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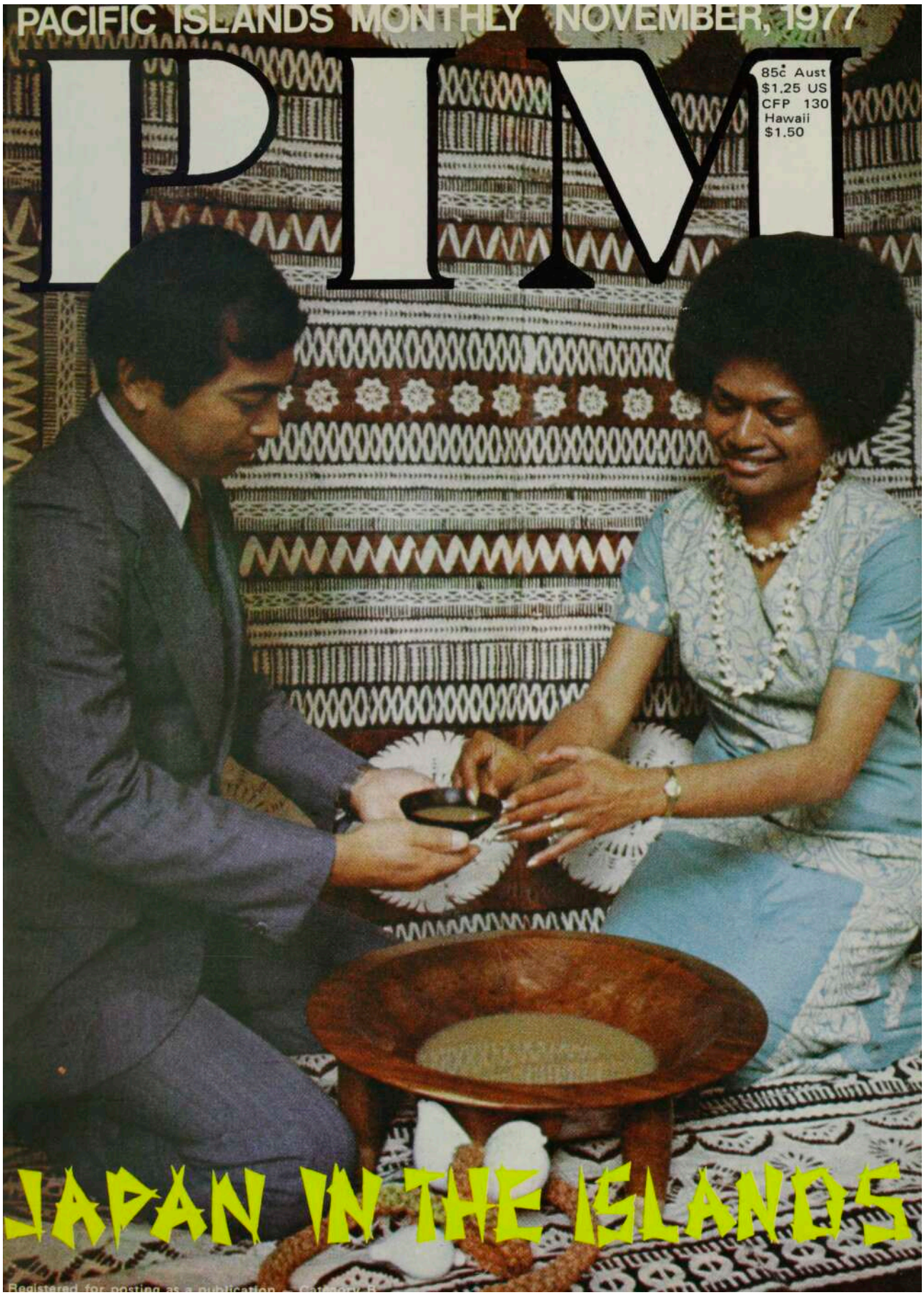

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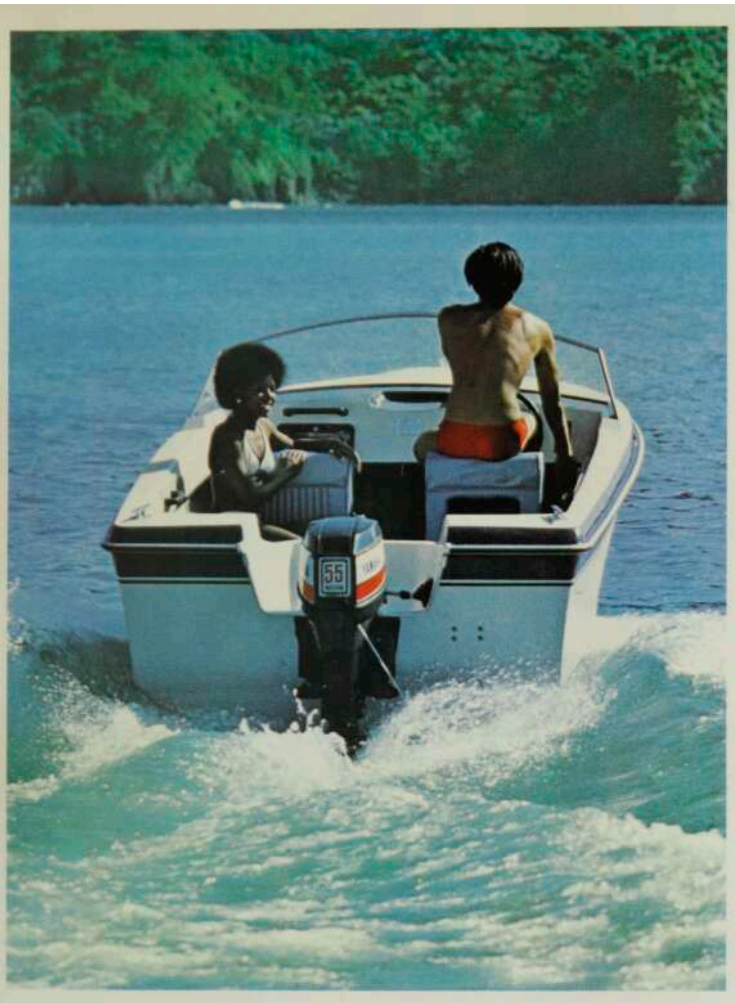

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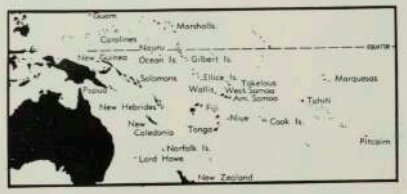

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AUDIT BUREAU OF CIRCULATIONS

Up Front with the Publisher

The Cook Islands longtime Premier Sir Albert Henry, was in expansive mood for a group of us who interviewed him on Rarotonga the other day.

Air New Zealand, which operates the fast jet services which link the Cook Islands with several important centres, including now Honolulu, got together a small group of New Zealand and Australian editors for a look at developments in the Cook Islands, so naturally it was important that the pressmen should ask Sir Albert for a rundown. He made available the whole morning and discussed every kind of subject from tourism ("everybody wants to come here"), the state of the economy ("healthy") and the operations in the Cooks of cancer man Milan Brych ("doing a fine job here and it's irrelevant what the New Zealand medical people feel about his formal qualifications").

During the interview, which was more in the nature of a friendly discussion, somebody brought up the matter of American entrepreneur Finbar Kenny and Cook Islands postage stamps. For more than 10 years Mr Kenny has had with the Cook Islands Government the sole contract to design the Cooks postage stamps, print them and distribute them.

The financial details of this arrangement have never been clear. Sir Albert didn't make them any clearer when it came to the small print, but he said that the Cook Islands' share of the profits from the arrangement was "like a blessing from heaven, it just drops down". The Cook Islands, he said, got 50 per cent of the takings, but he didn't know what Mr Kenny's expenses were in the operation and the government didn't ask to see them. What was especially a financial boon to the Cook Islands, said Sir Albert, was that Finbar Kenny made interest-free cash available from his own profits to developing Cook Islands business ventures. Mr Kenny in return now had a number of financial investments in the islands, as he sometimes took equity in business ventures that his money supported.

I remarked to Sir Albert at this easy-going press conference that Mr Kenny would in all these circumstances no doubt hope that Sir Albert and his government would remain in power for ever. Sir Albert replied frankly that Mr Kenny no doubt could feel this, especially as "some people" would like to see some of the stamp money diverted to something else.

Lucky Finbar Kenny! Having the monopoly to print and distribute a country's postage stamps is like having a monopoly to print your own money. After 10 good years, are the Cook Islanders satisfied they are getting every cent the country can get from Mr Kenny's stamp operation? It reminds me of the time when Papua New Guinea thought it was doing very well from its share of the Bougainville copper mine until some pushy people decided it really wasn't enough — and won a lot more from the operating company on behalf of Papua New Guinea.

Sir Albert mentioned that Mr Kenny would shortly be visiting the Cook Islands for discussions on future stamp arrangements. Now may be the time for the Cook Islanders to decide that charity begins at home, and — if need be — put the stamp contract out for tender.

Three leading members of the Norfolk Island Council who officially visited Canberra in October to see the minister in charge of that Australian territory, Senator R. G. Withers, returned home with a flea in their ear. The Senator wouldn't see them. The councillors had wanted to ask the Senator just what Australia's plans are towards Norfolk Island. Would it adopt the main provisions of the Nimmo Royal Commission report that the island be integrated into Australia?

Senator Withers' inexplicable behaviour got him some bad publicity. The councillors have now employed a Sydney public relations firm to get Norfolk's views directly to what is so far a poorly informed Australian public, and before the councillors left, they were able to stress publicly that (1) the Australian Government must make no decisions affecting the people of Norfolk Island without full prior consultation; (2) That it was the wish of the great majority of the Norfolk Island people that Norfolk Island should have internal self-government including control of finance, but with continuing association with Australia; and (3) That it is the right of the people of Norfolk Island to determine their own political future by referendum.

I think Canberra has misjudged the strength of Norfolk Island's opposition to integration. The Nimmo Report

Continued on p 107

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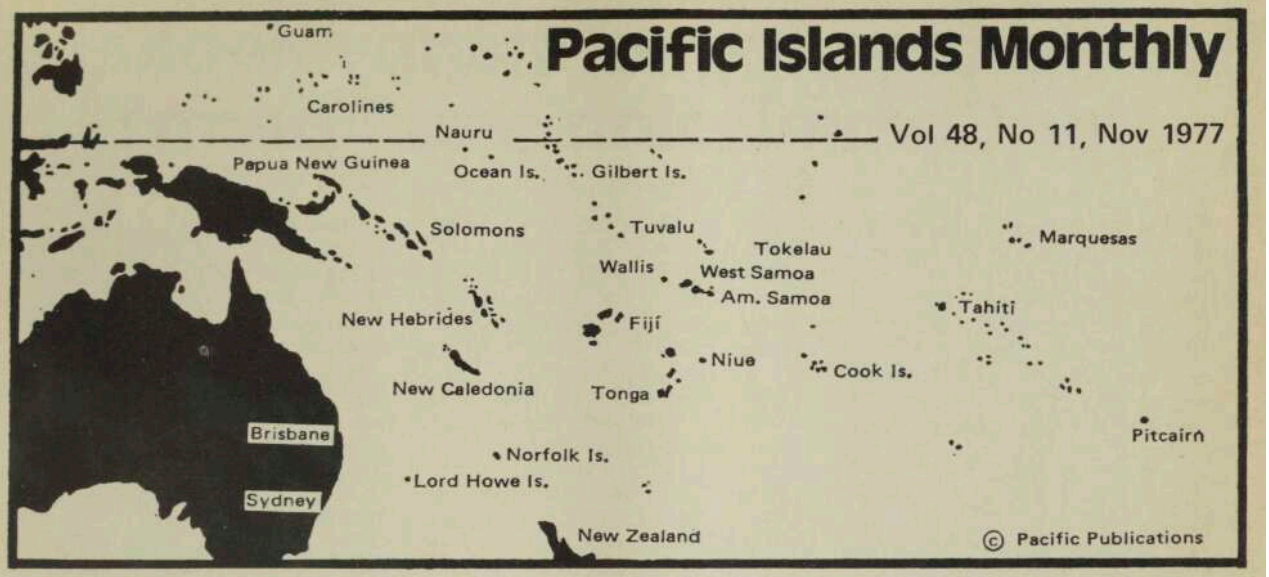

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OUR COVER

Siteri Howell, a member of the dance group of the Fiji Association of New South Wales, entertains with traditional Fijian yaqona Norinobu Saikawara, who, on behalf of the Atlantic and Pacific Travel company, takes care of Japanese groups visiting the Pacific Islands. The characteristically Fijian ceremony was arranged by the Sydney office of the Japan Travel Bureau.

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Horrid niggling, or happy nuptials, for Commission and Forum?

From JOHN CARTER in Pago Pago

Are the South Pacific Commission and the South Pacific Forum on a collision course? Or are they running along a road which will lead to a merger? I believe the answer is "Yes" to the latter question.

And this emerges clearly from the strong trends evident in the 17th South Pacific Conference which, in four days of hard work in American Samoa's capital, Pago Pago, made decisions and expressed views which many delegates said are among the most critical in the 27 active years of the commission's life

Two years ago, Stuart Inder, PIM's publisher, said the SPC needed a heart transplant. Last year I thought it had had a monkey gland transplant.

Whatever it was, it did the trick. The SPC was more vigorous than it had ever been. And it still is, despite a feeling among many that its days as a separate, and older, body are numbered; that the SPC and the Forum will marry. After all, they're both healthy — the Forum, possibly, more dominating, the SPC quieter, shy but good at housekeeping.

But, if the courtship began this year at Pago Pago, it hadn't a very affectionate beginning. The shadow of decisions taken a few weeks ago by the Forum at Port Moresby hung like a cloud over the conference of 22 nations and territories — a cloud with a silver lining to those who think the Forum should take over; a dark cloud on the horizon but bigger than a man's hand to others, including the Secretary-General, Dr Macu Salato, who was the first to indicate that everything wasn't rosy in relations between the two bodies.

Reporting on the first day — when the conference got through more business than any previous conference has in one day — on the commission's achievements and prospects, Dr Salato said: "What, however, is an area of delicate and serious concern to the Secretariat in terms of how it views its own prospect, is what I must in all honesty state at this plenary session.

"I refer to what is becoming, not a question of duplication or overlapping in our work, but erosion, or, perhaps a more frank term, 'takeover' in the work traditionally carried out by the South Pacific Commission by our sister regional organisation, the Forum, and its own secretariat, namely SPEC."

Two projects the SPC had been viewing for some time, the environmental management programme and a skipjack tuna assessment programme — which is the costliest effort by the SPC to date, with more than a million dollars involved — were being included in SPEC's activities, Dr Salato pointed out.

He and SPEC's director, Mr Mahe Tupouniua, often consulted over matters to avoid duplication, but in the last talk, after the Port Moresby Forum meeting, he heard for the first time that SPEC had proposed a fisheries agency — a traditional SPC field.

Dr Salato asked the conference for "guidance". He got more than that. The reaction of some delegations, notably the "metropolitans", was to call for clarification as to who did what.

