' the landowner is going to double or treble the price. This rule applies, not only in the New Hebrides, but the whole world over."

Asked when a village would be set up, Mr Trigano turned the question back on the interviewer: "You tell me when the situation in the New Hebrides will be finally cleared up."

In the meantime New Hebridean political leaders who are to visit Paris in July will be invited by Mr Trigano to visit any Club Mediterranee village of their choice to see how it works.

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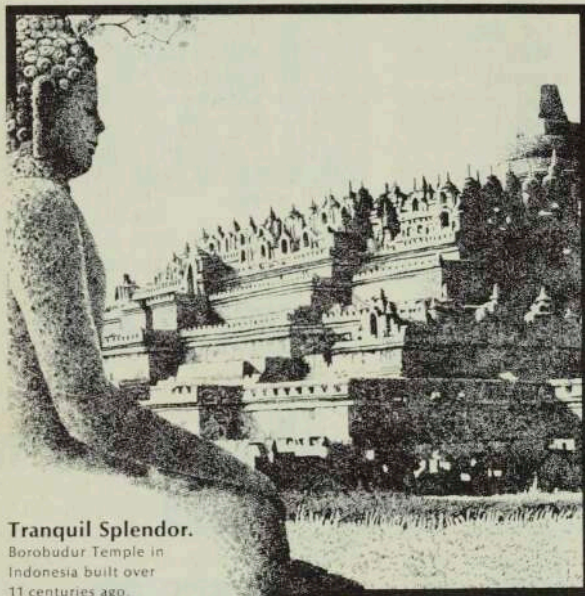
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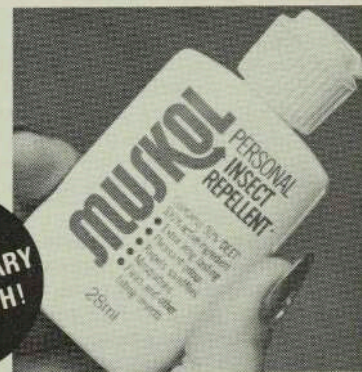
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"DRAMATIC PIECE OF COASTAL ENGINEERING" IN GILBERTS

Tenders are to be returned in July for construction of the Betio-Bairiki causeway in the Gilbert Islands.

Says Mr John Taylor, director of Wilton & Bell, the Australian consulting engineers who prepared the detailed plans for the causeway: "This ends more than 10 years of studies, paperwork and many lengthy discussions."

Mr Taylor told PIM in an interview at his Sydney office that his company had been approached by the British Government in 1965 to carry out feasibility studies on the project. It involves establishing a 3.4-kilometre (2.1 mile) link across the tidal reef flat between the two main islets of Tarawa atoll. Contact is maintained at present by ferry.

He said: "We looked at a number of causeway designs of widely-different types. For example, we examined the possibility of putting in a concrete viaduct, but decided it would be far too costly."

"We finally settled for the idea of an embankment filled with sand and coral dredged from the nearby lagoon."

The company reported along these lines to the British Government in 1966.

In 1974 a project evaluation economist from the United Nations Development Programme visited the Gilberts. His report emphasised the economic advantages which would flow from the building of the causeway.

Following earlier interest in the project on the part of the Asian Development Bank, an ADB appraisal team went to the Gilberts in mid-1976. Soon after, the bank approved a \$1.75 million loan to the Gilbert Islands Government for construction of the causeway and related access roads.

Its November, 1976 announcement of the loan said:

"The Gilbert Islands' main port is located on Betio, which is also the country's most densely-populated island and main commercial centre. Bairiki is the seat of government administration."

"More than 17,000 people, or about a third of the total population

of the Gilbert Islands, live in the South Tarawa area where the causeway is to be built.

"The causeway project will be an important element in development of transport and communications in the Gilberts."

"The Gilbert Islands Ministry of Communications, Works and Utilities will be the executing agency for the project. The Gilbert Islands Government is financing consultancy services for detailed engineering design and construction supervision from its own resources."

"The causeway will provide a better and more economical link between Betio and Bairiki than the ferry service and associated infra-

structure which, if the causeway were not built, would require improvements involving higher overall costs."

"Social and economic benefits of the project will include additional administrative efficiency and viability for the government's growing commercial and non-commercial operations, easier access to South Tarawa's only hospital, more economical transport of imported goods from Betio to the remainder of South Tarawa, and increased access to specialised educational facilities for all residents in the area."

Mr Taylor, who has made several visits to the Gilberts in connection



Dotted line shows position of projected causeway between Bairiki (lower) and Betio islets, Tarawa, Gilbert Islands. — Picture by courtesy RNZAF.

with the causeway project, described it as "a dramatic piece of coastal engineering". He said his company knew of only one other similar type of coastal construction in the world. It is a sand-filled breakwater in South Africa, near Capetown.

Wilton & Bell receive regular reports from the Gilberts on the height and direction of waves and on wind characteristics in the causeway area to help in their continuing design work.

Thirty-five dredging companies, including some of the world's biggest, had replied to the original advertisements concerning the causeway. Eighteen of them had subsequently "pre-qualified" for tendering.

When completed, the embankment, topped by a two-lane highway which is to be built by local labour employed by the Gilbert Islands Government, will be about 160 metres (175 yards) wide at the base, about 25 metres (27 yards) wide on top, and standing about 4 metres (13 feet) above reef level.

Target date for completion is June 30, 1979.

Beefy problem for Noumea's Meat Board

From PAUL STERLING in Noumea

Noumea's butchers have been muttering angrily for the last few weeks. To obtain the Cryovac-packed Scotch fillet imported from Australia or New Zealand, OCEF has been forcing them to take a higher proportion of local carcasses. Meanwhile, the consumers, and in particular hotels and restaurants, are refusing to buy local production. The tender, aged cuts from Australia and New Zealand are particularly popular with the barbecue fans.

Yet OCEF, Noumea's Meat Board, is only applying the accepted policy of protecting local production. While local supplies were insufficient, frozen carcasses were imported, but the latter were gradually replaced by the refrigerated, matured meat as New Caledonia's breeders stepped up production.

After a long and difficult meeting between cattlemen, butchers and

OCEF, a certain number of measures have been accepted. While imports of lamb and pork will remain at the same level, butchers will be forced to buy local carcasses of beef. Imports of Scotch fillet, a "Caledonian" dish if ever there was such a thing, will be reduced by 75%. Each butcher will receive one carton a week, while imports will drop from 25 to six tonnes a month.

But this is only a temporary measure. Local production is so high that an abattoir, abandoned when the OUACO canning plant closed down nearly 20 years ago, will be re-opened to slaughter cattle in the north and stock frozen beef. OCEF will begin an advertising campaign to encourage the consumption of stews and roasts instead of "steak and chips".

The price of local beef is too high to permit exports to other Pacific Islands, and the breeders in the New



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Hebrides, particularly those on Santo, will have a battle on their hands if they wish to continue exporting to New Caledonia.

There remains the possibility of canning meat and prohibiting imports of canned and jellied beef, another measure which could have serious effects on the New Hebrides economy.

The OUACO canning plant, whose production was unanimously preferred to all imported preserves, closed down 20 years ago when local production became insufficient, and the danger is that, if and when the territory has its next nickel boom, present producers will drop

the stock-whip and rush back to the caterpillars — the eternal cycle of an unstable economy.

Meanwhile, the people of New Caledonia have learnt with pleasure that an agreement had been reached between the French Government and INCO to prospect certain laterite deposits at Goro, on the southern tip of the mainland. The area granted to INCO is near the deposits earlier granted to two French companies, Societe Le Nickel and Aquitaine.

This will be the second programme of exploration carried out by INCO in New Caledonia. The first, undertaken eight years ago, had cost the company \$A5 million.

Copper's glitter was dulled last year

From GUS SMALES in Port Moresby

The 1976 net earnings of Bougainville Copper dropped by \$A5.4 million because of low metal prices, increased raw material costs and high wage levels.

The company chairman, Mr F. F. Espie, reported this in April at Bougainville Copper's annual meeting held at Panguna, the town adjoining the mine in the centre of Bougainville Island.

Net earnings for the year were \$A46.8 million. Dividends declared for the year amounted to 10 toea — a little under 11c Australian. They will absorb \$A32.2 million.

Mr Espie referred to the political problems which earlier had become expressed in a move for Bougainville to secede from Papua New Guinea.

Mr Espie said that the company had been careful not to become involved in the political events on the island, but the period had nevertheless been a difficult one for the company and its employees.

He said that from the company's viewpoint he was pleased to record that the PNG Government and the Bougainville power base had been able to reach an amicable agreement on the distribution of powers.

Mr Espie announced a capital project costing about \$A12 million to drive a huge tunnel into the side of the Crown Prince Range on Bougainville to drain its open pit mine.

The tunnel project, which will eliminate drainage pumping, is part of an overall efficiency programme being undertaken by the company in its engineering, operational and workforce divisions.

When the mine began operating just over four years ago, the bed of the pit was higher than the adjacent river system, making drainage engineering relatively simple.

But, Mr Espie reported, the base of the pit was now lower than the river system. This meant that pumping was essential for drainage — a system which would become increasingly complex and expensive as the pit deepened.

The new tunnel would run for several kilometres under the surface, emerging at a point where gravity would allow the water to drain into the river systems.

Mr Espie also announced new shareholding arrangements under which "little" shareholders in Australia will be given the opportunity to grow bigger or to bow out gracefully.

Holders of fewer than 100 share — generally too small a holding to have marketable value — will be given the chance to dispose of their holdings or build them up to 100.

The scheme will, in essence, amount to a reshuffle of holdings among small shareholders, consolidating the amount among fewer people.

The Island climate for investment

Australian companies have built up extensive business operations in rural commercial manufacturing fields in Papua New Guinea, taking full advantage of Australia's past trusteeship and the long association of Australian-based island trading companies with the area.

The Australian Department of Overseas Trade, after a recent survey, reported that 10 of 20 multinational companies with headquarters in Australia operated in PNG.

Their activities cover plantations, packaging, metal fabrication, glass manufacture, shipping, retail and wholesale distribution, new car sales, civil engineering, ready-mixed concrete, etc.

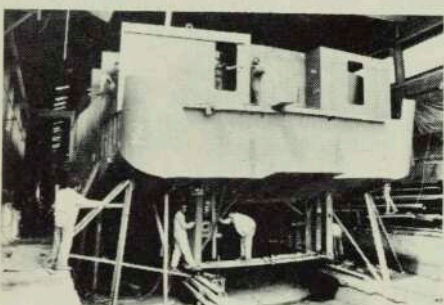
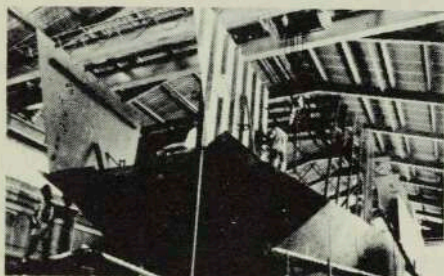
By far the largest investment is in the primary sector — copra, coffee, tea and cocoa plantations — but there is a growing equity in manufacturing and it offers great potential. As long as the political climate remains stable, these secondary ventures are likely to attract Australian capital, even though there is a strongly nationalistic feeling.

Large parcels of undeveloped plantation lands have been handed to local people. Several joint ventures are performing satisfactorily. A number of Australian companies give high priority to technical training for indigenous people, both in PNG and Australia. Foremost among these were W. R. Carpenter and Burns Philp, which have traded in PNG for many years, and which launched training schemes for local people before independence.

Rising wages in PNG should have a beneficial effect, at least in the short term, on consumer spending and Australian subsidiaries with investments in wholesale and retail trading, new car dealerships, packaging, engineering services, soft drink bottling and basic building materials are in a good position to take the best advantage of that situation.

The PNG economy will largely depend on satisfactory world commodity prices being received for copra, cocoa, coffee and copper, and much of the future development depends on a world economic re-

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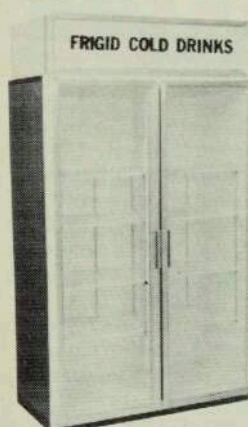
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covery, which will increase demand for those products. Duty-free access to the European Economic Community, through PNG joining the Lome Convention recently, will be a stabilising factor.

In other Pacific Islands, Australian companies, for many years, have held a strong position in a wide range of business activities. Investments range from shipping to plantations and include nearly every aspect of trading and commerce. Where products and services require manufacturing facilities, these have always been provided. Six of 20 multi-national companies have operations in the Pacific Islands.

Although the Pacific Islands cover thousands of square kilometres, trading is mostly centred around Fiji, from whence cargoes are trans-shipped to a number of other Island groups. Thus, business conditions in Fiji are important to the profitability of Island trading generally.

Economic aspects have been of concern to investors, because of price controls, coupled with union pressure on wages, increasing overhead costs, fixed quotas on the import of motor vehicles, stringent restrictions on lending to overseas controlled corporations, and lower prices for commodities, although the copra market is improving.

Islands are worth cultivating

The Pacific Islands, with a population of more than six million, offers many opportunities for Australian exporters. The annual import bill for most of the groups, excluding Hawaii and periphery territories such as Irian Jaya and the Philippines, runs to more than \$1,000 million a year, while Islands' exports earn more than \$750 million a year.

As the Island groups develop a western style off living, which may or may not be good for them and their cultures, they demand more and more western goods, food, machinery, commodities, and so on. Naturally, the bigger groups such as Papua New Guinea and Fiji, buy and sell the most.

At Sullivan's — air of hustle and bustle

By PIM staffman MALCOLM SALMON

There is a fine air of hustle and bustle about the George Street, Sydney, headquarters of the Pacific Islands trading firm, C. Sullivan Holdings Ltd, these days. And not all the voices taking part in the hours-long executive discussions going on there have Australian accents.

When I called at the office in April, the process of practical implementation of the February takeover of the company by the big French firm, Scoa, was well under way.

PIM first caught up with Sullivan director — and Papua New Guinea veteran — Mr Ron Knight. "Fish," he proclaimed, waving at his paper-strewn desk. "We've been talking about a fish deal all day. I can practically smell 'em."

Then PIM met Swiss-born Mr Carlo Kraushaar, a youthful-looking Scoa executive who explained that he was the one and only Scoa man from Europe who would be taking up permanent residence in Australia as a result of the change in control of Sullivan's.

PNG, in 1975, exported goods, mostly primary products, worth K427,470,000, while imports were valued at K393,997,000. Fiji's import bill in 1975 was \$220,967,000 and her exports, including re-exports, totalled \$142,293,000.

Guam and the Trust Territory are a couple of good markets, in which there is keen competition for Australia from the US. Australia's devaluation of late 1976 helped her to recover some of her competitive edge, and some of the markets lost to the US.

Closer to home, in Fiji, Tonga, Western Samoa and the Solomons, Australia faces strong competition from New Zealand over a wide field of food, and manufactured goods. On a currency exchange basis, NZ has a slight advantage.

"Why should we bring people out here? It costs a lot of money and, besides, the Sullivan people know Sullivan business best," he said.

There would be no change in the company's name and only the barest minimum of change in management personnel.

PIM next moved from Mr Knight's office to meet the man who is perhaps the most important single aspect of this "barest minimum": Mr Jacques Leprince, the new chairman of directors of C. Sullivan Holdings Ltd. With him was Mr Alan Miflin, Sullivan director and financial manager.

Mr Leprince will spend part of each year in Australia, but will continue to operate from his customary base in Paris.

Again there was talk of continuity in the Sullivan operation.

But, PIM ventured, along with continuity there must be change. Scoa had not bought Sullivan's to leave everything exactly as it was. What would be the main directions of change?

Mr Leprince began to reply, but hesitated for a moment to search for a word. PIM suggested it understood French rather well, if that would be more convenient. "I speak English," was the polite but firm response.

The first task, said Mr Leprince, was to co-ordinate Sullivan and Scoa activities. "For example," he said, "Sullivan imports many goods from the Far East. In future, these goods can come from Scoa offices in that region."

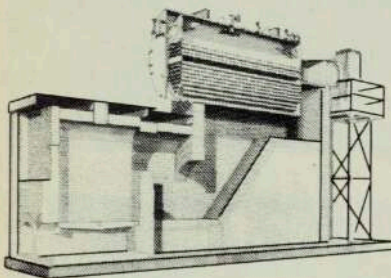
Mr Miflin said: "Even though it's still very early days, co-ordination is already becoming a fact. The Scoa group though its Australian subsidiary recently sold 7500 tons of Australian powdered milk to an African customer. It was a deal that could never have been hoped for without Scoa's African connections. There's also been an inquiry from New Zealand about tropical timbers from Cameroon, where Scoa is well-established."

"Then," Mr Leprince went on, "people must get to know each

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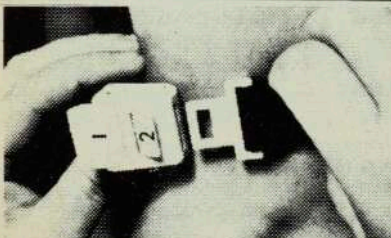
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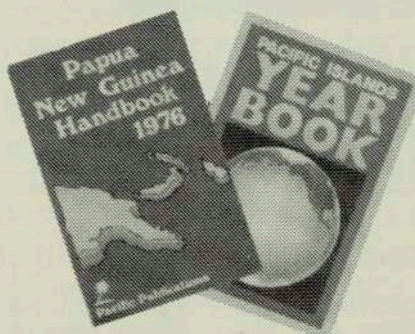


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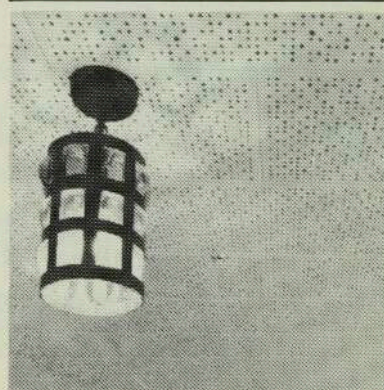
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THE PROFILE OF SCOA

Scoa, the French company which in February acquired control of the 55-year-old Sydney-based Islands trading company, C. Sullivan Holdings Ltd, was born in 1907 as the Societe Commerciale de l'Ouest Africain.

The venture of two young Swiss, Wilhelm Roth and Hans Ryff, it opened its first store on Sherbro Island in Sierra Leone.

From that small beginning, the company has grown until today, it employs 32,000 people in 44 countries in Europe, Africa and North America. Its annual turnover is more than \$A1000 million.

The company has long ceased to be merely a trading enterprise. Its Industries Department employs 16,000 people, half its total personnel. Scoa industries, largely concerned with processing local raw materials in a number of African countries, include Salci, a pineapple processing subsidiary on the Ivory Coast, which is one of the world's largest producers of pineapple-derived products.

Scoa is also active in the distribution of machinery, automobiles and the operation of large stores, particularly in Africa and France.

In 1969, Scoa, anxious to complete its expansion programme and to ensure its future success, entered into agreements with the Compagnie Financiere de Paris et du Pays-bas, one of the Big Two private financial institutions in France, which is now the company's biggest single shareholder.

In 1973 Scoa shareholders voted to discard the company's old name in favour of the simple title, Scoa. The new name drops all reference to West Africa and to trade, catching up with the fact that the group's activities now extend far beyond that region and include manufacturing and distribution, as well as trade.

other. It's not just a question of learning the names of people in Africa and France to whom one sends a telex. It's a question of knowing the people behind the names. So, Mr Knight will go to Europe and Africa later this year. Mr Miflin will go to Europe in August-September."

Of Scoa's economic strategy in the new venture, Mr Leprince said: "As a company exporting goods from Europe, we would hope to find markets in Australia chiefly for European industrial goods.

"But, if we want to be welcome here as an importer, we think we should help Australia and New Zealand to expand their exports.

"There could also be opportunities for Australian mineral exporters through our Moscow office, which is already selling copper and other ores to the Russians.

From what PIM could see on its visit, the new scale of the operation was throwing strain on the present Sullivan office accommodation.

So, it was no surprise to learn a few weeks later that from the beginning of July the company will move into 830 square metres (9000 square feet) of brand new office space in Sydney's King George Tower, on the corner of George and King Streets.

How it happened

In 1971, at the age of 81, the founder of Sullivan's, Mr Charles Sullivan, retired and handed over as chairman of directors to his son Denis. But Denis Sullivan died within a few months of taking office.

This meant that no member of the Sullivan family was left on the board and the family expressed a wish to relinquish its shares in the holding company. At the same time, the team which had taken over the management of Sullivan's was feeling the need to be associated with a larger group.