The conference was into its second working day and had the two hot potatoes, Law of the Sea and the fisheries agency, and the environmental management programme, on its agenda.

Time after time reference was made to SPEC doing this and that, and the view was forcefully expressed, with regard to the environment business, that there was no need for another agency.

Mr Lester Edmond, leader of the American delegation, clearly didn't like it.

"We seem to be involved in endorsing the decisions of the Forum," he said. "I don't think that is the function of this body. It is almost like a volley-ball game where the ball is hit by the SPC and then the ball comes back from the Forum. Then nine members of their team (a reference to nine Forum members being SPC members) come running on to the other side of the court.

"In my view the next operation should be a meeting of the Forum officials and the SPC officials to determine clearly what the responsibilities of each organisation should be."

He was echoed by Mr J. Snodgrass of the UK.

Then, both Mr Tupouniua and Dr Salato explained their respective positions, and both agreed there were difficulties.

The former said it had been agreed between them that SPEC would be primarily responsible for the fisheries agency report and the

The 17th South Pacific Conference at work in Pago Pago.

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SPC would prepare the environmental report.

Dr Salato replied that there seemed to be some misunderstanding. He had never agreed to the fisheries agency report being done by SPEC because it was the SPC's traditional field.

PNG's Foreign Minister, Mr Ebia Olewale, seemed to be pressing the Forum's claims when he stressed that only the Forum could talk politics as they were barred in the conference.

How, he asked, could they separate politics from such matters as human living, social standards and the economy? How could the Islands discuss economic and social development if they were not independent? Most of the facets of human living today were likely to be in conflict with the interests of Island countries.

"The dependent countries around this table will become independent, and then they will be able to get around a table and discuss their economic and social development," he said.

Mr Olewale, the following day, electrified the conference.

The afternoon before a resolution had been passed concerning a joint environmental management programme by SPEC and the SPC. The preamble recalled that SPEC was "directed" to take some action by the conference the year before.

Mr Olewale must have allowed the word "direct" to invade his dreams because on the resumption he referred to it immediately and said it was an insult to the Forum.

"I am strongly opposed to this," he said. "The Forum is a body attended by Prime Ministers of sovereign states. I can't see any logical reason for this SPC to direct SPEC when the Forum is a sovereign body and not a body attended by ministers and others at a lower level."

America's Mr Edmond came up with the suggestion that the environmental programme should be removed from the SPC's programme, declaring: "A clear delineation of the responsibilities of each organisation is increasingly necessary."

The resolution went back a third time to a committee which came up with an answer — to "direct" no one but the Secretary-General.

After all this, every resolution which involved the Forum and SPEC "commended", "endorsed" and "recognised" but didn't "direct".

Mr Edmond asked again for clarification of duties and into the record went his wish that, before the next Planning and Evaluation Committee meeting next year, the Forum countries would come up with their views on the relationship between the two bodies.

But that wasn't the end. On the last working day came a resolution which asked Australia to organise an operation to obtain the views of Australia, New Zealand, Britain, France, the United States, as original signatories to the Canberra Agreement, which set up the SPC, and the independent Island countries, on a proposal to change the agreement.

The change would allow all the non-self governing countries in the area — the Cooks, Tuvalu, the New Hebrides, French Polynesia, New Caledonia, the Gilberts, the Solomons and Niue to enter into full membership of the SPC. Tonga would also be included.

Up to now, Tonga, although a sovereign state, has not applied for full membership which costs — for 1978 — $24 000 plus. Tonga is paying $1 092 as a voluntary contribution and can't afford to pay more.

Australia had carried out a survey into this business of changing the agreement which has already been changed several times, but there's been nothing as revolutionary as this.

It's called "acceding to the Canberra Agreement" and needs the approval of all the signatories to the agreement.

Australia got its legal experts working on it. They decided there was no legal barrier to the change but there were constitutional problems.

Britain, France, the United States and New Zealand were quick to point this out but my impression of their attitudes was that they

WHAT'S IN THE KITTY?

The SPC's income for the 1978 budget is a record A$3 157 696 and it is expected that every cent will be spent, including an unexpected $166 279 which was found still in the kitty when the works programme budget was rounded off. So a comparative newcomer to Island activities, the South Pacific Arts Festival — to be held in 1980 in PNG — gets a windfall, $19 513 as grants-in-aid and for secretarial assistance.

Biggest spender will be information services and data analysis with $889 253. Community services get just over half that and awards and grants $202 500.

There was no argument over the amount of contributions. Every one of the 22 countries and territories present increased their contributions.

The nine participating governments — metropolitans and independent Island countries — contributed (percentage of total in brackets): Australia, (33.6%) $987 015; Fiji, (0.85%) $24 969; France, (14%) $411 256; Nauru, (0.85%) $24 969; New Zealand, (18%) $528 758; Papua New Guinea, (0.85%) $24 969; United Kingdom, (14%) $411 256; United States, (17%) $499 382; Western Samoa, (0.85%) $24 969.

From the rest of the Islands came a total of $34 027, made up of, American Samoa $3 409; Cook Islands $4 140; French Polynesia $1 186; Guam $8 782; New Caledonia $2 371; New Hebrides $3 174; Niue $1 731; Solomon Islands $2 622; Tokelau $1 000; Tonga $1 092; Trust Territories (Micronesia) $2 727; Tuvalu $1 200; Wallis & Futuna $592.

Other income comprised: grants from other sources to support specific projects $50 000; funds available for revote $85 126; from reserves $12 000; sales of publications $9 000; other income $30 000 — a total of $186 126.

The United Kingdom announced that any contributions made by any of their dependent territories on independence would be deducted from the UK's share. The delegation added that the secretariat, for future years, should allow for no new growth in the administrative budget, apart from that caused by anticipated inflation — which meant, "Keep staff down!"

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IT'S NIGGLING OR NUPTIALS—

(continued from previous page).

wouldn't get in the way if it were constitutionally possible.

France's Mr Pierre Revol said their constitution would not allow, at the moment, territories to sign an international convention.

That was the view of all the metropolitan powers.

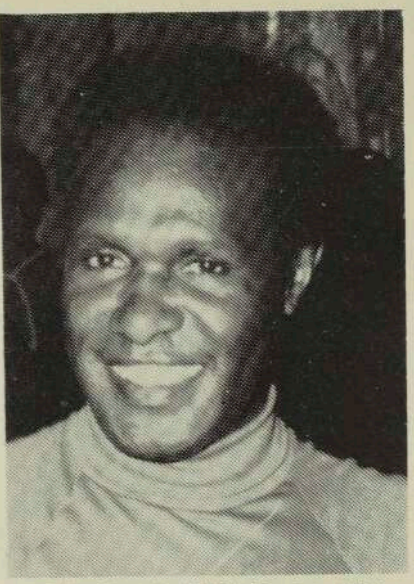
Once again, however, PNG's Mr Olewale was brutally frank.

"We are no longer in the 40s and 50s when the SPC was regarded as a rich man's club, in which important decisions are made by a small group of people," he said. "We can't afford to let this go on."

He added that there was a consensus among Pacific countries that the Canberra Agreement should be looked at again.

Australia's Mr J. McLeay, Minister for Construction, described it as the most important issue the conference had ever faced. It would probably affect the future of the Conference, he said.

Everyone agreed, and the next few months should see the metropolitans getting together on this.



Ebia Olewale, PNG's Foreign Affairs Minister ... "electrified the conference".

That move, I think, will signal the beginning of the end of the SPC as it is at present.

Some of the Islands have no wish to change it but have both Forum and SPC working together, which could mean more clashes, more duplication.

Some argue that if all Island territories could be members of the Committee of Participating Governments, which really runs the show so far as the work programme is concerned, then everyone has an equal voice, which they haven't at present. Little Niue, for instance, has no choice if the committee wants to cancel some project for Niue's good contained in the work programme drawn up by the Planning and Evaluation Committee.

Others see it like this. At present, the Forum and SPEC couldn't take over because there are so many territories which don't qualify for membership unless the criterion which allowed the Gilberts full membership applies. That is independence in the foreseeable future.

If they're all full members of both bodies, then why have two bodies? That is how many see it.

Mr Edmond of the USA told me that already he saw the Forum as the more powerful and influential body.

I spoke to several delegates. They all agreed it could be like this: The Forum and the Conference become one body. The commission is the conduit through which flows aid from international agencies and outside governments. It has also the machinery for assessing the needs of the Islands and the knowledge acquired in nearly 30 years of pilot projects.

SPEC has been impressive in the way it has lost no time in getting on the ball, so that it can start the action when the commission comes up with a programme.

The Forum and Conference combined have an executive council, which makes quick decisions on behalf of the whole and meets oftener than once a year, which isn't enough.

The conference wasn't engaged all the time with the Forum's shadow. It did a lot of other work, such as considering a Pacific approach to rural development, supporting SPEC over its plan to hold a meeting in Suva in November on the establishment of a South Pacific Regional Fisheries Agency, supporting a meeting to consider a comprehensive environmental programme, supporting a meeting of "all interested parties" to consider setting up a lending agency to assist in the development programmes of small territories, and approving the work programme which is designed to help the Islan-

Windfall for Cooks' fishing fleet

The Cook Islands fishing fleet is bigger by one ship following the September seizure of the Taiwanese vessel, Kou Youn 72, which had run aground on a reef near Nassau Island.

The seizure was directed by the Cooks' Minister for Supportive Services, Mr Inatio Akaruru, who happened — unfortunately for the Taiwanese — to be aboard the 408-tonne Mataora, which discovered the stranded Kou Youn 72.

In no uncertain terms Mr Akaruru informed the captain of the Kou Youn 72 that his ship was now the property of the Cook Islands Government and that his crew could retrieve their clothing and other belongings and nothing else.

New elements of drama were added to the situation when two other Taiwanese fishing boats arrived and sought to get their compatriots out of trouble. Boarding parties from the recent arrivals used inflatable rafts to remove about 10 tonnes of frozen bait, then portable gear such as the compass, depth-finder and radios. This activity came to an abrupt end when Mr Akaruru went on board and ordered the men off the ship.

The Mataora finally succeeded in dragging the Kou Youn 72 off the reef and towed her to Pukapuka, escorted by the two hostile Taiwanese boats which once came alongside with their crews brandishing knives, attempting to cut the tow.

But they headed off after an Orion long-distance reconnaissance aircraft arrived on the scene, sent by the Royal New Zealand Air Force at Cook Islands Government request. New Zealand is responsible for the defence of the Cook Islands.

Mataora rendez-voused with its sister ship, the Manuvai, at Suwarrow Island, and repairs were made to the only slightly damaged Kou Youn 72, which was then able to proceed under its own power to Rarotonga.

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ders in all sorts of ways to improve their living standards.

The conference also approved two new appointments — Mr William Thomas Brown, ex-PNG kiap and reputed builder of the Bougainville copper town of Arawa, as Director of Programmes, in place of Dr G. Motha, and Mr Donald W. J. Stewart, of New Zealand, at present on Nauru, as Director of Administration in place of Dr Frank Mahony.

Dr Salato's term as Secretary-General comes to an end next year. If he goes — and people hope he won't — it will mean changing three horses in mid-stream at a crucial time in the SPC's history.

The conference also decided to go back to Noumea for the 18th South Pacific Conference next year, asked Tuvalu to furnish the chairman and appointed a Niue man as vice-chairman.

As a piece of dessert, the conference heard an address by Mr A. Y. Fujimoto, minister at the Japanese Embassy at Canberra.

He was one of seven Japanese officials present as observers — there were also a Korean and Chilean — indicating the outside interest in the views and decisions of the Islands.

Mr Fujimoto said, with regard to the proposed fisheries agency and the intention of Island governments to declare 200-mile economic zones, that Japan hoped they would be given access to the fisheries resources when and where a surplus existed, which was clearly provided for in the United Nations text at the Law of the Sea conference. They must come to some arrangements on a mutually accepted basis.

Mr Fujimoto also promised a concentration of Japanese aid in the South Pacific and the services of young Japanese working like the American Peace Corps.

As the Islanders are beginning to discover — make enough noise, and decide to paddle your own canoe much more vigorously, and the world outside takes notice!

● The Republic of Nauru will receive a loan of $22.75 million to finance projects for industrial development, according to a June announcement by Chase Manhattan Asia Ltd, which arranged the loan jointly with Kuwait Pacific Finance Co.

TOM WON'T BE GOING HOME

By Stuart Inder

Tom Neale, the celebrated hermit-author, won't be returning to Suwarrow, the northern island of the Cooks that he has had to himself.

Tom, who has stomach cancer, has been in and out of hospital on Rarotonga since he was taken off Suwarrow in March (see PIM, Sept. p 17). If he beats this illness - and everybody hopes he does - he still won't go home, because Cook's Premier, Sir Albert Henry, says he couldn't take the risk of leaving him there alone again without any attention. "If anything happened to him on Suwarrow, they would say we had no compassion" Sir Albert told me.

I visited Tom Neale in hospital at Rarotonga in late September. I found him very depressed, worrying mainly about what was happening back "home" on Suwarrow, but also complaining about the pressures of "civilisation".

"My life here is not my own" he told me. 'There are always people and requests. I'm all upset".

He had recently learned that a visiting yachtsman had removed his visitors' book from the island, and also taken the mail box which he used as the official postmaster of Suwarrow. Presumably some uncancelled stamps had been removed too.

"We know his name and his yacht and the government is trying to run him down", Tom Neale said. The news has upset him seriously, especially in his ill and weakened state.

"I should never have taken on the post office arrangement. There are no facilities for keeping things, and when they first sent the box and cancellation stamp up to me I should have sent them all back", he said.

Tom Neale in hospital in Rarotonga
Photo: Byron Hart

"I'm worried about my tools, I left them all there -- I left everything there. They were good tools; some of them have steel in them that you can't get these days". Tom Neale is a former carpenter.

Tom will be 74 in November. He first went to Suwarrow in 1952 and has lived on it alone there for varying, sometimes extensive, periods, before he was taken off this March because of his illness.

He left a note behind to say that he expected to be away "for at least one month", and he added in the note, "I especially hope that any visitors will respect my property".

The missing visitors' book was started by Tom about 1970, and carries the names and details of yachtsmen and others who have called at Suwarrow in the last seven years. It's an historic document, considering the time and place, and it should really be in the Cook Islands library.

Tom, however, in his present condition, is not impressed. "Nothing historic about it!" he said curtly. "It's just my visitors' book. Why would anybody want to take it?"