Closely in touch with these developments was Mr W. J. Cramsie, the Sydney representative of Compagnie Olivier, a French-based trading firm which had been acquired by Scoa a year before. This acquisition had given Scoa a much improved position in the Far East, Olivier's traditional area of operation.

Mr Cramsie was instrumental in establishing contacts between Scoa and Sullivan executives and discussions between the two sides were begun in May, 1976.

Scoa was reported in February to have paid \$A2.8 million for the entire issued capital of the company.

Tariff protection planned for PNG home industries

Tougher restrictions on imported goods will be a policy of the Somare Government if it is returned to office in the Papua New Guinea elections.

The policies, foreshadowed by Mr Somare in a speech in Port Moresby in late April, suggest that Australia would be one of the most strongly affected of PNG's supplier countries.

Mr Somare's proposal will mean a ban or a very high import duty on bringing in any product which is already produced in PNG. The restrictions will extend to products for which PNG can provide a reasonable alternative.

They will also be extended where necessary to promote the internal production of any product.

Mr Somare said the proposals were designed to develop self-reliance by eliminating goods which competed with internal production or potential.

He said that at the same time the government would take measures to ensure that internal prices did not rise as a result of the import restrictions.

Mr Somare listed coffee, tea and some foodstuffs and fruit — including tropical fruit — as examples of imports competing with local production.

Although Mr Somare made no reference to any particular country, Australian goods would appear to be a big part of the competitive imports.

The re-import of processed goods which originated in PNG as raw materials could also be affected by the proposals, Mr Somare said.

This could mean, for instance, that PNG would begin processing its own coffee instead of exporting coffee beans to Australia and importing the finished product.

He said the government had reason to believe that PNG had been used to dump some products from overseas markets, and this situation would be closely watched under the new proposals.

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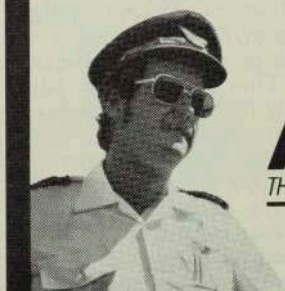
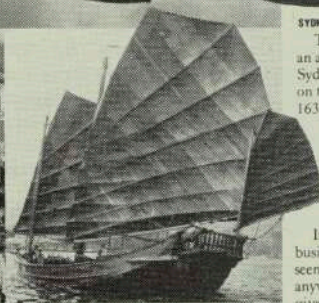
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PACIFIC TRANSPORT

Once again Continental Airlines challenges the Pacific fortress

By JOHN STACKHOUSE

Once more Qantas, Pan American and Air New Zealand are manning the barricades in the South Pacific. Once more there is a challenger to the hold that the three airlines maintain on what must by now be one of the world's truly-profitable air routes.

And once more — for the third time — the would-be challenger is Continental Airlines, the US domestic carrier that has established a foothold in Micronesia and still harbours strong Pacific ambitions.

If you feel you've heard all this before, you're dead right. In fact, it began back in 1965 when the US Civil Aeronautics Bureau conducted the Trans-Pacific case. The CAB felt there was inadequate market development in the Pacific and inadequate US flag carrier competition.

The CAB obviously agreed with this because it nominated Continental, then a brash Texas-oriented carrier, to run the service. President Johnson (the President has the right of approval or veto of air rights assignments) confirmed Continental, which wasn't altogether surprising because the airline which Bob Six ran had associations with the Texas establishment which was LBJ's original power base.

LBJ stepped down, however, and President Nixon reversed his predecessor's decision and awarded the route to American Airlines.

The theory was that American would develop the midwest and eastern markets to the Pacific, but, in the event, it turned out that the giant carrier had little expertise in foreign, long-haul multi-stage operations and lost a packet.

There is a footnote here. The Pacific route was only one of the areas that American stumbled in. The airline was also shaken by a kick-back scandal involving its

house publications and indicted for making illegal campaign contributions — to President Nixon's funds. Some of the money turned up in the Watergate mess and all in all American can hardly be blamed for wanting to get shot of the Pacific.

It agreed to swap the routes for some that Pan Am held in the Caribbean (one of American's stranger actions was to manage Caribbean and Pacific services in the same division). The US authorities agreed to the exchange — but only on the condition that a new hearing was held.

This is where we came in.

In the hearings earlier this year, Continental emphasised the problems that lack of competition had caused. The airline's able Washington lawyers made three points:

- Pan Am is doing a "wholly inadequate job" of developing the tourist potential of American Samoa.

- With the withdrawal of American Airlines and British Airways from the Pacific, competition had declined, leading to a situation where "fares are among the highest in the world" and "market promotion tends to be focused on the gateway cities".

- Pan Am is seriously out-scheduled and out-carried. US flag share has dropped from 49.3% in 1971 to 33.3% in 1974 — slightly above Pan Am's all-time low of 31.2% in 1965.

The inference of this is that a second US carrier — and specifically Continental — will do more to boost Islands' tourism and step up the US market share.

The positive side of Continental's case was that it serves cities that already account for 80% of the US-South Pacific traffic: it plans daylight schedules using wide-bodies; it proposes a comprehensive marketing programme and it is com-

mitted to assist in the development of hotels and tourist facilities.

Qantas and Pan Am (taking an Australian view of the challenge) oppose the application on the classic capacity argument. They say the market cannot support more capacity and if a new airline comes on, everybody will lose.

Air New Zealand is presumably saying the same thing in NZ.

The upshot is that Australian Transport Minister Peter Nixon and — according to some well-sourced reports — even Prime Minister Malcolm Fraser will lobby against Continental in the White House with President Carter.

The new president still has to approve the CAB recommendation.

It would be a pity, however, to see unthinking protectionism carry the day, with no questions being asked as to whether the interests of Australia necessarily are those of Qantas.

The Australian Tourism Commission, for instance, has just sent a "task force" to the States, following up a similar one last year.

US visitors, the ATC reports, were up 17.5% to 75,688 in 1976 and the market forecasters are tipping a rise to a total of more than 100,000 this year.

The ATC tends to support the Continental marketing submission. It says promotion can be targeted to specific audiences, either those in higher income groups or those with particular interests.

A case in point, the ATC team reported, is a growing interest in Australia by a firm which markets homosexual tours. Apparently gay groups are a big market already and growing.

The ATC's general manager, Kevin McDonald, won't be drawn on specific airline cases, however. But he does favour increased pro-



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motion and lower fare packages to expand the market.

The ATC and its private enterprise task force members are somewhat turned off by the start of the Qantas campaign against Continental. This compared the cost of a cheap US tour against the top of the market Australian one to show Australia just couldn't compete. The ATC team maintains the visitor to Australia is usually a North American (Canadians form a big part of the market) who incorporates both Australia and New Zealand in a South Pacific tour, generally picking up either Fiji or Tahiti on the way out and NZ and Australia at the southern end.

The typical South Pacific visitor, members say, has visited Europe often several times, knows what he or she wants and is prepared to pay for it.

Indications are that Continental plans an initial four DC10 services weekly to Sydney and three a week to Auckland. The aeroplanes are medium range DC10-10s, not the long range version that Air NZ uses.

This means that flights must call at Pago Pago and Nadi and promotion of these intermediate points and development of the tourism market is essential for Continental's viability (if it gets the nod from President Carter).

Pan Am and Qantas, with their non-stoppers are creaming off the lion's share of the business at present, market sources say. Although there has been something of a slide in passenger numbers in the first months of this year revenue is holding up because of the full-fare (often first class) nature of this market.

There is no doubt Continental faces a savage battle if it is to come on to the Pacific and make a profit. But that's the worry Continental's management and shareholders face.

The evidence suggests that the Pacific could do with more promotion and service and if Continental is prepared to risk its shirt, well ... over to President Carter.

Visiting Sydney late in May, Pan Am's top man in the Pacific, regional vice-president Ed Swofford, outlined Pan Am marketing plans which effectively stake out the high ground of Pacific routes.

The US airline plans to step up to five its long-range Boeing 747SP flights a week, all of which will go from Sydney to Los Angeles; two via



Pan Am's top man in the Pacific, regional vice - president Ed Swofford.

Auckland. This will take SP departures from New Zealand to three. Added to this will be four whistle-stop 747 jumbos out of Sydney and three out of Auckland.

The tactic is to provide both frequency and attractive long-range flights.

"In its evidence before CAB, Continental claimed Pan Am wasn't competitive," Swofford said. "We want to show them we are."

He also predicted huge losses for Continental if it starts operating — probably even more than the \$US32 million American admitted to losing on the South Pacific.

PIM's aviation correspondent adds this report:

Mr William T. Seawell, chairman of Pan Am, described the CAB decision as "unsound and destructive". Should President Carter endorse the CAB decision there will be six carriers operating between the American west coast and the South Pacific. The other five are Pan Am, Qantas, UTA, Air New Zealand and Canadian Pacific Airlines.

Mr Seawell forecast that approval for Continental to fly to the South Pacific would bring in its wake imposition of frequency restrictions by the Australian and New Zealand governments. Mr Seawell did not say so, but in a rationalisation of services by two US carriers, Pan Am would lose out on the number of flights it operates to the South Pacific.

Continental could claim, with some justification, that it is entitled to the South Pacific route. In 1968, it passed barriers all the way to the White House, when President Johnson granted qualified approval.

"The presidential election changed all that. Mr Nixon won the 1968 election and in taking office in 1969 rescinded the qualified approval, and granted rights to American Airlines to fly the route from St Louis.

Fiji is prepared to grant landing rights to Continental, even though it would have liked to see Hawaiian Airlines on the route. Fiji had advised the CAB it preferred Hawaiian because the airline intended that its flights should terminate at Nandi, as well as arriving in daylight. Continental flights through Nadi are expected to be at night.

AIR NIUGINI PILOTS' DISPUTE

Air Niugini sacked all its 89 pilots on May 18 and reinstated them the same day. The pilots staged a four-hour stopwork meeting after being warned not to do so, to discuss superannuation conditions and a training scheme for pilots flying Boeing 707s.

Mr C. B. Grey, general manager of Air Niugini, said there were many pilots wanting jobs who could replace the dismissed men. Fifty Australians were among those sacked.

Qantas offered to pick up about 150 stranded Australian tourists, including 36 children, but this was rejected.

The PNG Government, Air Niugini and pilots got together and reached an agreement under which the pilots were reinstated.

STERN WORDS AFTER FIJI SHIP STRANDING

Bligh Ltd, owners of the Fiji inter-island trader, Ika Vuka, the ship's master, Captain Waqa Qiokata and the mate, Thomas Michael Rouden, were all under fire in a finding by a Fiji Marine Court of Inquiry into the stranding of the ship on a reef in Toberua Passage, off Viti Levu, in February. The president of the court, Mr Kenneth Moore, a magistrate, said Captain Qiokata was guilty of incompetence, and suspended his master's ticket for a year.

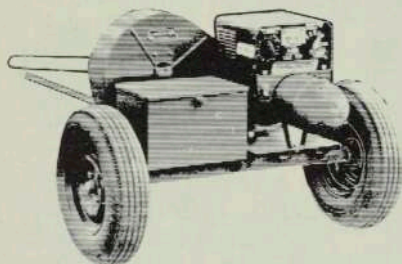
The mate was reprimanded and the owners were described as "dilatatory and casual".

Mr Moore said Captain Qiokata had failed to set a proper course for his ship, he had failed to act competently after getting a warning from

6

Welders from the **LINCOLN ELECTRIC** range

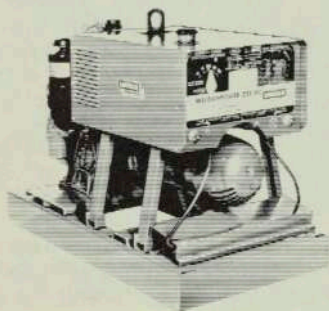
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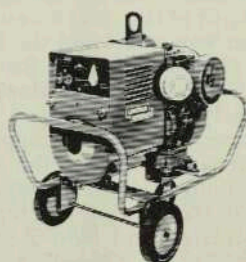
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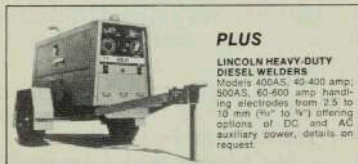


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the mate just before the grounding, and failed to see that navigational equipment normally carried by the ship was on board.

The captain and the mate had been appointed to the Ika Vuka at short notice for one voyage. Captain Qiokata's taking charge had been most casual; there was no proper handing over. There were no log entries.

He had left Suva with nothing but a compass, a list of lighthouses, and 13 years' experience. He had been "lethargic and dilatory" after he was told at 4 am that the ship was off course and that an expected light had not been sighted. He had not taken the action that would have been expected.

Mr Rouden had been concerned about the ship's safety and had felt that the course had been "erroneous and dangerous". After a check he had twice altered course, but had failed to advise the captain.

While it might be difficult for a mate to tell a captain he was wrong, he had a duty to ensure the safety of passengers and crew, Mr Moore said. The mate deserved a reprimand for failing to make a more forceful impression on the captain that a dangerous course was being followed.

The Ika Vuka, a motor-sailer, operated between Suva and Savusavu. She was holed after she hit the reef and later sank. However, a salvage team refloated her and she was towed to Suva for repairs.

PNG ORGANISES CONTAINER SERVICE

A new stevedoring consortium has been formed in Papua New Guinea to handle the three container ships which will be phased into the Australia-PNG service, starting in July.

The consortium will operate in Port Moresby, Lae, Rabaul and Madang, handling cargo for the integrated service to be operated by the New Guinea Australia Line, PNG Shipping Corporation and Conpac (Australia West Pacific Line). It will be responsible for both the ship container exchange, and terminal freight station operations.

Steamships Trading Co Ltd will manage the stevedoring in Port Moresby and Madang, and Burns Philp at Lae and Rabaul.

Fiji waterside workers at odds with Ports Authority

A lot of bad feeling, including a demand for the sacking of officials, surfaced in preliminary stages of negotiations on claims by the Fiji Waterside Workers and Seamen's Union for a wage hike, a guaranteed 40-hour week for 1,000 men and the establishment of a permanent pool of dock workers at Lautoka and Levuka. The union also demanded that the Ports Authority re-engage men after they had been convicted for theft at the docks.

Negotiations had been under way for less than three days when the union's delegates walked out, with the industrial adviser, Mr Taniela Veitata, threatening to give 28 days' notice of a strike.

The Ports Authority, which lost \$10,000 in the second half of 1976, introduced economy measures, and was resisting the claims, saying that to attract more ships and trade to Fiji, port services had to be efficient and cheap. Cost increases for the authority would be reflected in higher freight rates and the cost of imports.

The union demanded the dismissal of four top officials of the authority — Loh Heng Kee (chairman), Narayan Singh (secretary), Robert Bryson and Inoke Tabua. Mr Veitata said that at the union's annual meeting 2,390 dockers had voted to demand the dismissal of the men and to strike unless other claims were met. The union alleged the four men had persuaded dockers at Lautoka and Labasa not to support, in 1976, a strike called by the union.

Mr Loh was surprised at the demand, saying it was "a very irresponsible attempt to belittle the authority management". The allegation about interference at Lautoka and Labasa was totally distorted. All the authority had done was to make sure that dockers, and the public, were fully informed about the authority's proposal to reorganise the dock labour force under better conditions.

He recalled that Mr Veitata had been a member of the commission, which he (Mr Loh) headed which recommended creation of the

authority, and had asked him to come back to Fiji, from Singapore, to help build up a good and strong dock labour force.

Mr Jonati Mavoa, chairman of the authority, said the union demand would not be met. He added that remarkable results had been obtained from the reorganisation of the ports. The Fiji system was now internationally recognised for its efficient operation and fast shipping turnaround. That would attract more ships to Fiji as it became accepted as a regional shipping hub.

Talks broke down when members of the authority questioned Mr Veitata's legal position, saying he was ineligible to negotiate on behalf of the union. Under the provisions of the Trades Disputes Act a person convicted of a criminal offence was not allowed to hold office in a trade union for five years after conviction. Also, the act stated that union officials should not delegate negotiating powers to any person, other than a barrister and solicitor.

After the union delegates walked out, Mr Veitata said that in the 1971 strike, Mr Norman Docker, of the Australian Waterside Workers' Union, had been allowed to negotiate on behalf of local dockworkers. Also, in 1974, while he was serving a sentence for theft from the dock, the government twice allowed his release from gaol to sit in at arbitration.

After Mr Veitata had given the formal 28 days' notice of the strike, dictated by law, the Prime Minister, Ratu Sir Kamisese Mara, stepped into the picture, saying the government would keep the ports open if the strike went ahead. He did not say how, but his strong stand left little to the imagination. He said the government hoped that reason would prevail in the dispute.

Mr Veitata, the day before the Prime Minister spoke, said that Fiji sugar sent to Britain would not be unloaded if the army intervened in the strike, scheduled to start on June 20. He had received a letter from the International Transport Federation pledging support.



Mr Taniela Veitata, Fiji unofficial "Mr Waterfront" and industrial adviser to the Fiji Waterside Workers and Seamen's Union, (above) found himself no longer a member of the Great Council of Chiefs one day in May. He received a polite letter from the Deputy Prime Minister, Ratu Sir Penaia Ganilau, telling him his appointment as a member of the council was terminated, and thanking him for the part he had played in the council. Mr Veitata described his dismissal as "politically motivated" because of his affiliation to the controversial Fijian Nationalist Party. He was probably right. At the same time, and wearing his union hat, he lodged a 28-day strike notice with the Ministry of Labour in support of wage claims and other demands (see Pacific Transport section). The strike was scheduled to start on June 20.

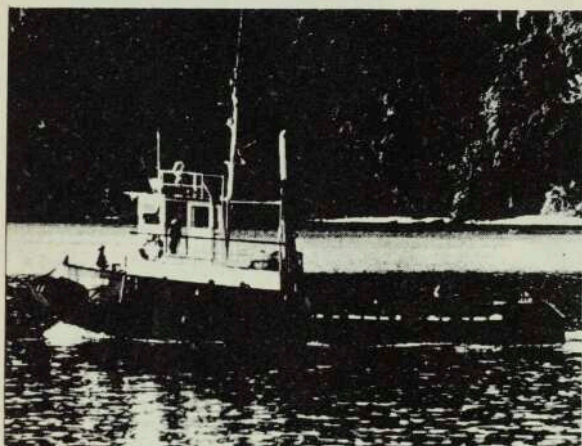
GILBERTS ASK FOR LOAN FOR SHIPPING

Changes are on the way for the Gilbert Islands inter-island fleet following a visit by officials from the Asian Development Bank. The Gilbert Islands Government has asked the bank for a loan to replace some of the present ships.

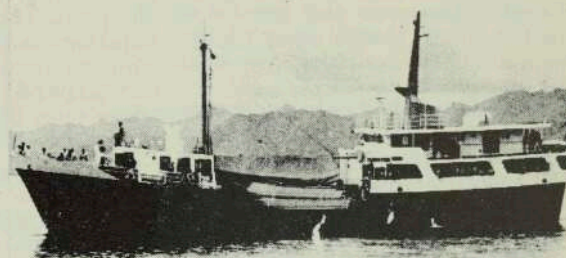
The bank officials drew up a plan to improve shipping services within the group. They considered the Moana Raoi was too big for local needs, while the Temaui and Tautunu were too small. However, as some of them still had years of useful service there was no need to hurry replacements.

The Gilbert Islands asked for ships designed to cater for inter-island services, with a bigger one to service Christmas Island.

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Fair winds forecast for Tonga shipping line

By staffman NORMAN BAXTER

Tonga, at last, is on the way to operating a viable international shipping line, backed by the experience of P & O, Burns Philp (SS) Co Ltd, a Danish company and advice from a Sydney business consultancy. This month a new company, Pacific Navigation of Tonga, starts a five-weekly service from ports along the Australian east coast to Fiji, Samoa and Tonga, with the Kalua, 9,150 tonnes.

Pacific Navigation of Tonga has no financial or any other connection with Pacific Navigation Co Ltd, which is owned by the Tonga Government. It is owned by the Tonga Government and the J. Lauritzen group, of Copenhagen, with the government holding the major interest.

Cargo handling gear includes two 3.05 tonne cranes and derricks, eight 5.08 tonne derricks, one 20.3 tonne derrick and one 25.4 tonne derrick. She will be crewed by Tongans, and will also be used as a training ship for Tongans. The master is Captain A. M. Christie, of Sydney, who has four non-Tongans among his officers.