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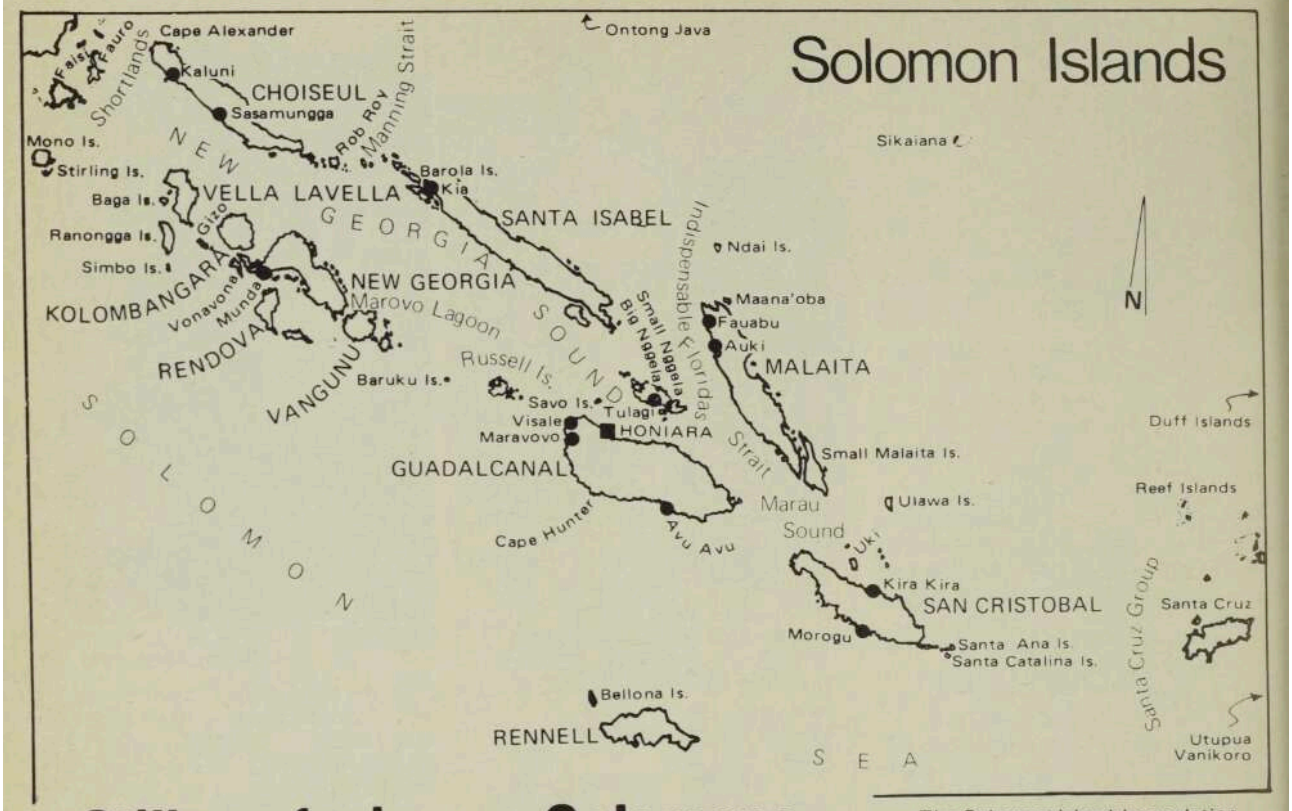

The Solomon Islands' population of 196,000 live in a double chain of six large islands and many smaller ones, stretching over 1400 km from one extremity to the other. They'll get their independence next July.

Still confusion as Solomons independence gets "all clear"

From GEORGE ATKIN in Honiara

The Solomons has become the first country administered by Britain to be given a large amount of money without having to repay it. A British protectorate for nearly 100 years, the independent Solomons will be given the money on independence in grant forms.

The nation's delegation at the September conference in London which discussed the independence constitution with the British Government won an agreement for a further $3m to be added to the original $40m settlement.

This original lump sum was to be given in loans.

The conference, which lasted longer than expected, agreed that the Solomons will become independent next July. An exact date has yet to be fixed, although it has been indicated in reports from London that it will be sometime around the middle of the month.

Solomons independence will thus come about 11 months late in terms of the original plan, although there has been no sign of disappointment in the country.

Even the independence conference was about three months late when it finally got off the ground.

The conference was a success for the Solomons people although there were changes in the package of ideas the delegation carried to London.

There were severe difficulties, particularly over the citizenship clause in relation to non-indigenous Solomon Islanders.

The outcome after much heated argument is thought of as fair here, because this group of people, who include more than 2 500 settlers from the Gilbert Islands, will now be granted automatic citizenship on application. The period to apply has also been changed from one year to two.

The new emphasis on citizenship has ironed out worries felt by Gilbertese, Chinese and European expatriates. The clause as it stood before the delegation left for London had it that they would be treated as non-Solomon Islanders after independence, although most of them have been here for more than 20 years to qualify them to be given citizenship.

Another major change in the package is that the Solomons will retain its links with monarchy and will become a member of the Commonwealth.

This means that the conference rejected a proposal initiated by the Leader of the Opposition, Bartholomew Ulufa'alu, and approved by the Solomons Legislative Assembly earlier this year, for the country to become a republic a year after independence.

Although the announcement about independence is still very new here, there are already mixed feelings about it. But at least the people are happy that their country won't now become a republic.

Villagers, who make up 90% of the Solomons' 196 000 population, have expressed their concern openly to the government about the idea of

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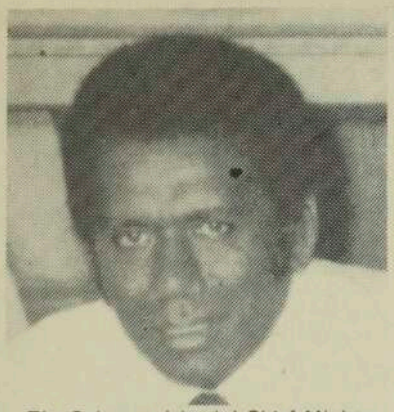

The Solomon Islands' Chief Minister Mr. Peter Kenilorea, who was not long back from the independence talks in London before he was due to set out on more official travels. He was to visit Australia from October 18-27.

having a republic in the Solomons.

They pointed out that to introduce a new system of government would just confuse them. "We don't want a republican system because we just don't understand or know anything about it," they have been reportedly saying.

In London, the chairman of the conference, Lord Goronwy-Roberts, was pleased with the agreement reached. He said on the closing day that the agreement reached is excellent, constructive and hopeful. There had been severe difficulties but these had succumbed to "the wisdom of the Solomons", he said.

Peter Kenilorea, the Solomons' Chief Minister, said: "We are moving towards the threshold of a new era in relations between the two countries."

But what does independence mean to many Solomon Islanders? This is a very interesting question because not many understand what it means. Some think that it means the time when Europeans will leave the country.

The Solomons Government has not carried out enough political education. This has now resulted in the vast population being largely ignorant about the political changes that are under way in the country.

CHOLERA DEATHS IN GILBERTS

The death toll from the cholera outbreak in the Gilbert Islands reached 17 by September 19, plus another 352 cases admitted to hospital. However, it was considered that the epidemic had peaked by then and that it was on the wane. The outbreak was confined to the islands of Abemama and Abaiyango.

Bras are their letdown!

From GUS SMALES in Port Moresby

When Viscount Dunrossil, then Governor-General of Australia, toured Papua New Guinea in 1960, the organisers of the Morobe District Show in Lae decided to take a firm stand.

Tribal dance groups who wanted to perform during the Governor-General's visit — and to be in the running for the prizes on offer — had to throw away all their modern junk, the show organisers ruled.

"If you call yourself traditional, then that's what you have to be," the ruling said. The result was a hasty redesign of many costumes, some of the changes being made inside the showground itself only minutes before the dancing started. Dancers worked feverishly to rid themselves of silver foil trappings, bottle-top sequins, studded leather belts, coloured glass, copper wire and trendy sunglasses.

The only concession allowed was the use of commercially-made paints and dyes. It didn't matter much whether you bought your face paint over the counter, or pummelled it out of bark and clay — the final effect was much of a muchness.

It's now 17 years since the Morobe Show Society put its foot down, but the evidence suggests that PNG is losing the battle against modernism in traditional costumes. The country's tribal ceremonial costumes vary much more widely in design than even casual visitors sometimes realise.

They range from rough cloaks of leaves, mud and bark to elaborate handcrafted creations supplemented by colour and ornamental accessories.

Some dancers paint their faces, either crudely or with intricate designs. Others mask their faces, or cover head and body with an all-enveloping costume.

Weapons, symbolic objects and musical instruments are essential accessories for tribal costumes on many occasions. But some tribal groups go beyond this and carry complicated structures on poles or in frames, often surmounted by representations of birds, animals and fish.

Traditionally, the materials used in the costumes range from simple mud and clay to animal bones, skins and teeth, to shells, feathers, fins, bark, cane, leaves, flowers and grass.

Some areas have developed decorated fabrics, usually based on processed bark rather than on weaving techniques. Human hair is often used in costumes, and sometimes human skulls and other human remains — but not as commonly as often believed outside PNG.

But the products of modern consumer society are now fast moving into the traditional picture. John Mekintz, a younger generation Papua New Guinean radio journalist, lamented the change in a broadcast from Mt Hagen, the scene of one of the world's most famous annual exhibitions of tribal-style dancing. At the Mt Hagen Show, tens of thousands of decorated men and women dance for hours on end to the beat of drums and the shrill note of bamboo flutes.

Fresh from looking at this year's show, Mekintz said he feared that unless something was done quickly the old arts of traditional costume-making and decoration would soon die out. Coloured towels, sunglasses, modern trappings and modern materials were widely in evidence, he said.

The situation was not surprising in view of the cash income boom in the highlands. It was easier — and no doubt more pleasant — to buy a bottle of imported body oil rather than to use pig fat or home-grown oils laboriously squeezed from a tree.

Mekintz said he didn't think much could be done to change the situation because the people were now living between two worlds, undergoing a transition which couldn't be stopped. And, with an eye to the women dancers he saw in Mt Hagen, he gloomily described how far too many of them had worn bras as part of their ceremonial costume.

"Either they are beginning to feel shy, or they have got so used to them that they can't do without them," he said.

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Guerrillas strike at giant Irian Jaya copper project

With the rebellion led by members of the Organised Papua Merdeka (OPM) still in full swing in the highlands of Irian Jaya, the little-heard-of liberation movement appears to have successfully stepped up its guerrilla activities with a series of attacks on Freeport Indonesia's copper mining installations in the southwest of the former Dutch colony.

The OPM guerrillas are spearheading an Irianese nationalistic struggle whose ultimate goal is the removal of Indonesian suzerainty over the West New Guinea territory which was ceded to Indonesia in 1962 after a series of naval, military and diplomatic encounters.

The guerrillas are held responsible for the recent destruction of an Indonesian military forces' DC3 and the holing in August of an Australian Army Pilatus Porter engaged in mapping operations near the highland capital of Wamena.

Since July 23 when a concerted guerrilla raid caused damage estimated at $US1 million to Freeport's giant Mt Ertsberg copper project the rebels have continued sporadic attacks on the $US150 million mine which began exporting in early 1973.

In the initial attack during the pre-dawn hours of July 23 the guerrillas used explosives, believed stolen from the mine, to cut the 4 in. (10 cm) pipeline carrying copper concentrate 104 km to the coastal port of Amamapare and to demolish a fuel dump and pumping installations. The fuel pipeline, which runs parallel with the concentrate line for 28 km from the mine to the dump on the coastal lowlands, was severed simultaneously.

After the July 23 raid copper concentrate exports valued at $7.7 million a month have had difficulty reaching Amamapare because of continued sabotage of the pipeline. Exports have had to be made up from the concentrate stockpiled at Amamapare.

The devastation caused by the raids and the ease with which the

This report has been written for PIM by DENIS REINHARDT, who recently visited Irian Jaya as correspondent for the Sydney-based weekly, Nation Review.

OPM has continued to cut the mine's vital export link represents a major upsurge in the OPM's military activity.

There were suggestions, soon after the first raid, based on signs daubed on bridges and buildings, that the raids were led by one of the OPM's insurgent commanders, Seth Rumkorem, who defected from the Indonesian army in the early 70s. Rumkorem was previously thought to be holed up at Wutong 15 km inside the northern Papua New Guinea/Irian Jaya border and less than 50 km from Jayapura, the capital of Irian Jaya.

Following disclosures in Port Moresby that the Commander-in-Chief of the PNG Defence Force, Brigadier-General Ted Diro had held secret talks with Rumkorem in early September it appears most unlikely that Rumkorem took part in the sabotage of the mine, which is at least four weeks' walk overland from the PNG border.

Air and telex links between the Freeport mine, which is 80% American-owned, remained open with the outside world in the aftermath of the raids although plane movements into Freeport's airfield at Timika were restricted for the week following July 23. Planes landing at Timika kept their engines running and disembarked passengers immediately on landing. Troops spaced at 100-metre intervals guarded the runway.

Though Freeport's operating subsidiary, Freeport Indonesia, has its head office in Jakarta, it is through Cairns in north Queensland that most of the mine's important air and communications traffic passes.

At the time of the OPM raid, mine manager Bob Weaver is understood to have been holidaying in Cairns.

South-east Asia and the Pacific meet in Indonesia's province of Irian Jaya – a street scene in the capital, Jayapura. Photo: Denis Reinhardt

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In a daring return a day after the raid, Weaver was flown to Timika, landing just after dawn and jumped from the taxing plane into a waiting helicopter. Despite the precautions the guerrillas made no attempt to attack Freeport's large aircraft-fuelling facilities at Timika.

When Freeport's head office flew out senior vice-president Milton Ward and another vice-president from the United States for a week-long visit to assess damage, they also came via Cairns. Freeport maintains a large establishment in Cairns with a town office, and a base for a Fokker Friendship and two crews. The F27 normally flies twice weekly into the mining enclave.

Air connections within Indonesia are primarily via Ujang Pandang in Sulawesi from where fresh vegetables are flown in weekly. Indonesian workers recruited from other parts of the archipelago make up most of the non-European work force. Before the OPM raids there were an estimated 250 Irianese in a work force exceeding 2 000.

Before the mine sabotage there was increased Indonesian military activity in the area. In the fortnight before July 23 two Indonesian air force Broncos, twin-engined military aircraft equipped with Gatling guns, had been operating from Timika, reportedly against Irianese dissidents 75 km east in Akimuga village, where two provincial police officers had been forcibly evicted by tribesmen.

Indonesian troop-carrying aircraft attempting to land at Akimuga's grass strip were prevented from doing so by ditches and stakes driven into the runway — a common sign of OPM-organised disaffection in the highlands where at last report 11 airfields were closed.

Early in May the Broncos dropped anti-personnel "daisy cutter" bombs (which scatter shrapnel at body height) near the dissident village of Iluga on the other side of the mountain chain from Tembagapura.

The Broncos Fairchild OBIO's of the type used in Vietnam, are now reported to have returned to Wamena where other OPM-inspired guerilla activity is troubling Indonesian administrators. There, much of the discontent which originally came to a head during the Indonesian elections in May is now focussed on the disappearance of clothing, and medical and monetary aid for victims of the recent earthquakes in the Baliem valley. A sum of 43 million rupiahs has allegedly been misappropriated.

Irianese in the mine region appear to have been aware of the impending guerrilla raid and its likely consequences. In the week before July 23, most of the Irianese mineworkers and their families who lived in the shanty town outside the mine township at Tembagapura left the area. Stocks of salt had to be flown in to replenish local stores when Irianese bought out supplies before taking to the rugged mountain and coastal swamp country.

Three Irianese villages associated with the mine, the shanty town at Tembagapura, the encampments at Wa 5 km away and at Timika are reported to have been levelled by Indonesian troops in the days following the sabotage.