The Beaufort Shipping Agency Co, of Sydney, is managing agent in Australia. In Tonga, of course, Pacific Navigation of Tonga, will be the agents, while in Fiji and Samoa, Burns Philp (SS) Co Ltd are agents. Mr Peter Lamborn, of Beaufort Shipping, Sydney, is in charge of operations at the Australian end.

Baron Vaea, the Tonga Minister for Labour, Commerce and Industries, is chairman of Pacific Navigation of Tonga.

"This new service will provide an effective and efficient contribution towards solving transport problems in the area", Mr Lamborn said. "It will also strengthen close ties which Australia maintains with its Pacific Islands neighbours".

Pacific Navigation of Tonga has taken over the Ha'amotaha from Pacific Navigation Co Ltd for a service from Auckland to Fiji, Samoa and Tonga. The new line will have Karlander as a competitor from Australia, and the Union Steam Ship

Co, and Warner Pacific Line on services from New Zealand.

Tonga's shipping services in the past were close to "going broke". The Pacific Navigation Co Ltd was in the red to the tune of about \$1.3 million. In May, 1976, Mr Alwyn Ellem, principal of A. E. Ellem and Associates, Sydney business consultancy, was called in to advise what should be done. Some time after having a look at the affairs of the company, Mr Ellem secured from P & O the services of Mr George Fulcher, 54, as acting general manager.

Under Mr Ellem, Mr Fulcher, who was with P & O for 33 years, carried out a restructuring of the staff of Pacific Navigation Co Ltd, and investigated cargo availability in the various ports served by the company. When Pacific Navigation of Tonga was formed, Mr Fulcher, because of his experience, was appointed general manager.

One of the bugbears of the Pacific Navigation Co Ltd was the Tauloto II, which, because of lack of cargo, was operating at a loss. Under an Ellem-Fulcher initiative, she was re-chartered and now operates off the China coast with an occasional voyage to Australia. The income she now earns goes to paying off the remainder of the debts of Pacific Navigation Co Ltd.

The Niuvakai, which operated a collier service from Newcastle to the Fiji Industries cement plant at Lami, near Suva, was sold to Dolphin Shipping, of Vila. She is now chartered to Fiji Industries and is still a collier. Both the Tauloto II and the Niuvakai are still crewed by Tongans.

The amount from the sale of the Niuvakai was used to help pay the \$1.3 million debt. Most debts have been paid, and agreements have been made with the other creditors about payment.

Three inter-island ships, the Hifofua, Olovaha and Pakeina, have been transferred from Pacific Navigation Co Ltd to the Tonga Government. They are run on an agency basis by Pacific Navigation



Mr George Fulcher, general manager of the new line.

of Tonga till the government makes other arrangements.

A somewhat skeptical PIM, having watched and written about shipping moves in Tonga for many years, questioned Mr Ellem about the chances of Pacific Navigation of Tonga operating profitably.

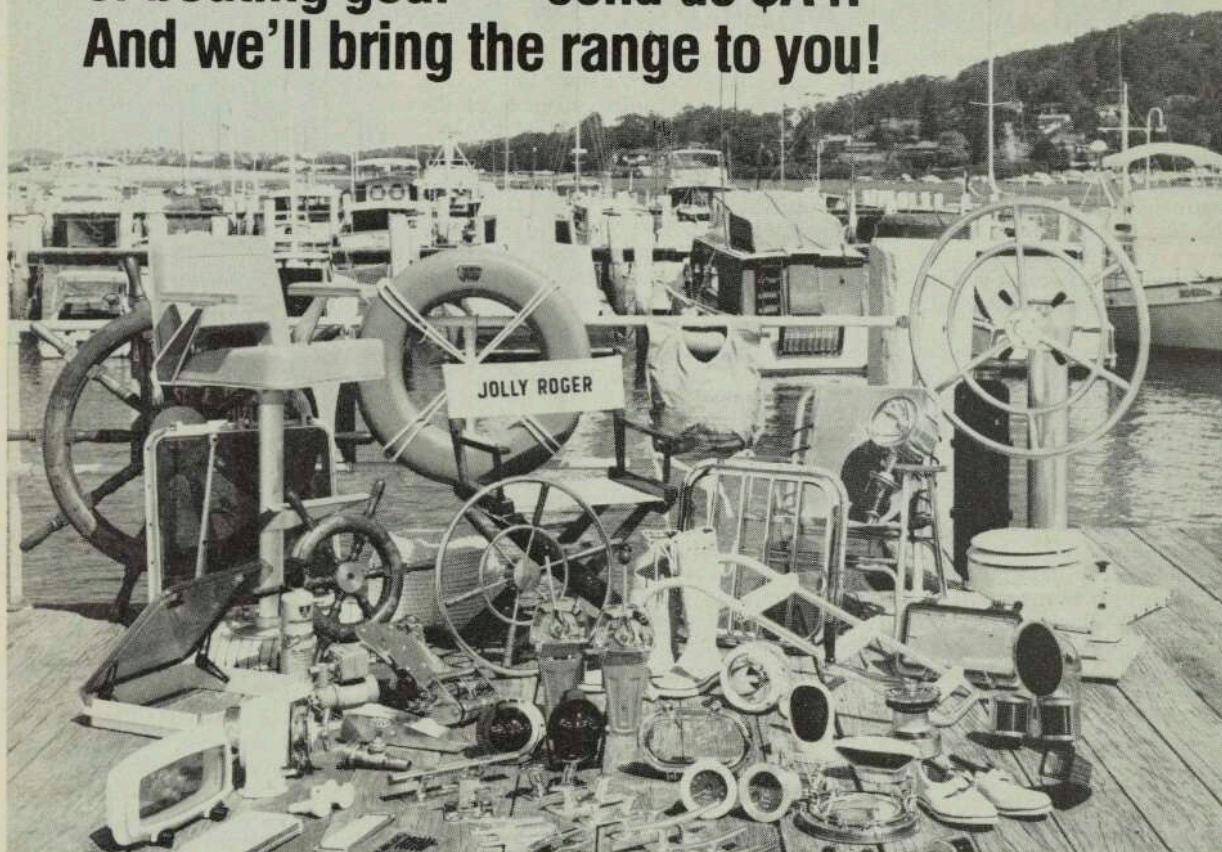
He confidently replied: "It will operate profitably. It was just a matter of doing our homework and bringing sound, qualified management to the operation, and the known shipping expertise of J. Lauritzen. The new firm will be soundly based".

Asked what he thought the effect of the new venture on the Forum Line would be, Mr Ellem replied: "That is something for the separate governments to decide. In my opinion, if the Forum Line merely acted as a co-ordinating body to rationalise the many services to the Pacific Islands, it would achieve the best interests of those islands. I don't believe the Forum Line can act as an operator for all the Pacific Islands nations".

King Taufa'ahau Tupou, in his speech from the throne at the opening of the 1977 session of the Legislative Assembly late in May, referred to the decision to leave internal shipping entirely to the government. A firm in West Germany had been approached on this subject. The same firm was also interested in other shipping ventures in Tonga, and negotiations were continuing.

The king did not name the German firm, but presumably he referred to Hamburg-Sued and Columbus. Mr Erwin Ludewig, managing director of Hamburg-Sued and president of Columbus Line, was in Tonga in February and again in May.

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'Glib political rhetoric' won't run the Forum Line

The proposed South Pacific Forum Line appears headed for the rocks, just as it is seeking a general manager and other expert staff and after the interim board has approved the company's memorandum and articles of association. The line is to be registered as a company in Western Samoa with head office in Apia. Countries wishing to join the line were to be asked to sign documents at a meeting in the Cook Islands in June.

The ink on a press release covering the latest formal developments was still wet when the Western Samoa Minister of Economic Affairs, Communications and Transport, Mr Asi Eikeni, called for some soul-searching by Forum members and the New Zealand Government to help end a "six-year farce".

Only a week earlier it was learned in Apia that the roll-on roll-off (ro-ros) which the line proposed to use, would not be allowed into NZ ports. It was not clear whether that was the official view of the NZ Government, or the attitude of the maritime unions. It was more likely the latter, for the NZ Government had commitments in relation to establishing the line, while the intransigence of some NZ maritime unions is well known in the South Pacific.

Mr Eikeni stressed the dependency of the South Pacific people on agricultural and industrial development and added that shipping and air links were essential to national development. Seven years ago the Western Samoa Government took the initiative about a regional line, and in 1976, it seemed that prospects were good.

Since then, two countries which were closely associated with the venture, Papua New Guinea and Tonga, had taken another, or additional course. PNG proposed to launch a line which would take over the most lucrative route of the proposed regional line, while Tonga had indicated it would join Columbus and other lines in a shipping venture which would take over even

more routes of the proposed Forum Line.

Mr Eikeni said there seemed to be no end to formulae and feasibility reports about the Forum Line. He wanted to know if it was feasible without NZ support. If that support was not forthcoming, false hopes were being raised. Part of the problem was that Pacific government leaders had allowed themselves, either consciously or subconsciously, to gloss over basic issues with glib political rhetoric.

If ro-ros could not operate on a direct route, it would have to be a circular route, which meant cross-trading. Would NZ maritime unions allow a cross-trading ship in the Pacific to enter a NZ port?

A ro-ro, used to its full potential, would "pick the eyes" out of the Union Steam Ship Co trade. Was the NZ Government prepared to allow that?

Clearly, the co-operation and goodwill of the NZ wharf and maritime unions were essential to a viable Pacific Forum Line. The main reason for the existence of unions was to promote group action to protect the interests of the little man. The Pacific Islands people were very much in the "little man"

category in the shipping exercise.

Mr Eikeni, however, said his government was prepared to make a last effort to save the project. His government was prepared to acquire a ro-ro, to sub-charter to the Forum Line. He invited the NZ Government to match his government's initiative in a positive attempt to end a six-year farce.

"On the other hand, if the NZ Government will not respond positively then I call on the NZ Government and all the other countries, who have so far been involved in the establishment of a Pacific Forum Line, to do the decent thing by our people and call it a day," Mr Eikeni said.

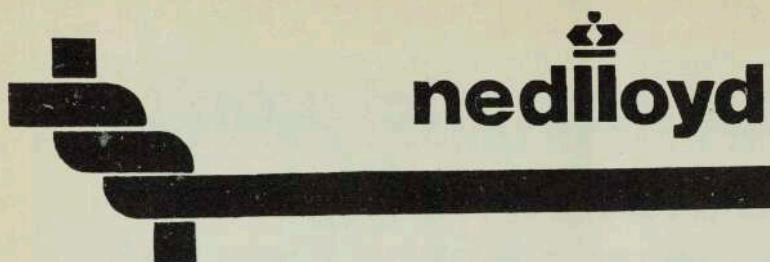
The NZ Minister of Overseas Trade, Mr Talboys, was surprised that Western Samoa should have any doubt about the strength of NZ's commitment to the Forum line. NZ had made it clear, many times, that she would contribute a suitable ship. The commitment was reaffirmed as recently as early May to the inaugural meeting of the interim board in Apia. On top of that, in addition to her shareholding, NZ had undertaken to provide a guarantee for a substantial proportion of the line's initial working capital.