However, more recent reports say that Irianese are gradually drifting back to the mine and that a new shanty town at Tembagapura is taking shape.

● See PIM Magazine, p 44.

Rebel talks touch off 'Diro affair'

From GUS SMALES in Port Moresby

The Papua New Guinea cabinet severely reprimanded its defence force commander, Brigadier-General Ted Diro, early in October. The reprimand was for his meeting in August with the self-styled Brigadier Seth Rumkorem, leader of an anti-Indonesian rebel force in Irian Jaya.

But Brigadier-General Diro, who treated the affair throughout as an important intelligence mission associated with his office, told the Prime Minister, Mr Somare, he was the victim of internal politics.

In a letter to the Prime Minister Brigadier-General Diro said the defence force was "sick to death" of being used as a political football by "politicians and former politicians".

In August, at Rumkorem's suggestion, Brigadier-General Diro went to a spot near Wutung on the northern end of the border which PNG shares with the Indonesian province of Irian Jaya. The border relationship involves delicate political issues because of PNG's diplomatic ties with Indonesia, and because of repeated crossings into PNG of Irianese who claim to be refugees from Indonesian administration.

Rumkorem wanted the meeting, which Brigadier-General Diro saw as an intelligence opportunity, although he was not sure at first if the request, handed on to him by intermediaries, was genuine. He kept security chiefs informed but did not refer the matter to Mr Somare or contact with Rumkorem who was flown to the second battalion headquarters of the PNG defence force at Wewak. Brigadier-General Diro interviewed Rumkorem extensively there, and then returned to Port Moresby where he made a full security and intelligence report.

In reprimanding Brigadier-General Diro the National Executive Council (the PNG cabinet) warned that if he ignored the issues involved more drastic action would be taken. Brigadier-General Diro told the cabinet he accepted the reprimand, and would remain a soldier despite the anxieties and discomforts of the incident.

In his letter to the Prime Minister, Brigadier-General Diro said political submissions made over what he had done were full of "lies and half-truths".

There had been a distortion of his mission which had been an intelligence operation from which he believed he had learnt much of value in the interests of PNG. He now knew "what sort of a man Rumkorem is". He said the defence force should be free of interference to carry out the duties and responsibilities for which it was trained.

The Diro matter brought into the open allegations that the PNG Defence Force might have been plotting a coup against the Somare government – a claim which, despite a wide airing, had no foundation in fact and caused great indignation in the army. As the days passed, charges and counter-charges arising from the affair seemed more and more to reflect a battle for influence within the government as between Mr Somare's Pangu Party and its coalition partners.

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This official photograph sent to PIM by the information service of the French Residency in Vila, New Hebrides, shows participants in one of the recent demonstrations which have taken place in the condominium in defence of the bilingual education system. The demonstrations followed a decision earlier this year by the Vanuaaku Party that English would be the language of the government education system in an independent New Hebrides. Demonstrators demanded that the two languages should continue on an equal footing. The slogan on the banner says "Keep the French schools -- 13 000 children sacrificed", This is the number of children at present attending the condominium's French schools.

COMPENSATION FOR 'SNOWFALL' VICTIMS

Continuing health problems related to 1954 atomic bomb tests in the Marshall Islands may bring additional United States compensation to Rongelap and Utirik atoll islanders exposed to radiation.

The Omnibus Territories Act, passed by the US House of Representatives and pending in the Senate, would provide blanket compensation of US$1 000 for each of 82 Rongelap islanders and 157 Utirik islanders exposed to radiation from a March 1, 1954, test at Bikini Atoll.

The bill would also provide $25 000 to all thyroid atrophy and cancer victims from both atolls and $100 000 to the parents of Lakoj Anjain, a 19-year-old Rongelap resident who died from leukemia attributed to the radiation he was exposed to after the nuclear blast when he was a year old.

Rongelap, about 100 miles from the Biklni test site, received fall-out so thick from the blast that it was like snow. In fact, children played with the substance for hours, the Senate Committee on Energy and Natural Resources was told.

Utirik, about 280 miles from the site, received a "mist-like" fall-out after the test.

Despite the greater distance and lesser exposure, Utirik islanders are continuing to develop thyroid tumours in unexpected numbers.

Eleven have been treated for tumours, and thyroid nodules are on the increase there. The Utirik islanders have asked that the chief US Atomic Energy Commission medical expert, Robert A. Conrad, be replaced. Conrad has held the post for 23 years.

And the possibility of second-generation genetic effects from the radiation has been raised with the report of a thyroid cancer detected in the son of a Utirik man.

Political assassination in Tahiti?

A series of crimes, culminating in a murder with strong political overtones, shattered the "island paradise" image of Tahiti in August-September.

First, there was the theft of a large stock of dynamite from the Palacz Company's establishment at Paea, on Tahiti's west coast.

This was followed by an explosion at Papeete's central post office.

Then, on August 27, a 50-year-old French businessman, M Pierre Chatillon-d'Anglejean, was murdered in his home by intruders who left Tahitian-language daubings on the walls saying "We don't want Frenchmen here", and "Blood of our ancestors".

Police arrested four men in connection with the Post Office explosion, and retrieved seven cases of stolen dynamite. They later arrested a further four people in connection with the killing of M Chatillon-d'Anglejean.

Events took a new sinister turn when, a few days after the murder, M Francis Sanford, vice-president of French Polynesia's government council, indicated that he had received a letter demanding five million francs and giving him eight days in which to find the money or face attacks on his own person or on members of his family. The letter was also signed with the Tahitian phrase "Blood of our ancestors".

It was reported that the men held for the murder had confessed to that crime, but denied that they were the authors of the letter.

MONEY FOR BANABANS ... IF

The British Phosphate Commissioners have $22 million in reserves in relation to Ocean Island, Senator Withers, Australian Minister for Administrative Services, said in the Senate in reply to questions from Senator P. A. Walsh (WA). Senator Walsh had asked the amount of the reserves and if $10 million was to be paid to the "original inhabitants of Ocean Island" from the BPC reserves.

Senator Withers repeated an earlier announcement that the partner governments of the BPC — Australia, NZ and the UK — had agreed to an *ex gratia* payment of $10 million to set up a trust fund for the Banabans. That payment would be conditional on the Banabans not going ahead with further litigation, apart from two cases against the BPC already before the UK High Court.

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Japan — PNG: Ah, what a change was there!

From GUS SMALES in Port Moresby

Twenty years ago an entrepreneur called Michael Csolle turned society upside down in Rabaul, capital of the northern islands of Papua New Guinea, when he dared to do business with Japan.

Only 13 years before, Rabaul had been the Japanese naval headquarters for the South-west Pacific in World War II.

Papua New Guineans had been largely left alone by the Japanese occupation forces, but Whites and Asians lost their lives or were imprisoned and some were taken away by ship and never seen again.

In the years following the war, anti-Japanese feeling remained high in Papua New Guinea, but Rabaul was its focus.

Papua New Guineans, either genuinely or for convention, shared the feeling of resentment because it was very much the atmosphere of the times. A police officer threatened to change the trees in the garden of the Rabaul police station when he discovered belatedly that they were Japanese cherries. Even a war graves commission from Japan had to be given special protection in case of trouble, and its movements were rigidly controlled.

It was against this almost impenetrable barrier in the late 1950s that Michael Csolle, who had come from Europe to Australia and then PNG, tried to arrange for a Japanese contractor to clear wartime junk from Rabaul. The operation was completed but it involved extraordinary administrative difficulties and public controversies before it was achieved.

The mere presence of a Japanese was not wanted, let alone the concept of doing business with the Japanese. Csolle found himself cold-shouldered, the Japanese salvage crews were confined to a fenced camp, and the solitary Japanese vehicle they brought with them (a Datsun utility which in the 50s looked like an Austin A40) was booed and jeered at.

"GOOD FORTUNE"

PIM this month takes a close look at the rapidly multiplying contacts of Japan with the Pacific Islands.

Beginning with Gus Smales' survey of the development of the post-war relations of Japan with the region's biggest country, Papua New Guinea, PIM's treatment of "Japan in the Islands" continues with a series of articles, beginning on page 61, which examine many facets of Japan's dynamic relationships in the Pacific, including its growing involvement in the economic life of Fiji (p 65).

In the two decades since then, a huge change has been wrought in the relationship between PNG and Japan. Japanese products, particularly optical, electronic and domestic, fill PNG's shops, Japanese-made cars are selling at a rate of three to one over other makes, and Japanese investment is involved in timber, manufacturing and other activities.

From an almost zero trade situation just over 20 years ago — the early statistics show Japan buried in a mass of "other countries" statistics — Japan has now become one of PNG's biggest trade partners.

Japan is second only to PNG's near neighbour, Australia, as a supplier of goods to PNG.

The single biggest item supplied is machinery and transport equipment, but the range is very wide — chemicals, foods, fabrics, electronic, scientific, optical and engineering equipment and a general cross-section of manufactures. The annual value of these purchases from Japan is now estimated by PNG to be approaching $A100 million — a far cry from the official figure of just over $2 million in the middle of the 60s.

Japan is buying copra, fish, coffee and timber from PNG, but the extent of these sales, despite their rapid expansion, is only a fraction of the value of Bougainville copper ore sales to Japan. Recent annual figures indicate that Japan took exports from PNG valued at $A230 million, of which close to seven-eighths was provided by sales of copper ore. The figure will not be so good this year because of world conditions on the copper market, but the general development of trading links between Japan and PNG in the last 20 years has written a story of almost unbelievable growth.

Much of this has been created by the growth which accompanied PNG's entry into independence and by the expanded need for services and industry which independence brought — in urban areas, anyway.

The growth of Japan as a trading partner, for instance, has not been accomplished entirely at the ex-

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pense of Australia or other trading partners. Australia has hung on remarkably well in the "open market" atmosphere which followed independence, but the changes involving Japan have been the most dramatic. The roads and the radio shops are where the superficial changes are most reflected. But quite distinct from trade matters is the new rapport which has been established between PNG and Japan.

This, too, is partly an offshoot of independence, but not altogether so. It was emerging while Australia was still the administering authority in PNG, and it involved the rolling away of ideas and concepts which seemed to have hung on too long.

When a group of Japanese cadets visited PNG in the final years before PNG independence, a solitary Australian staged a protest in the street against their presence. But even the protester drove away from the scene in a Japanese vehicle, and clearly the cadets were puzzled rather than upset.

It's all very much history now, and time and independence have created a huge change in the relationships of the two countries.

In addition to formal diplomatic ties which were created immediately after PNG's independence, two organisations are unofficially linking the two countries. They are the Japan-PNG Goodwill Society which has the general aims suggested by its name, and the Japan-PNG co-ordinating association which leans towards business relationships.

Keidandren — the Federation of Economic Organisations of Japan — also keeps an eye on Japan-PNG affairs. All three organisations have been instrumental in arranging exchange tours between the two countries.

One of the greatest indications of a new era of relationship is that a number of Australian ex-servicemen from World War II who have since lived in PNG have accepted recent invitations to meet Japanese ex-servicemen. An airline pilot, ex-RAAF, Captain John Kessey, was one. He met the anti-aircraft gunner who shot away part of his bomber over Wewak in 1945.

Said Captain Kessey after the reunion, "Until a few years ago such a reunion would have been almost unthinkable".

This healing of old wounds involving Australian attitudes on the one hand and Japanese blandness on the other might not appear to concern a modern PNG governed by its own people, but it carries more significance than may be obvious. This is because Australian influence is still a factor in PNG day-to-day affairs. The PNG Government finds its modern-day relationships easier if they are not complicated by side issues and hang-ups which affect public opinion. But looming biggest in the links between the two countries is the extent of Japanese investment and involvement in the PNG private sector.

Sixteen major ventures, or groups of major ventures, now operating in PNG, represent Japanese involvement. The degree of Japanese control and influence in these organisations varies, and all must toe the line laid down by the PNG National Investment and Development Authority.

Continued on p 105

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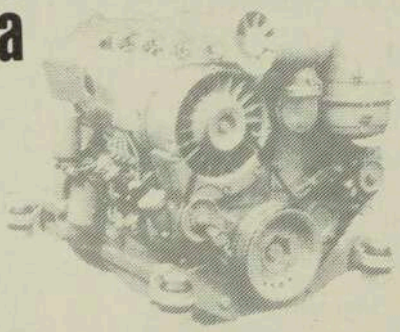

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Overwhelming win for Alliance in Fiji general election

From ROBERT KEITH-REID in Suva

Ratu Sir Kamisese Mara's Alliance Party won a general election victory on September 24 by a hefty margin that was as unexpected as its defeat in an election last April. It swept up 36 of the 52 seats in the House of Representatives, several more than it had hoped for, and two more than it had ever held before.

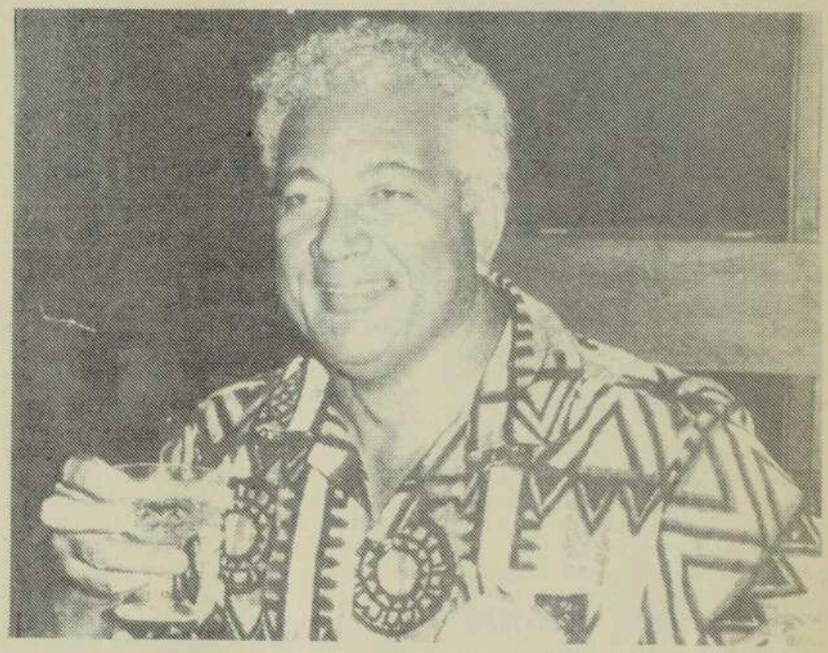
Its mainly Indian-supported opponent, the National Federation Party, had its parliamentary power slashed from the 26 seats it won in the April election to a mere 15. Sensation of the election was a crushing personal defeat of Muslim lawyer, Siddiq Koya, who lost his Lautoka Indian communal seat.

Koya, who had led the NFP since 1969, went down to 40-year-old Jai Ram Reddy, a leader of a faction of the NFP that has been trying to destroy Koya politically for over a year. It was a bitter and often dirty fight between Koya's "dove" faction and the "flower" faction of the NFP that was chiefly responsible for the Alliance's dramatic bounce back to power. But for the NFP's troubles the Alliance would have undoubtedly had to make do with 27 or 28 seats which would have been an uncomfortably slim majority to rule with.