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CRUISING YACHTS

● **PRECIOSA**, 54 ft aluminium ketch from Oslo, Norway, arrived in Tahiti on February 12, carrying owners and builders Dag Juell Pettersen, Per Omdal, Kjell Myrann and Ola Heining, all of Norway. They left Oslo on June 2, 1975, and have since visited many countries in Europe, sailed to the Canaries and West Indies, to Barbados and Rio de Janeiro, the Falkland Islands and around Cape Horn to Chile. They drank champagne 100 metres off the coast of Cape Horn. After spending eight months in Chile they set off again for Robinson Crusoe Island, Easter Island, then on to Nukuhiva in the Marquesas, the Tuamotus and Tahiti. The four young men, who range in age from 22-24 yrs took four years to build **Preciosa**, which is named for an old boat which in 1847 sailed the same route they are following. Future plans include sailing west and arriving back in Norway by May, 1978, but they are not sure of the arrival date.

Preciosa was on another leg of her journey in May, arriving on May 11 at Rarotonga.

● **RODONIS**, 47 ft Skookum sloop from Anchorage, Alaska, carrying the Somers family of Dale and Randi, 16-yr-old son Dan and 15-yr-old daughter Chris, left Alaska last July for Seattle, where they joined yacht **DESPERADO** for the sail to Tahiti, where they anchored on February 22. Enroute they enjoyed playing tennis in the Marquesas and pool in the Tuamotus. They planned to remain in Tahiti for a short while, then sail to Samoa, Fiji and New Zealand.

● **SHEARWATER**, 40 ft trimaran ketch from Venice, Fla left home in June, 1975, for the Bahamas, South America and San Blas islands. Owner-captain Bill Baker, his wife Janet Duke Baker and her brother Steve Duke spent four months in the San Blas islands then sailed to Panama where Bill's son Bill Jr joined them for their sail to the Marquesas and Tahiti, which they reached on April 22. Bill Jr planned to fly back to Colorado to return to work, while the others intended visiting French Polynesia for some months and then heading to New Zealand, Australia and around the world. Just before reaching Tahiti they encountered 35 knot winds from Cyclone Robert.

● **SILENT ECHO**, 44 ft Garden design ketch from Vancouver, left Huahine in French Polynesia on Feb 28, bound for Hawaii. Owner and builder of the wooden boat, Bill Penny, was making a return visit to the island he has come to love so much since he crashed on the reef in

1961 in a copra boat. He lived in Huahine for six months a year and the other six months were spent in the Arctic, then he moved to Australia and eventually to Vancouver where he married his wife Jill and built **Silent Echo**. They left on their voyage in 1974 and visited Mexico, Central America, the Caribbean and South America, passed through the Panama Canal and sailed to the Galapagos in September, 1976, visited the Marquesas and arrived in Tahiti in November. On board, as they sailed for Hawaii, was David Craig of Australia.

● **STUFF**, a 46 ft fibreglass ketch, Cal-46, arrived at Tubuai in the Australs from New Zealand in February on a delivery voyage with professional crew to San Diego for the owners, Ron Hungerford

and Art Frank of All Seas Yacht Transport, a partnership in Za Mesa, California. They were accompanied by Ron's wife, Harryette, and son Phil, and New Zealander Malcolm Wilson of Napier. They stayed one day to take on fuel and then left for Tahiti, Marquesas and direct to San Diego.

● **JOLLY TAR**, a 32 ft fibreglass cutter Kendall-32, arrived at Tubuai from Tahiti on February 28 with Lon and Susie Woodrum and their young son Casey after 18 months' cruising from Redonda Beach, California, to Hawaii and Tahiti. (Lon had cruised to Tahiti in 1956 as a teenager.)

● **KAHIKIMOE**, a Cal-30 sloop with singlehander Eric Metcalb arrived on April 2 at Tubuai from Tahiti, after cruising

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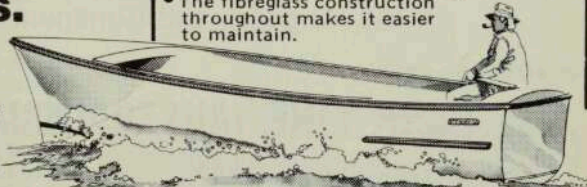
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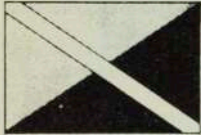
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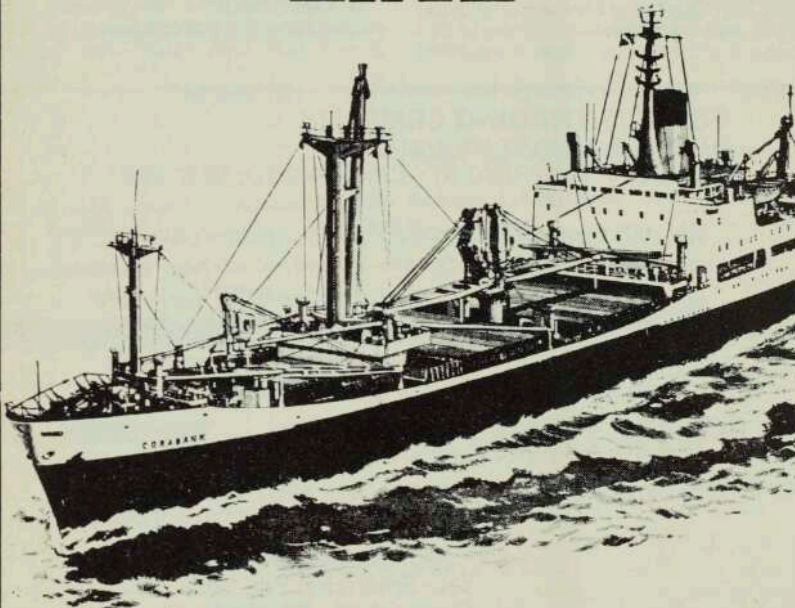
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from Hawaii. Eric left on April 20 in company with **Jolly Tar** for Raiavae and Tahiti. Both yachts narrowly missed hurricane Robert.

● **BENEDIC**, an Ocean-71 fibreglass ketch — "the most luxurious yacht I've ever visited", writes Don Travers from Tubuai — sailed from New Zealand to Raiavae in 21 days, and arrived at Tubuai on April 22 after 75,000 miles cruising. Built in England, she has circled the Pacific, including the Bering Sea, Panama Canal (twice), and the Suez Canal. She completed circumnavigation in Australia. **Benedic** has centre and aft cockpits, a main saloon with hydraulic-operated table for raising and lowering, electric-powered adjustable lounge chairs, three stainless steel-lined shower-head compartments, 115 hp auxiliary engine, 7.5 KW generator, intercom between all cabins, radar, bathometer, marine telephone, Omega navigation, satellite navigation, sight reduction computer, a radio gadget that prints out the latest satellite weather map, interior carpeted and lined with padded leather and cork — a truly "gold-plated" yacht! She left on April 25 for Rurutu and Tahiti with captain/owner Gerardus Dusseldorp (Dutch), girlfriend Atea (Tahitian), engineer Bob Chapman (Australian), cook Amanda Faruharsson (Australian), seaman Tony May (English), and Colin Hunter (Canadian).

● **EDYTHE**, 28 ft ketch registered in Auckland, arrived at Rarotonga on April 17 from Bora Bora with New Zealanders John Atkinson and Peter Brown. They left NZ in May, 1976, on a Pacific cruise that took them from Auckland to Fiji, the Lau Group, Tonga, American and Western Samoa, Christmas Island, Hawaii, the Marquesas, Tuamotus and Tahiti. From Rarotonga they were homeward bound for Auckland.

● **TIR TAIRNGIRE**, 32 ft cutter-rigged Tahiti ketch, registered at Seattle, arrived at Rarotonga on April 11 from Papeete with Michael Moriarty and his wife, Karen. They built the yacht in Santa Barbara, then sailed her to the Marquesas, Tuamotus and Tahiti. On entering Avatiu Harbour, Rarotonga, a high wind blew a line over-side. The line fouled the propeller and damaged the engine and, as Mr Moriarty could not do repairs at Rarotonga, he planned to sail to Tonga and then NZ where he would get the engine repaired. From there, future ports of call were to be in Fiji and Brisbane.

● **FROJ**, 32 ft Danish ketch, arrived at Rarotonga on May 11 from the Society Islands with Jan Bertelsen, Lisbeth Johansen, Nina Flagstad, all Danes, and American Timothy Haber. The voyage started from Denmark 2½ years ago and plans were to visit Fiji.

● **MANTA**, 38 ft ketch-rigged American trimaran, arrived at Rarotonga on May 8 from Bora Bora with owner-captain Edward Sullivan and Japanese crewman Norio Ota. They left for Vavau, Tonga, on May 14.

DEATHS of Islands People

Mr. P. T. Raddock

Mr Patrick Tasman Raddock (Pat), one of Fiji's most prominent sportsmen, died on May 22, after becoming ill the previous day. He was 56. For many years he was truly Fiji's "Mr Rugby", as a player, as an administrator, coach, referee, and selector. He was honoured with life membership of the Fiji Rugby Union for his services.

Three times he was assistant manager and coach of Fiji touring rugby teams — to New Zealand (1951), Australia (1952) and Wales (1964). Significantly, they were some of the most successful teams Fiji has sent on tour.

He was also a cricketer of more than ordinary ability. He toured New Zealand twice with Fiji teams — in 1948 and in 1954, when he was captain. One of the members of the 1954 team was a close friend, Ratu K. K. T. Mara, who is now Ratu Sir Kamisese Mara, Prime Minister of Fiji. The pair were the "long and the short" — Ratu Sir Kamisese a towering 6 ft 6 in, Pat Raddock a diminutive 5 ft 4½ in (he always insisted on that half-inch).

Mr Raddock was also a good hockey player in his younger days, and later helped as an administrator. In fact, he would have spent a large part of his life at Albert Park, Suva, Fiji headquarters for rugby, cricket and soccer.