After winning in April the NFP, holding half the seats in Parliament and racked by internal leadership quarrels, was unable to form a government, so the Governor-General, Ratu Sir George Cakobau, reappointed the Alliance as a minority administration. Ratu Sir Kamisese's government resigned in June after it failed to get a vote of confidence for which it asked the new parliament.

In the campaign leading up to the election the NFP ripped itself apart as rival candidates spat at each other. It contested 35 seats, but in 24 constituencies NFP candidates of both factions fought each other as well as the Alliance.

As a result the Indian vote on which the NFP counts for most of its support, was split and the Alliance picked up at least seven and possibly nine seats that would have otherwise gone to the NFP. Only three of Koya's faction, which was symbolised on ballot papers by a dove, won seats. The other faction, symbolised by a hibiscus flower won 12. Two of Koya's arch foes, the party's president Mrs Irene Jai Narayan and the general secretary Karam Ramrakha, won seats.



Success for the Fiji Alliance - and Prime Minister Ratu Sir Kamisese Mara makes a triumphant toast after hearing the news. Photo: Fiji Times

The anti-Indian Fijian Nationalist Party which in the April election was largely responsible for the Alliance's defeat by attracting an unexpectedly big proportion of the Fijian vote from it, did not do so well this time.

Six months of campaigning counter-action by the Fijian Association, the Fijian arm of the Fijian-European-Chinese-Indian supported Alliance, saw the Nationalist share of the Fijian vote cut from about 11% to 8%.

Its leader, Sakiasi Butadroka who in August was gaoled for six months after being convicted of inciting race hatred in a speech he made after the April election, lost his seat to the Alliance. It was the only seat his party won in the previous election.

While some jubilant Alliance supporters claimed that the Nationalists were heading for extinction as a political force, more realistic observers pointed out that the 16,000 votes won by the Nationalists in the September election indicated that it was by no means a spent force.

Ratu Sir Kamisese, one of five Alliance candidates returned unopposed, admitted that the best he had hoped for was 33 seats, and that the 36 seat win had "overwhelmed" him. He was expected to name his new cabinet on September 27.

Apart from the 15 NFP survivors the Alliance has an opposition also comprising a lone independent, Ratu Osea Gavidi, who narrowly held the Fijian communal seat he took from the Alliance in April. Once again the Alliance failed to win any of Parliament's 12 Indian communal seats, which stayed in the hands of the NFP.

Election statistics showed that Indian support for the government

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Sensation of the Fiji election was the defeat of Siddiq Koya, who lost his Lautoka Indian communal seat.

party had slipped again, as it did in April, but by not such a large margin. The elimination of the fiery Siddiq Koya and a number of his close lieutenants, including trade unionist Apisai Tora, from the opposition, is likely to mean quieter times in parliament. The new NFP leader Mr Jai Ram Reddy, has himself promised moderation in dealing with sensitive issues such as those affecting land and political rights.

Fiji's new cabinet

The Fiji ministry, named soon after the elections by Prime Minister Ratu Sir Kamisese Mara, consists of a cabinet of 12, and six ministers of state, who were known as assistant ministers in the last government.

The cabinet comprises Ratu Sir Kamisese Mara, Prime Minister, and Foreign Affairs; Ratu Sir Penaia Ganilau, Deputy Prime Minister, Fijian Affairs and Rural Development; Charles Stinson, Finance; Jonati Mavoa, Urban Development and Housing; J. S. Singh, Works and Communications; Mohammed Ramzan, Commerce, Industry and Co-operatives; Ratu David Toganivalu, Labour, Industrial Relations and Immigration; Edward Beddoes, Health; Charles Walker, Agriculture and Fisheries; Semesa Sikivou, Education and Sport; Tomasi Vakatora, Tourism, Transport and Civil Aviation; Sir Vijay Singh, Attorney-General.

Ministers of State: Ratu William Toganivalu, Information; Militoni Leweniqila, Lands and Mineral Resources; Livai Nasilivate, Co-operatives; Solomone Momoivalu, Home Affairs; Ratu Josaia Tavaiqia, Forests; Vivekanand Sharma, Youth and Sport.

Polynesians win more than Caledonians

From a NOUMEA correspondent

The new political statutes for New Caledonia and French Polynesia have made slightly more concessions to the Polynesians than to the Caledonians. The Caledonian statutes were voted by the French Parliament last December and were scheduled to become effective immediately after the territorial elections of September 11. However, the Polynesians pressed for greater reforms and it was not until July that a decision on their terms was agreed.

Key figure in both new statutes is the chief executive, the High Commissioner (governor) who remains a public servant nominated by Paris. He continues to nominate the heads of the territorial public service and is responsible for "the running of the public service". This means the public service still answers to the governor who answers to Paris, although the new statutes speak of giving "control" to the locals.

The second main feature of the statutes is that they define the areas under French Government control. These include the military forces, justice, overseas relations, external communications and secondary education. Radio and TV also remain under French Government control. In addition, local government is under Paris "guardianship", with new laws currently being formed to allow more direct intervention from France at the municipal level.

As far as resources are concerned, Polynesia has some control over the sea. But in New Caledonia, the State (France) maintains control of the sea and of mining (nickel) regulations. Control of these resources gives effective control of the whole country.

The Polynesians, among their responsibilities, have included the right to be consulted over foreign investment projects and the teaching of local languages.

The third main area of the new texts concerns the *Conseil de Gouvernement* (Governor's Council) which is presided over by the High Commissioner. In his absence, in New Caledonia, the council is presided over by his second-in-command, the Secretary-General, who is also a public servant appointed by France. However, in Tahiti it is the Vice-President, an elected man, who acts as president in the High Commissioner's absence. In addition, the Polynesian Vice-President presides over affairs coming within the competence of the territory.

Under different electoral systems, in New Caledonia the council, now increased from five to seven members, is elected by the Territorial Assembly by lists with proportional representation. This means a division of power: no single party can form the council and try to run the territory. In Polynesia, however, the majority election system is used, which permits a single party to occupy all seats, thereby allowing more united action as in a ministry.

As far as their duties are concerned, councillors in New Caledonia are "entrusted with a mission of control and animation of a sector of the public service". The Polynesians have spelt this out more fully: members are entrusted with "controlling the execution of the Council's decisions and making propositions relating to the functioning of the sector under their control".

The French Minister for Overseas Territories has repeatedly insisted he will not grant these territories *autonomie interne* (internal self-government) as this would only lead to independence. However, the way the Tahitians have insisted on greater precision in their texts over the Caledonian ones suggests they are determined to obtain real internal self-government or, failing that, press for independence.

NEW-LOOK MOANA ROA

Cook Islanders would have difficulty in recognising the Moana Roa, which provided them with a link with New Zealand for many years. The former island trader is now HMNZS Monowai and is a hydrographic survey ship in the Royal New Zealand Navy. The ship returned to NZ in September from the UK, where she had undergone a major refit and conversion. She was renamed Monowai after a former armed merchant cruiser, which later operated on the trans-Tasman service and made several trips to the Pacific Islands.

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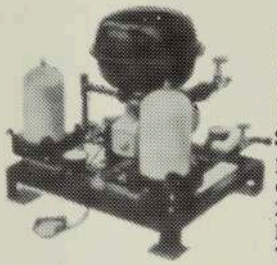

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The Marshalls: Untying a knot in the Micronesian tangle?

From SUSAN K. GRAEF on Majuro

For the first time since creation of the Congress of Micronesia in 1965, the senior member from the Marshall Islands, Senator Amata Kabua, missed a legislative session. His absence from the special Congress session at Ponape in August was one more event in an 18-month series resulting in reversal of the United States policy of unity in its troubled Micronesian trusteeship: the Marshalls in the East and Palau in the West are expected to separate from the four island groups of the Central Carolines.

Other highlights of the last year and a half have been a July 30 referendum in the Marshall Islands, with the people endorsing separation by a margin of almost two to one, and two major United States/Micronesian conferences where the United States representatives, although stating hopes for a unified Micronesia, admitted a willingness to deal separately with the Marshalls and Palau on the key issues of future relations with the United States — military bases and financial aid.

Senator Kabua was not at Ponape because he was one of 48 delegates to the Marshall Islands Constitutional Convention, which convened at Majuro on August 8. In the months ahead, these 48 delegates will struggle with the creation of a document and concepts of self-government for implementation on termination of the trusteeship, scheduled for 1981.

The form of future government is uncertain, but it is interesting that the major constitutional adviser to the convention is Mrs Alison B. Quentin-Baxter, a lawyer-scholar from New Zealand. She is assessing the difficulties of establishing a parliamentary form of government in a country without a parliamentary tradition, and seems to be enjoying the unusual situation.

Although the constitutional convention is in its early days, with much debate and discussion ahead, one question about the future has been resolved — the question of the Marshalls' ties to the other five districts of Micronesia. On July 30, the people of the Marshalls voted solidly, if not overwhelmingly, to seek a political status separate from the rest of the Trust Territory of the Pacific Islands (TTPI). The vote was about 63% in favour and 37% opposed to separation.

The separation advocates followed the lead of the Marshall Islands Political Status Commission (MIPSC), a powerful group of traditional and political leaders, led by Senator Kabua. The MIPSC was created in 1973, by act of the Marshalls' district legislature (Nitijela) and since May, 1976, has actively sought US recognition of the concept of a political future for the Marshalls apart from Micronesia.

In June, 1976, a delegation from the MIPSC appeared before the Trusteeship Council of the United Nations, seeking that body's support for further fragmentation of the Micronesian trusteeship (the Mariana Islands by then had negotiated a separate arrangement with the United States). The group cited an extensive list of grievances against the trustee and its administering agencies and reiterated a long-standing Marshalls complaint — that Marshalls revenue was supporting Micronesia and a top-heavy government administration without the Marshalls receiving a fair share of the money back for alleviation of their own substantial problems, many caused by the American presence.

The Trusteeship Council listened, but the Commission had a more responsive audience in the American press, which was intrigued by the idea of a US "colony" grumbling during the bicentennial celebration of the independence of the mother country. The press interest was considerable (approximately 200 US newspapers covered the UN event) and was undoubtedly increased by the effective performance of a New York public relations firm, Richard Weiner Inc, retained by the commission to ensure its story would be told — to the American people — and to the American Congress.

Most of the described grievances related to the islands of Kwajalein Atoll, where the US Defence Department conducts a massive missile-testing programme. Kwajalein Island is the central facility of the range, but a number of other is-

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The Micronesian Tangle

lands are involved, either because they are part of the missile tracking system or because they are in the missile path, and human occupation of the islands cannot be risked. The islands needed for the range have been leased by the US government, and their Marshallese inhabitants have moved elsewhere.

Although a number of Marshallese are employed by the missile range, and the taxes (3% on gross income) paid by American employees at the range are an important share of the money contributed by the Marshalls to the TTPI government, the benefits do not offset the penalties.

The Marshallese workers at Kwajalein are not allowed to live on or to use the shopping, educational, health or recreational facilities at Kwajalein Island. They, and their families, are crowded on Ebeye Island, 5 km from Kwajalein — 8 000 people on 23 ha of land. The resulting sanitation, health, delinquency and morale problems are serious and getting worse. The MIPSC and the Kwajalein Atoll landowners want equal treatment for Marshallese workers at Kwajalein — they want access to facilities and pay scales and opportunities equivalent to those enjoyed by American employees at the range — an ironic request from a US dependency during the "human rights" era of the Jimmy Carter presidency.

A secondary, but equally important, aspect of the "Kwajalein Problem" is the conviction of the Marshallese that the lease payments for their land are totally inadequate. They want the lease agreements renegotiated by a Marshall Islands government, not a Micronesian government.

The American presidential election, in November 1976, with the resulting change in administration, raised Commission hopes for a concurrent change in the attitude of the US government towards unity for Micronesia. Those hopes were realised during two series of meetings (at Honolulu in May of this year and on Guam in July) among US government representatives and leaders from the six Trust Territory districts.

At Honolulu in May, the US for the first time officially recognised

High Commissioner of the Trust Territory of the Pacific Islands, Adrian P. Winkel.

both the MIPSC and the Palau Political Status Commission.

At Guam, tentative steps towards US recognition of the separation of the Marshalls and Palau ripened into reality. The US announced a proposal for two-tier negotiations in which multilateral negotiations among the US and all Micronesian districts will be directed to "those aspects of the relationship with the United States ... common to all six districts", and bilateral negotiations between the US and a single district will address "elements ... which are special or local, such as specific defence matters, and, in substantial part, provisions for US financial assistance".

In the Marshalls, military means the US missile test facility at Kwajalein, long a sore point between Marshallese people and the US Army which runs the base. At Guam, US representatives told Senator Kabua and other Marshalls representatives that the US is willing to renegotiate all US leases at Kwajalein and to reconsider all aspects of US-Marshalls relations at Kwajalein, such as the access to facilities described above. Thus, the long-standing problems of Ebeye, in particular, may be heading toward solution.

US representatives have also agreed to consider Marshalls proposals that another branch of the US military, such as the Navy or Air Force, replace the Army as operator of the Kwajalein Missile Range.

Heading the team of US negotiators will be Peter Rosenblatt, a 44-year-old Washington, DC, lawyer appointed by President Carter as his personal representative for the talks.

Rosenblatt replaces Acting US Ambassador Philip Manhard. Manhard, who took over the tough Micronesian assignment after service as Ambassador to Mauritius, following five years in captivity in North Vietnam — one of the few US diplomats captured during the Vietnam conflict — had campaigned actively for the permanent Micronesian assignment. His future role in the Micronesian status talks is unclear.

While the US prefers a post-trusteeship relationship of "free association" with Micronesia, there are strong supporters of outright independence in the Marshalls. As Senator Kabua stated in the Honolulu meeting:

"Associated state status will tie us inexorably to this endless and troublesome quagmire [US problems with its varied dependencies with different and conflicting needs], but independence, coupled with mutually satisfactory treaty arrangements, could free the Marshalls and the United States from those uncertainties and elements of continuing discontent. As a separate nation state, we could tailor a relationship that meets our needs and the needs of the United States. In short, as an independent nation we may be able to enjoy a much closer and controversy-free relationship with the United States than we could possibly achieve as an associated state."

The product of the constitutional convention will surely clarify the character of the future Marshalls-US relationship. And Marshalls leaders are eagerly anticipating the upcoming US negotiations. The work will be hard but now there is an assurance of bilateral talks, and the Marshallese alone will be negotiating the future of the Marshalls.

● Japan Air Lines started its Japan-Saipan service in October, along with Continental Airlines. Both inaugural flights were scheduled for October 1.

● American Samoan fishermen, operating for the local trade, caught about 95 000 kg of fish in 1976, which grossed them about $US115 077. There were 21 locally-owned and built fishing dories in action.

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PEOPLE

Dr A. Singh, of the University of South Pacific, Fiji, was one of 10 senior health advisers who assisted health officials from regional countries of the Western Pacific area in their deliberations at a World Health Organisation seminar held in Tokyo in September on the use of medicinal plants in health care. Seminar participants were from Australia, Fiji, Guam, Western Samoa, Japan, Lao People's Democratic Republic, Malaysia, New Zealand, Papua New Guinea, Philippines, Republic of Korea, Singapore, Socialist Republic of Vietnam, Solomon Islands and Tonga.

Mr Gregory Urwin, a career diplomat in the Australian Department of Foreign Affairs, will become his country's acting High Commissioner in Apia, Western Samoa. The High Commissioner, Mr Gordon Upton, who is resident in Suva and also accredited to Fiji, will continue to make periodic visits to Western Samoa. The establishment of a resident Australian mission in Apia is part of the government's efforts to ensure closer co-operation with the countries of the South Pacific region.

Mr Rory Scott, Papua New Guinea's director of tourism, resigned on October 16, when his contract expired. Before taking up his Port Moresby post, Mr Scott was general manager of the Fiji Visitors' Bureau. He said he had no plans for the future, but hoped to continue working in the Pacific area.

Mr M. Terry has returned to New Zealand after 25 years in the New Hebrides, first with the Public Works Department and then with the Department of Civil Aviation.

Patrick Rama, Dick Depa and Stewart Apaika, engineering students with Air Niugini, are to do a 21-month training course on jet aircraft maintenance at Tokyo's Haneda International Airport. All three apprentices completed their first-year training in Papua New Guinea before taking up the course with Japan Airlines (JAL) in Tokyo. They recently completed a three-month intensive training course in the Japanese language. The three young men are all from the Western Highlands Province of PNG.

Mr Maiava Iulai Toma, 39, has been appointed Western Samoa's first permanent representative to the United Nations. He has the rank of ambassador. He will also become US Ambassador to the United States and High Commissioner to Canada. For the last three years he was secretary to the Western Samoa Government. The Prime Minister, Mr Tupuola Efi, said there had been some lobbying for the post on behalf of others who sought it. Maiava was given the title of matai the day before his appointment was announced at Satoalepai, Savaii. Prime Minister Efi said being a matai was not one of the qualifications for the post, but the point was made in cabinet that it "would be nice" if the person chosen did have a title.

Mr D. M. Diment, 47, is Fiji's new director of information. He brings to the position experience gained in information services in Britain, Kenya, Gambia and Malawi. In 1973 he became course director at the Centre for International Briefing, Farnham, Surrey. His duties in Fiji will include those of public relations officer, creating publicity material, press releases, liaison with radio outlets, preparing brochures and editing the house journal. Mr Diment is married and has two children.

Fred Uhrle, 62, has retired as director of port administration in Amierican Samoa after 45 years in the government service. Governor H. Rex Lee, accepting Fred's resignation with regret, said his first reaction in receiving it was "You can't do this". But after Fred explained that he had responded to similar pleas from three previous governors, Governor Lee did not persist. Fred was born in Utulei and became a customs clerk in 1932. Before becoming director of port administration in 1956 he served as assistant director of financial affairs.

Mr Justice Quinn, the new chief justice of the Gilbert Islands, had his hands full almost as soon as he stepped into the post. After an early reorganisation of the courts he intended to have a close look into the decisions of magistrate's courts and island courts to ensure that justice was being done, and even-handedly. To help him achieve reforms he intended to learn Gilbertese as quickly as possible. Mr Justice Quinn is a barrister of Kings Inn, Dublin, and of the Inner Temple, London. He has served in various legal and judicial capacities in Malawi (then Nyasaland), the Cameroon Republic and the Seychelles. He became a Queen's Counsel after serving as chief justice in the Seychelles.

Mr Jack Healy, 42, is the first general manager of Polynesian Airlines who has not been seconded from either Air Pacific or Air New Zealand. Mr Healy was a port manager at Tafuna in American Samoa. He held several senior appointments in various areas of the aviation industry before being named as Pan American Airways regional director for Scotland, where he was born. Mr Healy succeeds Mr Cedric Wiseley, who returns to Air NZ.

Mr Renagi Lohia has been appointed vice-chancellor of the University of Papua New Guinea. He replaces Dr Gabriel Gris who will leave at the end of the year to go back to the public service. Mr

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Lohia, one of the university's first graduates, was the first national to be appointed dean of a faculty. He has recently been filling the post of deputy vice-chancellor.

After 30 years of work in the Gilbert Islands, Captain E. V. Ward has gone home to live in his small cottage in Devon, England. He first arrived in the Gilberts in 1946 as chief mate on the three-masted London Missionary Society vessel John Williams V, and was on board when she was wrecked on Savai'i, Western Samoa, on Christmas Eve, 1948. He later became master of the John Williams VI, staying with that vessel until 1952.

He then joined the Government Trade Scheme, predecessor of the Gilbert Islands Development Authority. He was still with the GIDA Marine Office when he retired from the Gilberts in June.

Part of the legacy of his years in the Gilberts is represented by his navigational charts, *Sailing Directions in the Gilbert and Ellice Islands, and the Line Islands*, which are still used by Gilberts government vessels.

Mr J. Manciot, managing director of the French government-controlled IRHO Coconut Research Station at Saraoutu, Santo, has left the New Hebrides after 15 years in the group. His successor, Mr de Taffin, who took over in September, previously worked at an IRHO station in Africa, and has considerable experience with palm oil.

Mr Campbell Fleay, one of the last Australians to head a government department in Papua New Guinea in the transition to independence has retired. Mr Fleay stepped down as Secretary of Labour more than a year ago but had remained as a consultant with the National Incomes Authority. He had been 34 years in PNG — first as a coastwatcher during World War Two, then as a patrol officer and district officer before joining the Department of Labour which he eventually headed.

Mr Sam Moses, an official of the Wau-Bulolo Workers' Union, Papua New Guinea, flew to Israel in August to do a three-months course sponsored by the Afro-Asian Institute. Announcing the selection of Mr Moses for the course, Mr Tony Ila, president of the PNG Trade Union Congress, said the study would be extremely helpful to Mr Moses whose union is involved in trade stores, trucking and other community enterprises.

Mr Teeta Ioran, member of the Gilbert Islands House of Assembly for Arorae, represented his country at a meeting organised by the Commonwealth Parliamentary Association in London in July. Twenty-five countries sent representatives to the meeting.

A pension for a hero — 33 years late!

Gaiya Hamara has waited 33 years for official recognition of injuries he received while fighting beside Australian troops in Papua New Guinea during World War II.

Following a campaign conducted by the PNG Branch of the RSL, Mr Hamara is now believed to be the first Papua New Guinean to receive a full disability pension from the Australian Government.

The RSL has been campaigning for 15 years for greater recognition of Papua New Guinean ex-servicemen.

Mr Hamara, 55, from Butibum Village, near Lae, received a broken neck and leg injuries during the Bougainville action towards the end of the war.

● Picture shows him being congratulated in Lae by Mr N. Osborn, president of the PNG Branch of the RSL. Mr Osborn said an increasing number of Papua New Guineans were now receiving war service pensions, but Mr Hamara was believed to be the first receiving a pension for full disability.

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The automatic toaster that gives Sunbeam quality at a price anyone can afford. Colour co-ordinated in Sunset Red, Harvest Gold and Chrome. Also the Sunbeam 4-Slice Toaster for big families and the breakfast rush...4 slices of toast, cooked just the way you like at one time. Automatically. In Harvest Gold, Sunset Red and Chrome.

Sunbeam Spray/Shot-of-Steam Iron.
It's a spray iron, it's a shot-of-steam iron, it's a steam iron, it's a dry iron, and it has the Sunbeam self-cleaning action as well. 55 steam holes, see-through water-level guage, Sunbeam safety heel rest, cool white handle.

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THE NEWS IN A NUTSHELL

TV FOR PNG BY '82?

Papua New Guinea is considering a $5 million project using a satellite to blanket the country with a single-programme television service. Apart from reception on privately-owned receivers, the service would be available to 5 000 community receivers in rural areas. Battery-powered receivers would be needed in many of the remote areas far removed from electricity supplies.

A final report from a television investigating committee will be ready in December when cabinet is expected to make a decision. Consultants from the ABC are involved in the preparation of the reports for the PNG Government.

If cabinet goes ahead with the scheme, a TV service could be operating in 1982.

NEW STRIFE FOR SIGWU

The Solomons' controversial trade union, the Solomon Islands' General Workers' Union (PIM, October, p 39) is facing a new crisis. The registrar of trade unions in Honiara announced that he had issued a notice of suspension against SIGWU, claiming that its accounts had not been properly kept.

SIGWU, unruffled, said it would carry on as usual, and would hold a meeting to decide what to do: either make an effort to meet the registrar's complaints, or challenge his action altogether.

SLOW PAYERS WARNED

American Samoans are slow to pay their debts to public utilities. Governor H. Rex Lee, speaking at a recent session of the legislature, said that if records were correct more than $2.5 million was owing to the government. The people owed the government $446 000 for electricity, telephone and water bills. Of that amount more than $125 000 was owed by government employees, who received their pay cheques every two weeks. Governor Lee warned that the government was going to "move vigorously" in the matter, and there would be a lot of screams from people who had to pay their bills.

MORE WESTERN SAMOANS

Western Samoa had a population of 151 894 at the end of 1976, according to the annual statistical abstract. The figure was 1 516 above that for 1975. More than two-thirds of the population, 109 787, was on the island of Upolu and 41 488 lived on Savaii. There were 5 147 more men than women. The statistics also revealed there were 13 710 Samoans living in New Zealand.

There were 11 787 visitors in 1976, most of them tourists. In 1975 there were 9 704 visitors.

RESTORING A SPITFIRE

A Mark V Spitfire used by the RAAF during World War II has been restored by an Australian businessman at a cost of around $30 000 and countless hours of work. The plane had crashed in Papua New Guinea's Trobriand Islands and the wreck was moved to Goodenough Island for repair. But when the war moved on the wreck was left to rot in the jungle until Mr Langdon Badger of Adelaide heard about it in 1971 and finally, in 1973, succeeded in shipping it to Australia. Since then he and his family have worked at every opporrunity to remove corrosion from the frame and various parts.

Many parts were missing and Mr Badger has travelled widely seeking replacements. He estimates that at present, the aircraft is about 75% original. But it is still impossible for the work to be completed until several more parts are found. When restoration is finally complete Mr Badger is prepared to give the aircraft in trust so that it can be displayed. He said he believed that future generations should be able to see this part of Australia's history.

Ana Decima Schmidt

Ana Decima Schmidt, a secretary from the Western Samoa village of Lalovaea, has won the title of "Miss Samoa" and will compete in the "Miss World" contest in London this month.

NO SPEARFISHING

Spearfishing off most of the east coast of Queensland and the Great Barrier Reef has been banned by the Australian Government. The measure is designed to protect stocks of reef fish, especially coral trout.

BIG BANG, BIG CATCH

The commander of a team of Royal Navy divers warned local craft and divers to stay clear as wartime mines at Te Ava Tepuka, Tuvalu, were located and destroyed. The local craft could, however, collect the dead fish shortly after the explosions, the commander said.

"THANKS, HAWAII"

Western Samoa has awarded $WS5 000 to the East-West Centre in Hawaii to help to develop its multi-national programmes. More than 500 Western Samoans have taken part in the centre's activities since 1960, when it was set up by the US Congress to promote better relations and understanding among the nations and peoples of the Pacific, Asia and the US, through co-operative study, training and research.

Western Samoans who have studied at the centre include Mr Tavita Kiki Leopolu, Deputy Director of Agriculture, Mrs Lupe Meredith, matron, National Hospital, Mr Faalogo Pito Faalogo, editor, Samoa Times, and Dr Felix Wendt, head of the agricultural school at University of South Pacific.

PIERRE TO MICHAEL

Among messages received by Papua New Guinea's Prime Minister, Mr Michael Somare, on his electoral success was one from Canada's Prime Minister, Mr Pierre Trudeau. Mr Trudeau said the strength demonstrated by the Pangu Party in the PNG polling was inseparable from the personal esteem in which Mr Somare was held by so many of his fellow Papua New Guineans. The Canadian Prime Minister, no doubt with his

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As you smooth on this tropically moist Oil of Ulan you will notice that it penetrates quickly and leaves no greasy feeling. Stroke Oil of Ulan on to the face and neck into any dryness and tiny lines . . . even tired looking skin, prone to wrinkle dryness, takes on a fresher, softer more youthful appearance that you may have believed could never be achieved again.

Special care each day can influence skin beauty

Oil of Ulan softens and improves the appearance of your skin because it creates a moist environment for the tiny cells of the stratum corneum or, outer layer of the skin, which are daily finding their way to the surface. Every day presents itself therefore with an opportunity to recreate the vital balance of oil and moisture in which these new cells need to exist.

Once Oil of Ulan moist oil blend achieves this balanced condition your skin can resume a suppleness and pliant softness, characterised in the soft, dewy bloom of a youthful looking complexion.

own problems of Quebec separatism well in mind, closed by wishing Mr Somare success in his continuing endeavours to strengthen the unity of the country.

PNG COLLEGE NEARLY BROKE

Goroka Teachers' College, one of the Papua New Guinea government's main tertiary institutions, is running short of funds, and may be unable to take new students next year.

Students were told this at an open forum organised in October by the staff, following threats of student strikes. The strikes had been planned because of grievances over conditions at the live-in college.

VANUAAKU'S STAND ON POLL

The Vanuaaku Party in the New Hebrides will not take part in this month's elections unless five conditions are met.

In a memorandum to the British and French Resident Commissioners presented on September 17, the party's secretary-general, Mr Barak Sope, listed the conditions as follows:

Only natives of Vanuaaku should be allowed to vote in the elections; the voting age should be lowered to 18; there should be "majority rule" in the New Hebrides — the majority party should form the government and not have a coalition cabinet forced upon it; transfer of powers to the new government "which will place the country on the stage of self-government"; a referendum for or against independence should be held in 1977.

PNG-S. AFRICA TRADE OUT

Papua New Guinea had cut off all trade with South Africa from September 8, according to an announcement made late in that month by the PNG Minister for Foreign Affairs and Trade, Mr Ebia Olewale. Trade between the two countries had consisted of PNG imports of such items as tinned fish worth up to $930,000 annually, and exports, mainly of cocoa, worth about $100,000.

SOLOMONS' NEW MONEY

From October 24, Australian currency was officially "out" and the new Solomons currency officially "in" in the Solomon Islands.

The new currency consists of SI$10, SI$5 and SI$2 notes, and coins of SI$1, and 20c, 10c, 5c, 2c and 1c denomination. It has the same value as Australian money.

Although the Queen's head appears on the front of the notes and coins, extensive use has been made by the designers of Solomon Islands symbols, artifacts and scenes.

The currency was produced by Britain's Royal Mint. Artists of the British company, Thomas de la Rue, designed the notes.

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EDITOR'S MAILBAG

FACTS ON NORFOLK ISLAND

Norfolk Islanders will be grateful to you for the well-balanced report on the island community (PIM, August p 38) by Alan Gill.

On the other hand they will wonder why your other correspondent, Francis Rolley, came to Norfolk, after reading his politically-angled piece (Nimmo's Norfolk; PIM, August p 14). Did he come with the preconceived idea of presenting his fanciful description of 'How the other half lives, and thinks'? Or did he, like so many other young New Zealanders, come here for a pleasant working holiday?