He worked for the Labour Department for many years, and had acted as Commissioner of Labour. On his retirement from the civil service he joined the staff of Cope Allman, soap and biscuit manufacturers as staff officer.

He leaves a widow, Sophia, and a daughter.

Mr James Roy Vicary

Roy Vicary, an Australian who worked in the New Guinea goldmining industry in the 30s and was a Royal Australian Air Force intelligence officer in Dutch New Guinea during World War II has died in Melbourne, aged 73.

In January, 1942, Roy Vicary and his yawl Gitana helped to evacuate

civilian residents of New Guinea fleeing the Japanese invasion. Following his RAAF service, he joined the allied translator and interpreter section before being attached to the 1st US Army Corps, the only Australian with this group of Americans, and served with them in the invasion of the Philippines.

Following service with the occupation forces in Japan, he returned to New Guinea as senior agricultural officer at Madang, where he spent 17 years before retiring to Melbourne in 1965.

Mr Peter Livingston

The death occurred in Sydney in May of Mr Peter Livingston, for many years a member of the Papua New Guinea Administration, and a pioneer in broadcasting in Papua New Guinea. He was 62.

Peter Livingston went to Port Moresby early in World War II with the Australian Army and was a member of the Papuan Administrative Unit. One of his more important postings at that time was to the teaching staff of the Sogeri High

contd. on p 86.

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

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

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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)

AUSTRALIA - NZ - FIJI - TONGA -

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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 Wihl, Wilhelmssen 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, Santo, Savusavu, Suva, Vavau and Vila on cruises from Australia.

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

Pacific Navigation of Tonga operates a five-weekly general cargo/container service from Port Kembla, Sydney and Newcastle (inducement), to Suva, Lautoka (inducement), Apia, Pago Pago and Nukualofa.

Details from Beaufort Shipping Agency Co, 2 Castlereagh Street, Sydney (221-2388)

AUSTRALIA - NEW CALEDONIA

Somacal operates a monthly service from Sydney to Noumea.

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

Sofrana-Unilines ships serve Noumea every three weeks from the main ports along the east Australian coast.

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 (221-3166), Elder Smith Goldsbrough Mort Ltd, Port Adelaide (47-5688), ANL, Newcastle (049-24364), Clements & Marshall, Burnie, Tasmania (31-1833)

Compagnie des Chargeurs Caledoniens operates three-weekly cargo service from Sydney to Noumea.

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

AUSTRALIA - NEW CALEDONIA -

NEW HEBRIDES

South Pacific United Lines maintains a four-week cargo service from Sydney to Noumea, Vila and Santo.

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

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), ANL, Newcastle (049-24364), Clements & Marshall, Burnie, Tasmania (31-1833).

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), Intercocean 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 WAP 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/Conpac 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 Wilh 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 operates three-weekly conventional and container services, Melbourne, Sydney, Brisbane, Port Moresby, Lae, Rabaul.

Details from New Guinea Express Lines, PO Box R73, 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), Rabrad 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, Kavieng, Wewak, Honiara, Kieta, Gizo, Madang and Samarai.

Details from Intercocean 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.

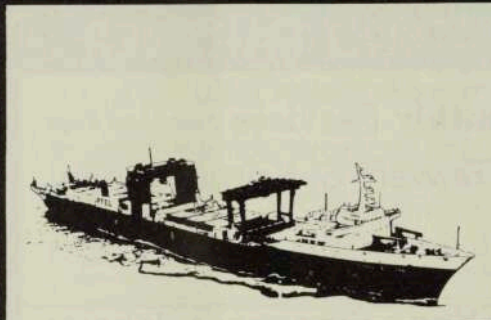
Details: Tradex Transport Pty Ltd, 185 O'Riordan Street, Mascot, NSW (669-1099).

AUSTRALIA - NAURU - MAJURO

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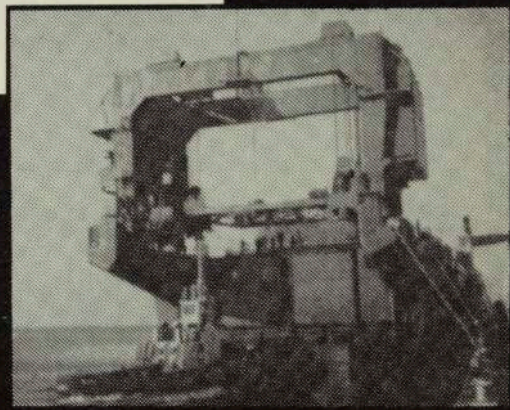
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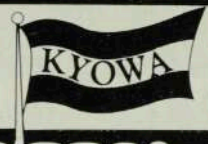


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Details Nauru Pacific Line, Nauru House, 80 Collins Street, Melbourne (653-5709). Interocean Swire, 8 Spring Street, Sydney (2-0522).

US - PNG

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

Details from Wih, 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.

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). Wih, Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (2-0517).

PNG - UK/CONTINENT

Bank Line operates regular cargo service from Kieta, Rabaul, Kimbe, Madang and Lae direct to San Francisco, Rotterdam, Antwerp and London.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041). Burns Philp (PNG) Ltd, PNG ports.

PNG - US

Bank Line operates regular cargo service from Kieta, Rabaul, Kimbe, Madang and Lae direct to San Francisco, calls at US Gulf and east coast ports on inducement.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041). Burns Philp (PNG) Ltd, PNG ports.

SOLOMONS - FIJI - TONGA - W. SAMOA - UK/CONTINENT

Bank Line operates regular cargo service from Honiara, Suva, Nukualofa and Apia to Liverpool, Hamburg, Rotterdam and Antwerp.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041). Burns Philp (SS) Co Ltd, Suva.

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, 8 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 a 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 services from Hong Kong, Taiwan, S. Korea and Japan, to Guam, Saipan, Solomons, New Caledonia, Fiji, Western and American Samoa, Tahiti, Cook Is., Tonga and New Hebrides.

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

NORTH EUROPE - NEW CALEDONIA

Hamburg-Sued operates monthly cargo services from Dunkirk and Le Havre to Noumea, via Panama. Details from Columbus Overseas Services Pty Ltd, 333 George Street, Sydney (290-2966).

NORTH EUROPE - TAHITI - N. CALEDONIA - PNG

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

Details from Compagnie Generale Maritime, 4-6 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 - 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 - PNG

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

Details from Dalgely 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.

NZ - TONGA

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

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

NZ - W. SAMOA

Warner Pacific Line services Onehunga - Apia every 21 days carrying general and freezer cargoes and Timaru - Apia every 21 days carrying freezer cargo.

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

NZ - W. SAMOA - TONGA

Pacific Navigation of Tonga operates a four-weekly cargo service: Auckland - Nukualofa - Vavau - Apia - Nukualofa - Auckland.

Details from McKay Shipping Ltd, Downtown House, Queen Street, Auckland (33-656).

NZ - COOK IS - NIUE

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

Details from the Shipping Corp of NZ Ltd, PO Box 3420, Auckland (379-430), Waterfront Commission, PO

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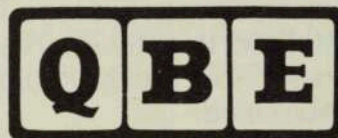
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LAUTOKA—Sub-Branch Office: Burns Philp Bldg.

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NEW CALEDONIA—T. A. Hagen, Ste. W. A. Johnston, S.A.R.L.

—Noumea.

NEW HEBRIDES—District Manager: G. F. Donnelly, Vila; Santo: Burns Philp (New Hebrides) Ltd.

TAHITI—Arthur Chung: Immeuble B.I., Front de Mer, Papeete.

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Regular Pacific Services

"Union South Pacific", cellular container vessel. Reefer and general cargo from Auckland at approximately fortnightly intervals. Calls at Suva, Pago Pago, Apia and Nukualofa before returning to Auckland.

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APIA—Burns Philp (South Sea) Company, Ltd.

PAPEETE—Agence Maritime Internationale Tahiti.

PAGO PAGO—Polynesia Shipping Services Inc.

NOUMEA—Etablissements Ballande.

SYDNEY—Trans-Austral Shipping Pty. Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAE/RABAU—Burns Philp (New Guinea) Ltd.

PORT VILA—Comptoirs Francais de Nouvelles Hebrides.

Box 61, Rarotonga, Lightering and Stevedoring Co. Aitutaki, Niue Govt Offices, Niue Island.

NZ - SE ASIA - PACIFIC ISLANDS

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

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

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.

UK/N. CONTINENT - TAHITI - N. CALEDONIA - N. HEBRIDES

Bank Line operates regular cargo service from Hull, Hamburg, Bremen, Antwerp and Rotterdam to Papeete, Noumea and Vila.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Ets AMAV, Papeete; Ets Ballande, Noumea, Burns Philp (NH) Ltd, Vila.

UK/N. CONTINENT - PNG - SOLOMONS

Bank Line operates regular cargo service from Hull, Hamburg, Bremen, Antwerp and Rotterdam to Port Moresby, Lae, Madang, Kimbe, Rabaul, Kieta and Honiara and, on inducement to Yandina, Tarawa and Nauru.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Burns Philp (PNG) Ltd, PNG ports.

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).

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, 81 Collins Street, Melbourne (653-5709); North American Maritime Agencies, 100 California Street, San Francisco, California 94111 (981-0343).

US - FIJI - TAHITI - NZ - AUSTRALIA

Bank Line Ltd operates regular cargo service, 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 Beaufort Shipping Agency Co, 2 Castlereagh Street, Sydney (221-2388).

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, 11 Bridge Street, Sydney (2-0517); 60 Market Street, Melbourne (61-0301); Farrell Lines, 1 Market Plaza, San Francisco, L.A. (415-777-3300); Dalgely NZ Ltd, Auckland (7-1859); Kneubuhl Maritime Services, Pago Pago (633-5121).

US - TAHITI - SAMOA

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

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).

PRODUCE PRICES

Unless otherwise shown, Australian dollar (May 30) equalled: New Zealand, \$1.1509 (buying), \$1.1451 (selling); Papua New Guinea, K0.8855 (buying), K0.8788 (selling); Fiji, \$1.0356 (buying), \$1.0116 (selling); Western Samoa, tala 0.8603 (buying), tala 0.8480 (selling); Tonga, pa'anga 1.0275 (buying), pa'anga 0.9830 (selling); US, \$1.1061 (buying), \$1.1013 (selling); UK, £0.6463 (buying), £0.6389 (selling); French Pacific, CFP 100.16 (buying), CFP 98.61 (selling).