When he writes of Norfolk's 'unemployed' it is those 'itinerant workers', like himself, that he refers to, because *there is no unemployment among Norfolk Islanders.*

Had he taken an unbiased view of the situation, he would have seen a very different picture from the one he paints. For instance: the dozens of Norfolk Island wives, working full or half-time for the business people he dislikes, adding their earnings to the comfortable incomes of their husbands, many of whom are administration employees enjoying a salary range at 90% of the Australian public service rate, and paying no income tax, beyond the Island's own Public Works levy of $40 a year per family.

He could have learned of the difficulty of some employers, notably the builders, for instance, who frequently advertise in Australian and New Zealand papers for skilled labour, to build houses for Norfolk Islanders, because such labour is not available on the island.

Mr Rolley ignores the fact that the Immigration Ordinance, to which he slightingly refers (which admittedly is in need of amendment), is designed to protect the Islanders' way of life from being undermined by an excessive influx of the 'itinerant' types he describes.

He shows his ignorance of the facts about Norfolk's position vis-a-vis Australia, and of the true feeling of Norfolk Islanders on the Nimmo recommendations, when he refers to the 'imposition of income tax at Australian rates so *Norfolk Australians* do not remain a privileged group subsidised by mainland Australian taxpayers'. For it is a fact that neither Norfolk Islanders in general, nor Australian members of the Norfolk community, are a 'privileged group subsidised by the Australian taxpayer'. The meagre annual contribution the Australian Government makes to the cost of the island's administration comes to no more than a third of the total cost, the balance of which is borne by the island's own revenue.

It is also a fact that Australians make up only a small proportion of the island's population, which includes almost the same number of New Zealanders, plus a variety of other nationals in addition to the 'true Norfolk Islanders' (those of 'Pitcairn descent') who make up at least a third of the total, and who represent the most 'anti-Nimmo' section of the community, and who challenge the right of the Australian Government to incorporate the island into the Australian legal, taxation and social security system.

Norfolk Islanders know that the carrot of social service payments is the essential inducement of an acceptance of the imposition of income tax which is the Australian bureaucracy's real purpose, just as they know that the ridiculous proposal that the island should be incorporated in the electorate of Canberra (a thousand miles of ocean away) is the only way in which the principles of 'no taxation without representation' could be implemented. Norfolk Islanders have little knowledge and less interest in Australian politics, except those which are drastically likely to affect their own future.

Even Mr Rolley could do no more than damn this proposition with very faint praise.

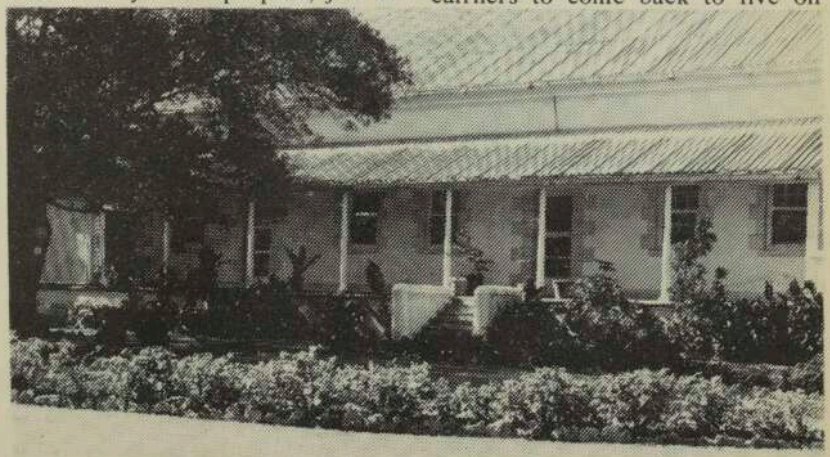
Norfolk Island

PETER MIDDLETON

CALL TO PITCAIRNERS

I am writing, as President of the Society of Descendants of the Pitcairn Settlers, to see if you would kindly help us put out a call for people of our race who may be willing to aid us in keeping our heritage alive. Accurate figures are not to hand but we believe that nearly one-third of Pitcairn descendants, some 400 persons, live in Australia, some 200 persons live in New Zealand and many in the Pacific Islands.

Our objectives, in brief, are to promote knowledge of the conditions under which the Pitcairn race agreed to abandon their island, in favour of Norfolk Island, in 1856; to foster the system of self-reliance that we have always had; to regain the self-government we lost in 1896; to work for Norfolk's self-support and avoid expenses that the island cannot continue to carry; to co-operate with the locally-elected council; to maintain the right of Pitcairners to come back to live on



Government House, Norfolk Island -- What kind of future government?

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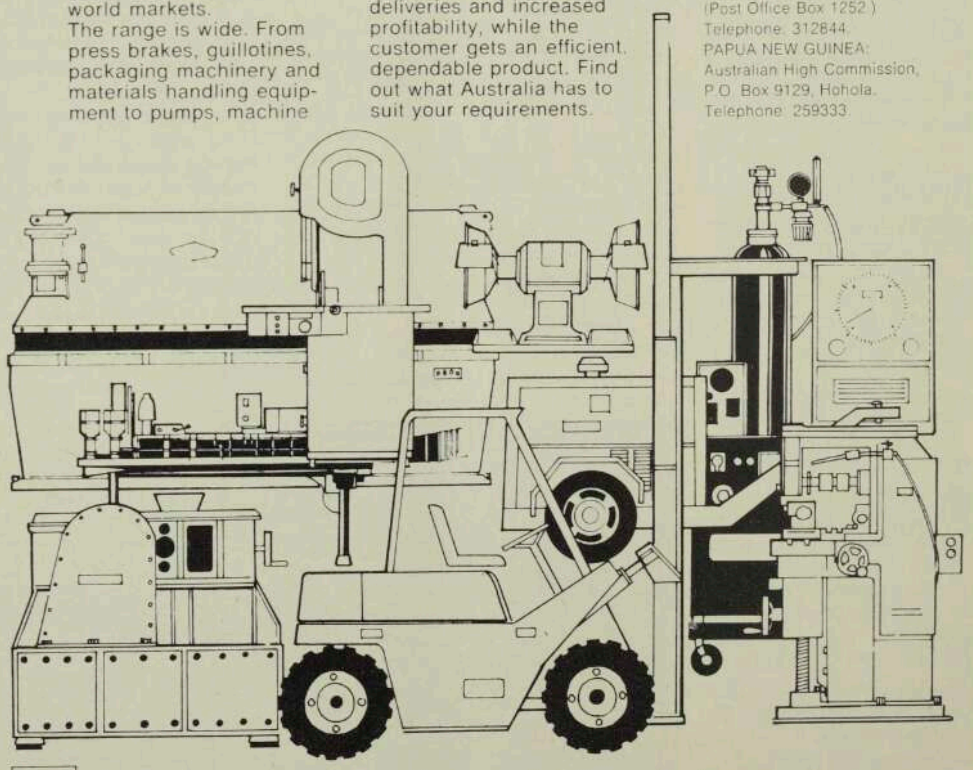

Ask the Australian Trade Commissioner

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Norfolk, unless their line has been away for two generations; and, perhaps most importantly, to restore a principle that we had on Pitcairn in the 1830s — that no governmental officer should "assume any power or authority on his own responsibility or without the consent of the majority of the people".

We are in no way opposed to Australia and hope our island will continue being a well-regarded adjunct to the Commonwealth but, like Australians, we want to have the say in forming a new kind of government for ourselves. If Pitcairners amongst your readers wish to help us I would value hearing from them.

K. NOBBS
Norfolk Island (President)

PALAUAN CLAIM

Long forgotten German documents captured by Australian soldiers in World War I may be vital evidence in a multi-million dollar lawsuit being brought by a Palauan chief against the US and Trust Territory governments (PIM, August, p 25).

Chief Thomas Orrenges of the Ochedarechei clan claims that the people of Angaur have always owned the island and that the Germans never bought it. Any "sale" of land by the Angaurese to the Germans, he says, was the result of duress and cannot be used to justify the present rent-free occupation of clan land by the US and TT governments.

Among the records of German New Guinea now in the Australian Archives are those of the "Island Territory", the name given by Germany to her Pacific possessions north of the equator, the Carolines, the Marianas and the Marshalls. Despatches from German colonial officials in Saipan, Ponape, Jaluit and other centres went to the Governor in Rabaul. They were found there by the Australians in 1914, and the story goes that many valuable German files ended up as toilet paper in Australian Army latrines.

But some files survived and were shipped back to Australia, including those concerning the phosphate-rich island of Angaur.

The existence of the "German deed" by which the Germans bought Angaur can no longer be disputed. A copy of it, dated Saturday, November 20, 1909, lies today in Canberra in a bundle of papers filed under the heading, oddly enough, of "Native Taxation".

The deed was signed by a German district officer and by eight Angaur chiefs: Ugerbalau, Ungerbunch, Gagelbai, Riguchel, Midechulsch, Gaithan, Thalowak and Guang. For 1200 marks or about £60 in the sterling of the day, the chiefs sold the entire island of Angaur "forever", though they were granted a reservation of 150 hectares in the south-east of their homeland.

If this were all we knew, Chief Orrenges's case might seem shakier than before.

But another document in a different file supports his view that the sale of Angaur was forced upon the people.

Writing from Yap on August 14, 1909, the district officer Karlowa asked what was to happen to the Angaurese now that the phosphate company had commenced operations. He suggested that the islanders might be removed from the island altogether and resettled elsewhere in the Palau islands, and he added: "During the negotiations which I conducted for you over the sale of their land to the (colonial government) treasury, that is to say to the phosphate company, they were at first very resolute in their refusal, spurred on by the Englishman Sims. We succeeded in obtaining their consent to surrender the land only after the deportation of Sims became known."

The reports do not say who Sims was. But the implication is clear. For as long as he stayed on Angaur, acting as the people's adviser, the people did not want to part with their land. He had to be deported before they would sell. Left to face the Germans alone, the Angaurese may well have felt that they had no choice but to do what they were told.

STEWART FIRTH
West Pymble, NSW

NOTONESIA

In your May issue (p 31) your correspondent suggested Notonesia as a name for Papua New Guinea. But there are Pacific Islands more southerly than PNG..

If it is still necessary to perpetuate Greek-derived names in this area (and I would say the need is now past) may I suggest a word that at one and the same time indicates that the inhabitants of the territory stand firmly in the present and suggest that all past difficulties, differences and misunderstandings are forgotten — Amnesia.

Or should we leave it to the people of Papua New Guinea to decide for themselves.

Funafuti, Tuvalu D. MORTIMER

August saw the launching of a new monthly magazine, **New Nation**, in Papua New Guinea. A fresh venture by PNG's livewire publishing house Wantok Publications Inc, the magazine aims to fill the need, long felt by PNG educational authorities, for a regular publication which could be both useful and attractive to Papua New Guineans with several years' education in English.

The first issue contains a major feature on Port Moresby's Hohola Youth Development Project, an important self-reliance centre; an explanatory article on the July national elections; popular science features; a Tarzan adventure strip; and another strip featuring PNG's very own Super Didi, an agricultural expert with the Department of Primary Industry, who whips out to a village and solves the problem of villagers whose gardens are being eaten by giant snails — a highly topical problem in PNG today.

Excellently printed and with plenty of illustrations in both colour and black and white, the magazine hopes to make an impact not only outside the schools but in the classrooms as well, offering material of value to both students and teachers.

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PACIFIQUE SUD

WITH HELEN ROUSSEAU

The French have been engaged in a few lively sparring matches in recent weeks. Besides the New Caledonian territorial elections, there were verbal tussles with Fiji and New Zealand, indirectly involving the Japanese. The French insist they intend to remain in the Pacific to "contribute to the maintenance of peace" in the area. It seems it's a help to get some battles started so that you can keep the peace.

In the first verbal war, the French were quick to protest at the "Fijian hue and cry against France" at the recent meeting of the South Pacific Forum in Port Moresby. The French press, reflecting facets of official opinion, rejected the Fijian attacks on "French colonialism". They warned that Fiji has more to lose than to gain in such attacks, where "few States have got out of it very easily". The French point out that under-developed Fiji is dependent on overseas aid, particularly from Europe, where France is a determining force. Moreover, they claim, France's advanced technology has much to offer the Pacific through the BRGM (mining exploration) and ORSTOM (marine research).

At the same time, the French have welcomed decisions at the recent Forum meeting which they see as allowing France to participate in the new South Pacific fisheries agency "which will be responsible for *policing* the zones concerned". In anticipation of the creation of the 200-mile sea limit the French have begun building up the strength of their Maritime Gendarmerie in Tahiti and New Caledonia. In an August visit to Noumea from Paris, Lt. Col. Jean Le Bastard inspected the local services. He indicated that just as in France and Tahiti so in New Caledonia also the Gendarmerie Maritime might use a navy patrol boat to police territorial waters. As with other military hardware, France could well be looking for a market for its patrol boats around the Pacific.

In the meantime, the French press reacted with "surprise" and was quick to denounce New Zealand's unilateral announcement that it would extent its sea limits to 200 miles from October 1 (without consulting anyone). Could it be that New Zealand has jumped the gun on France which was planning the very same action and now sees herself justified?

The French also deplored the "commercial blackmail" they claim the Kiwis are applying to the Japanese in pressing for more export sales in exchange for fishing rights. Of course any Kiwis who remember French mining deals in the 60s might rightly wonder whether one has to be nickel-plated in order to try economic blackmail on the Japanese. Those were the days when Paris put export quotas on nickel ore supplies to Japan in a bid to force Japanese investment in a new nickel factory planned for Poum, northern New Caledonia. No doubt there will be some interesting wheeler-dealer games ahead over the exploitation of the marine resources around under-developed Pacific islands. We may even get back to those glorious days of gunboat diplomacy.

While empires are being carved out in the sealanes, there is increasing activity in the airways, and numerous lures are being offered to Japanese tourists. Actually it pays to be able to read Japanese if you are flying around the Pacific these days. On a flight from Auckland to Nadi one time the Air New Zealand luncheon menu included "kumaras", which was unfamiliar to some travellers. However, by looking at the Japanese section of the menu, written in phonetic katakana script, one could decipher "su-ii-to po-te-to". So brush up your Japanese; it could help you identify sweet potato in New Zealand.

Actually the increase in Japanese overseas tourism has been phenomenal, considering it was only 15 years ago that the Japanese foreign currency laws were relaxed to allow private overseas trips for pleasure. The recent upsurge in the numbers of Japanese tourists visiting the Pacific has meant that for New Caledonia, for example, the Japanese this year represent the second largest group of visitors, after the Australians. For the first six months of 1977 the Nihon-jin jumbered 2 368, i.e., 13% of total staying visitors. At the same time in the New Hebrides provisional figures show 1 299 Japanese, more than 10% of total arrivals.

At the Turtle Club on Ile Ouen, off Noumea, enterprising resort owner Kolka Muller has performed several "kekkon-shiki" (marriage ceremonies) for young Japanese. As Kolka explained in Sydney recently, the couple exchange vows in a Melanesian-style thatch bungalow. They are then treated to French champagne, a Melanesiam bougna feast and the tall French wedding cake of cream puffs.