COPRA

Copra industries are controlled through copra boards in PNG, the Solomons, the Gilberts, both Samoas, Fiji, Tonga, the Cooks and the US Trust Territory. New Hebrides, French Polynesia and New Caledonia do not have boards and copra is either sold individually by growers to overseas buyers or used locally.

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 less K17 levy were: Per tonne, delivered main ports, hot air dried, K266, FMS, K263, smoke dried, \$261.

FIJI— The board fixes prices on Philippine copra, taking into account freight, taxes, selling costs, shrinkage, etc. Latest prices to producers were: Fiji 1, \$233.50, Fiji 2, \$223.50, CAS \$80.

NEW HEBRIDES— Copra sold direct by planters to France and Japan, Burns Philp paying on wharf, Vila or Santo. May 27 FNH 17.500; London May 20, 224 met francs 100 kg oil 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 and Northern Marianas: \$150, \$140 and \$130 respectively at district centre, outer islands, \$125, \$115 and \$105. Marshalls: \$180 at district centre, \$155 outer islands.

COOK ISLANDS— All production is sold to Abels Ltd, Auckland. Prices are based on average world prices for the prior three or six months and remain in force for three months.

SOLOMON ISLANDS— Copra Board pays per lb at Honiara, Yandina and Girzo, 9c 1st grade, 8½c 2nd grade, 7c 3rd grade.

GILBERT ISLANDS— 6½c per lb.

WESTERN SAMOA— 1st grade, T253.42, 2nd grade T240.17 fob.

TONGA— All copra sold to EEC, 1st grade, \$P70, 2nd grade, \$P58.

NIUE— Standard, \$180 a tonne gross.

OTHER PRODUCE

COCOA— Island rates are based on Ghana price. Ghana price on May 30 was £stg2.805 ton, cif, UK Continent.

May 31, fob Rabaul, export quality, K3.450 per tonne, delivered ex-wharf Sydney, \$4.200 per tonne.

New Hebrides— London, May 20, 1.150 met francs 100 kg.

Solomons— Delivered Honiara prices recently were \$1 per lb 1st grade, 90c 2nd grade.

Western Samoa— T2.402.54 per ton fob.

CHILLIES— Solomons, Honiara buyers pay for dry tabasco, 1st grade 40c per lb, 2nd grade, 30c per lb. Long Red is 20c per lb.

COFFEE— PNG May 28 Good quality, per kg: A Grade \$6.65, B Grade \$6.61, C Grade \$6.35, Y Grade \$6.15.

PEANUTS— PNG. Sydney agents reported recently fob Lae, kernels, white Spanish, 19c per lb.

BROOMCORN— Fiji, 1st grade 16½c per lb, 2nd grade, 14½c 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— London, June 1, 50c-51.5c per kg.

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: Co-op and private buyers pay 21c per lb for good quality.

BLACK LIP— Solomons: Co-op and private buyers pay 25c per lb for good quality.

GOLD LIP— Solomons: Co-op and private buyers pay 38c per lb.

BECHE-DE-MER— Solomons: Co-op and private buyers pay: 1st grade \$2.50 per lb; 2nd grade \$1.80 per lb; 3rd grade, \$1.30 per lb.

GREEN SNAIL— Solomons: Co-op and private buyers pay 42c per lb.

TORTOISE SHELL— Solomons: Co-op and private buyers pay max of \$4 per lb, depending on quality.

SANDALWOOD— New Hebrides, London May 20, 345 met francs per 100 super ft.

SHARK FINS— Gilbert Is Co-op Federation pays per lb, \$1.32 1st grade, \$1.2nd grade, 80c 3rd grade. Solomons: Co-op and private buyers pay \$2.50 per lb.

COCONUT OIL— PNG: London, May 20, £stg485 ton cif N. Europe ports.

MEAL CAKE— PNG, London, May 20, £stg104.77 tonne cif E. Europe ports.

EXCHANGE RATES

FIJI— May 31, Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank, Aust \$ on Fiji, buying \$F1=\$A.99.

COOK IS., NIUE— NZ currency is used.

NEW HEBRIDES— May 31, 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 87.72 (selling).

WESTERN SAMOA— May 31, through Bank of Western Samoa, controlled from NZ, T1 = \$A1.16.

TONGA— May 31, P1 = \$A.97.

NORFOLK IS, SOLOMON IS, GI, NAURU— Australian currency is used, no exchange payable on transactions with Australia.

PAPUA NEW GUINEA— May 31, 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, May 31, quoted \$A = CFP 99.82 (buying), CFP 98.69 (selling). May 30, Paris-London, £1 = 8.4960 francs (buying), 8.4910 francs (selling). CFP-London, £1 = CFP 154.5 (buying), CFP 154.3181 (selling). CFP to 1 met franc 18.43 (buying), 17.94 (selling).

Banks should be approached for daily rates.

If only cows could fly!

Tongan farmers who, last year, paid for New Zealand dairy cattle which were expected to arrive in January, were still waiting for them in April. Problems with a chartered ship from Australia were blamed for the delay.

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lighting plant, underground water tanks,
garage and workshop. Bounded on one
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and adjacent to multi million dollar
Pacific Harbour development. Ideal for
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contd. from p 79.

School, outside Port Moresby,
which over the years has produced
many Papua New Guinean students
who have made their mark.

At the end of the war he transfer-
red to the new civil government,
which for the first time combined
the administrations of Papua and
the trusteeship territory of New
Guinea. As a member of the Special
Services Division of the Department
of Education, Peter Livingston was
present at an important meeting on
July 1, 1946, when the Australian
Broadcasting Commission began its
operations in PNG, using the facili-
ties of the old army broadcasting
unit, in which Peter had also been
involved. The division agreed to or-
ganise and broadcast all program-
mes over the ABC which were de-
signed especially for Papua New
Guineans, and this arrangement
continued for the next 16 years.
Peter Livingston was a key figure
in the development of these pro-
grammes, which were broadcast
territory-wide, and as a fluent Motu
speaker, with a sympathetic under-
standing of the needs of the people,
his work did much to assist in laying
the foundations of a national identi-
ty in those early days.

While with the Education Depart-
ment he wrote or edited several
books for children, a large number
of radio scripts (many of them while
on secondment to the ABC in
Sydney), and he was also seconded
at one point to the UN Information
Bureau in Port Moresby.

He never married and when he
retired from the PNG Admin-
istration in 1974, after more than 30
years in PNG, he enthusiastically
took up one of his many loves, paint-
ing, and held two art exhibitions in
Sydney. He was a regular book
reviewer for PIM, specialising in
books on Islands literature and art,
subjects on which he was very well
informed. Peter Livingston was a
warm and generous man, with a
bubbling sense of humour, and a
wide circle of friends.

He leaves a married sister. — *SL*

Mr M. Jagroop

Mr Mohan Jagroop, who founded
a transport firm in Fiji more than 40
years ago, has died. He was 79.
After working in a Suva firm he
started a cargo lorry business, which
is now Mohan and Sons Ltd, man-
aged by two of his sons.

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Western Samoa

O. F. Nelson and Co. Ltd.

Fiji

Burns Philp (South Sea) Co. Ltd.

New Caledonia

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Milk Arrowroot.

A wholesome biscuit enjoyed by all the family.



Milk Coffee.

A plain crisp biscuit to enjoy with coffee or tea.



Nice.

A sweet biscuit sprinkled with fine sugar.



Shredded Wheatmeal.

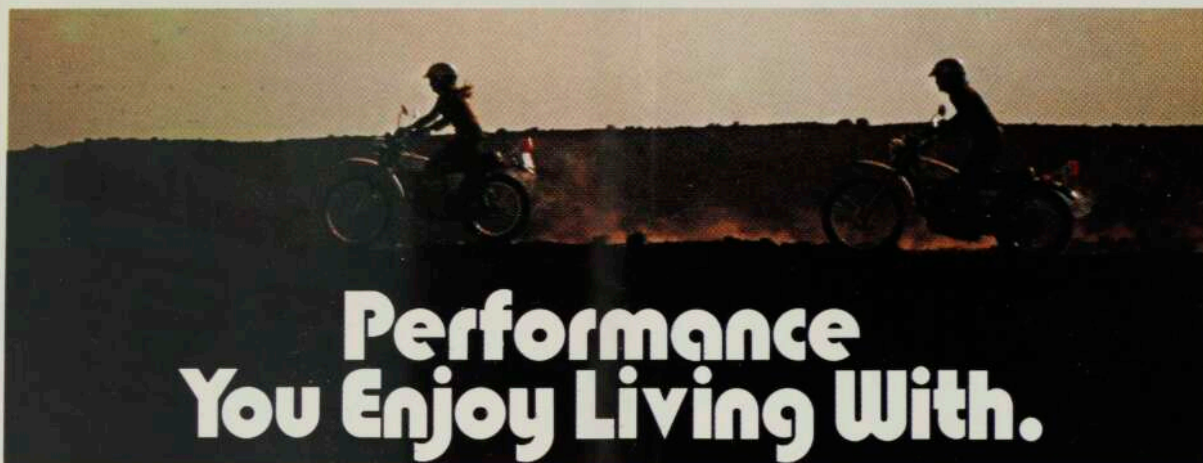
Crunchy, with the nutty flavour of baked wheatmeal.

Arnott's plain sweet biscuits are not too sweet, not too fancy. They're just right for those times when you really want a biscuit to go with a cup of tea or coffee, or a glass of icy cold milk. Discover the taste of Arnott's for yourself.



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Performance You Enjoy Living With.

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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My Datsun- a car fit for a queen... a beauty queen, that is.



Student, beauty queen and TV personality Eunice Duran, photographed in Santo Domingo, Dominican Republic.

As a student, I lead quite an interesting life. Four years ago I won the Dominican Republic's national beauty contest, and since then I've travelled a fair amount in Latin America as a kind of goodwill ambassador.

Like many students, I have to pay my way through univer-

sity. And I enjoy doing it. I work for a TV station as a producer and M.C. I also do radio announcing and appear in commercials. So you can see I'm pretty busy.

My Datsun is a big help to me because I'm always rushing around the city. It doesn't use

much fuel, and it's small and easy to park. Yet inside it has a lot of room. I get exactly what I want out of it.

In another year I'll graduate and start work as a civil engineer. It'll be a far cry from the work I've done so far, but I'm sure I'll enjoy it just as much.

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