Anyone who has seen the elaborate dressing of Japanese brides at such wedding mansions as Nihon Kaku in Tokyo, involving ornate head-dress and several layers of Kimono, can appreciate the contrast of a south seas wedding. At Ile Ouen, in place of the solemn Japanese Nakodo-san (matchmakers) the young couples are attended by resort guests and members of the island's Melanesian tribe. The honorary Japanese consul in Noumea, Mr Georges Tsutsui, assists with translations and official documents.

France is the latest country to woo Western Samoa with offers of aid. The offer, through the French Ambassador to Western Samoa, Mr de Shonner, who is based in Wellington, involves medical services, agriculture and fisheries. Most of the aid will be through sending experts.

In agriculture the French are ready to help improve production of copra, cocoa and coffee. They are prepared to help to set up aquaculture projects to breed prawns, bait fish and commercial fish.

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New Caledonia's poll: Independence the issue

From PAUL STERLING in Noumea

Noumea's Ballande department store. Its managing director, Mr Roger Laroque, led the RPC party in the recent election. The party, whose policy is for permanent attachment to France, won 11 seats.

After an exceptionally savage electoral campaign, New Caledonia has elected its new Legislative Assembly. In spite of the profusion of new parties, mainly due to personal ambitions or last-minute switches, the electors have been surprisingly conservative.

The territory is split into four electorates, each with a certain number of representatives. These are: the South, including Noumea with 16 seats; the West coast, with seven seats; the East coast, with seven seats; and the Loyalty Islands with five. Each party wishing to present candidates had to submit a list with as many candidates as there are seats in the electorate. In fact, only the first names on the list are real candidates, the others merely providing moral support.

The South, with its predominantly European population of Noumea, includes some of the Melanesian settlements such as Mont-Dore or Yate; the West coast is representative of the European farmer, but with the minority Melanesians either living on the scattered reserves or employed on the stations. The East coast is predominantly Melanesian, with a minority of European settlers with smaller properties. Finally, the Loyalty Islands are purely Melanesian.

As in other cases, Noumea is the odd factor, with nearly 40% of the electors. It is essentially a European vote, although the Melanesian population has increased over the last few years. However many of the latter cannot vote, because they are registered in their places of birth, often several hundred kilometres away. On the other hand, the migrant French population, including the public servants, are often registered in Noumea and vote with the sedentary population.

Nineteen parties presented 495 candidates for the 35 seats. Within a few days the streets of Noumea were littered with torn pamphlets and leaflets while the RPC, the right-wing or "national" party, distributed tee-shirts and balloons. Several parties took up substantial advertising space in the two daily newspapers, and for the first time radio and television time was granted to parties, in proportion to the number of representatives they had in local government, or in the previous Assembly. None of the parties in favour of independence were offered, or else accepted, broadcasting time. Many of the new parties did obtain time, thanks to members who had left their customary party to join a new group for the election.

The provisional results showed that 11 parties will have seats in the new Assembly. Unless subsequent alliances are made, or secret alliances made during electoral period become apparent, there would appear to be no majority. Twenty-two new councillors will be joining the House in the Boulevard Vauban, including, and for the first time, two women.

If New Caledonia appears to represent the common problem of "black and white", French politics adds an extraordinary range of greys, off-whites and other hues which confuse the observer. Of the 35 councillors elected the party composition is as follows:

Rassemblement pour la Caledonie (RPC) (11 seats): A clever mixture of wealthy "Caledonians" and other satellites, whose basic policy is permanent attachment to France. The party is prepared to negotiate a very limited form of a autonomous legislation.

Union Caledonienne (9 seats): This left-wing, "two races, one nation" party lost many members before the elections. The party demands self-government, and has announced that this is a normal step towards independence in the long term.

Parti Socialiste Caledonien: (3 seats): A socialist party with a typical left-wing programme but which refuses independence while demanding self-government.

Mouvement Liberal Caledonien (3 seats): A "centre" party, whose three representatives are Europeans. Its attitude is similar to that of the RPC, but it attracts voters who object to the blatant "capitalist" attitude of the other party.

Palika (2 seats): A Melanesian Independence Party, openly opposed to attachment to France.

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Union Nouvelle Caledonienne (2 seats): A breakaway from Union Caledonienne, the major difference being their refusal to acknowledge that independence is inevitable in the long term.

Union Progressiste Melanesienne: (1 seat): Another breakaway from Union Caledonienne, which considers that their are other problems more important than independence for the moment.

F.U.L.K.: (1 seat): A party whose attitude is similar to the Palika.

Union Pour le Renouveau Caledonien (1 seat): The right-wing "intelligensia", a smattering of doctors, lawyers, company directors and college teachers, led by a woman, Dr Edwige Lagarde. This party is opposed to independence.

Union Democratique (1 seat): A breakaway from the RPC, but with an identical policy.

Emsemble Toutes Ethnies (1 seat): The only party in favour of creating a closer and more dependent relationship with France.

As far as the important issue of independence is concerned, nearly a third of the electors voted for parties who declared this as necessary or inevitable. Their representatives are the three Palika-FULK representatives and the nine Union Caledonienne councillors, just under a third of the Assembly. This was the first time that independence had ever appeared as an issue during an election. On all other questions, it would seem that the Union Caledonienne could receive support from the UPM, UNC, and PSC, 18 seats out of 35. The local Socialist Party will be in a strong position to negotiate on giving its support to either group.

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DIAGNOSING NEW CALEDONIA

If a busy doctor was called to the bedside of ailing New Caledonia, after a casual inspection he would be tempted to toss the patient out of bed and tell him to go back to work.

The trade balance is favourable, only 700 people are registered as being out of work, nickel exports are higher than last year and the cost of living rose only 6.42% in 1976. Yet the doctor would do better to consult the pathologist before pronouncing his final diagnosis.

Blood pressure is high. There are signs of anaemia, as the blood count shows that the red corpuscles — investors and experienced and skilled craftsmen — are leaving the territory. And if cholesterol and urea counts are down, it is simply because the territory is not longer consuming excessively rich foods.

The territory's revenues are limited, but important. Hopes were high for the future development of nickel production for the world's second largest deposit. But Europe's steel industry, the largest consumer, is in difficulty. Not only have foreign investments been discouraged, but they have gone elsewhere, creating competitive sources of supply.

Coffee prices have climbed to unexpected levels. But production has dropped and is now sufficient for local consumption and limited exports. The number of tourists has tripled in four years, but the great majority are tempted by the UTA package tours which direct them to the Chateau Royal Hotel that has never made a profit. The GNP, at 54 billion Pacific francs, represents roughly $A4 000 per capita. But at constant prices this represents only 3% increase in seven years.

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TROPICALITIES

One for MPs to chew over?

A ban on betel nut chewing in Papua New Guinea's public service may become a matter for parliament to decide.

An Opposition front-bencher, Mr J. Jaminen, told public servants in his electorate to ignore the ban. Mr Jaminen said in a national radio broadcast in September that he would call for a parliamentary debate on the issues involved.

"It's anti-national — it cuts across our traditions," he said.

Betel nut, the small, green, fibrous fruit of the areca palm, is chewed by many Papua New Guineans. Sometimes it is mixed with lime, creating a chemical change which causes red staining of the mouth and teeth.

Opinions vary on the extent to which betel nut chewing is considered to be drug-taking — or even if the nut has any effect at all.

The chairman of the public services commission, Mr Namaliu, caused a controversy when he directed that public servants must no longer chew betel nut during working hours.

Mr Namaliu kept out of the ensuing controversy, but his directive is believed to have been directed at sloppy habits rather than having been a condemnation of betel nut as such. However, he has been criticised as anti-national, Western-orientated and blind to "The cultural tradition of betel nut chewing".

Mr Namaliu was supported by the secretary of education, Mr Alkan Tololo, who said that since colonial rule had ended in PNG, betel nut chewing and sloppy dress habits had increased among public servants on duty.

Alluding to the fact that betel nut chewing is notorious for the spitting which usually accompanies it, the PNG Post-Courier newspaper said editorially "less spit and more polish would appear to be the answer".

Mrs Waliyato Clowes of Port Moresby has taken on two careers at once — being a mother and a Member of Parliament. Mrs Clowes, one of three women elected to the new 109-seat PNG National Parliament had to miss the first business sitting of parliament recently because of the birth of her baby, William. But she says it won't interfere with her future attendance at parliament as the member for Middle Fly, and as an opposition back-bencher. Parliamentary staff in Port Moresby, who have checked overseas records, believe Mrs Clowes is the only woman ever to have a baby while a member of a Commonwealth Parliament. Her husband, Mr Paul Clowes, is an Australian, but the PNG Government is processing his application for citizenship. He works for an islands trading firm based in Port Moresby.

Ship change angers West Solomons

A familiar sight to residents of the Solomon Islands was the vessel Island Chief, which brought stocks to replenish Honiara's stores and surface mail from Australia.

But the Island Chief will be calling no more. It has given way to a container ship operated by a consortium of three shipping companies, including the Papua New Guinea National Line.

Announcement of the change caused an angry reaction in the west Solomons. There wasn't much sentimentality about old ships in the complaints. The westerners were upset that the new ship would not be calling at their ports, its operators having pointed out that the port facilities out west were not adequate for the new ship. Westerners feared that the new service would mean higher costs for them, at least as far as imported goods are concerned.

The president of the Western Council issued a protest circular to all council and Legislative Assembly members. But it appeared that the circular drew nothing more than a government promise to upgrade the wharf at the western port of Gizo "in the long term".

Loss of the service has added fuel to western feeling that the people there are forgotton by the government on faraway Guadalcanal.

Santa Claus to the Tongans

Mr D. Gordon, the first New Zealand Immigration Attache to be stationed in Tonga, recently returned to New Zealand on completion of his tour of service.

During his three years in Tonga, about 10 000 entry visas to New Zealand were granted to Tongans going to 'God's own zone' in search of employment, writes a Tongan correspondent, while many of these migrant workers returned, about one-third or more remained in New Zealand as overstayers. Some of these overstayers were, fortunately, granted permanent residence when New Zealand granted amnesty to overstayers late last year.

Although a number of people might have put part of the blame for the overstayers' mess on Mr Gordon's generosity in issuing visas to most Tongans who applied, to thousands of Tongans he was just wonderful and to those thousands that

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finally won permanent residence in Kiwi land, he was Santa Claus a thousand times!

It is believed that the granting of visas to Tongans wishing to go to New Zealand will become more and more difficult. One hopes, however, that the procedure would not be as long-winded, cumbersome and as extremely difficult as that relating to application for visas to Australia.

Applications for entry visas to Australia can take up to six months without anything being done. In spite of the increasing involvement of Australia in the South Pacific, it is difficult to understand the very stringent Immigration Department requirements of the Australian Government.

"We want a bigger slice" — Pita Lus

Papua New Guinea's new Commerce Minister, Mr Pita Lus, has announced a "vigorous and responsible" crusade to get a bigger slice of the economy for Papua New Guineans.

Too many Papua New Guineans were working at menial jobs for foreign firms and capital, he said.

Mr Lus denied any suggestion that he opposed foreign investment. He said he realised the development value of foreign investment and wanted to encourage it.

But Papua New Guinea would not tolerate being dictated to by foreign investors. Token gestures of involvement were not good enough.

Mr Lus said that if firms played fair, the PNG Government would guarantee them fair treatment.

He said that in evaluating criteria for foreign investment, the training and equity opportunities could be regarded as more important than the price to the consumer of the finished product or service.

Nutty ideas for coconuts

Will the Islanders of the Pacific ever cease to find new ways of using the already multi-purpose coconut?

It seems that the residents of Guam are not satisfied with the commodity that provides them with beverages (alcoholic and otherwise), food, clothing, fertilizer and a score of other uses.

In answer to a contest sponsored by a local department store they are dreaming up zany new ideas. Absolutely anything made from an unused coconut qualifies and suggestions for new toys, masks, table decorations and dolls are among the many imaginative entries competing for trophies for the "most original, unusual, funniest and craziest coconut creation".

Then there could be bra-cups, castanets, hanging flower baskets, babies' rattles, caps for midgets and egg-cups for ostrich eggs.

Awards for Pacific Scholars

A new series of awards to help Pacific Islands scholars further their education overseas has recently been announced by the Australian National University, Canberra.

The awards honour the late Professor J. W. (Jim) Davidson, foundation professor of Pacific History at the ANU and a constitutional adviser to several Islands countries as they moved towards independence or self-government.

Scholars who have completed or are about to complete tertiary education are eligible for the awards. They will mainly be made to those seeking assistance towards the cost of travel and living expenses for fairly short visits to overseas universities, libraries and archives, or to attend conferences.

Full details about the awards are obtainable from the registrars of Islands universities, the directors of the University of the South Pacific, extension centres in Honiara, Tarawa, Nukualofa, Apia, Niue and Rarotonga, and from the Director of Education, British Service, Vila. Applications must reach the Assistant Registrar, Research School of Pacific Studies, ANU, by 30 November.

When Cooks warriors rioted

During the 1914-1918 War the Polynesian men of the Cook Islands answered the call of King and Empire to go and fight against the Hun and his allies.

When the Cook Islands' contingent returned to Rarotonga and the outer islands in 1919 there was a time of great unrest. There were riots and there were attempts to challenge the authority of those who were set up to rule in the name of the New Zealand Government.

The causes of the challenges to those in power were quite patently manifold, but a letter from the Resident Commissioner to the Minister-in-Charge of the Cook Islands gives at least one explanation.

Even today it must be almost impossible to purchase a formal suit on the island. Imagine the scene in 1919 — "one grave mistake that led to a lot of trouble was the issue of 240 mufti orders for civilian clothing to the value of £5/5/- in each case. The idea was to supply one good suit to each man. These orders certainly should have been issued in New Zealand.

"Some stores supplied a few articles and gave the soldiers change for the balance unexpended. Others refused to give any change and having got the order insisted that the soldiers should take the full value of the order in clothing. Naturally there was a great deal of waste and much dissatisfaction among the men".

PIM as a lamp-post

One of PIM's readers has sent a letter he received from Australia Post in Perth. The letter was an apology for the condition in which his PIM arrived after travelling across Australia on the Indian Pacific. When he got his PIM he realised it was a watered-down version. The apology read:

"Dear Customer, It is regretted that the enclosed article was damaged during transmission through the postal service during transportation aboard the 'Indian Pacific'. The bag in which your article was enclosed was saturated with canine urine.

"The damage is sincerely regretted however, I am sure you will understand that the incident was beyond the control of Australia Post."

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PNG independence feted in low key

Papua New Guinea went back to work on September 19 after a low-key long weekend to celebrate its second anniversary of independence.

In Port Moresby dancing groups scheduled to entertain at the capital's main stadium did not turn up, and neither did two politicians, including Papua Besena leader Miss Josephine Abaijah, who were to have addressed the crowd.

Police reported a quiet holiday weekend. Takeaway liquor sales had been banned from September 14-19.

Support for Mara from Asian unions

Fiji is close to being able to turn its back on the possibility of the country becoming isolated through industrial action in Australia and New Zealand in support of Fiji unions. Asian unions will consider backing a Fiji protest against interference in its affairs by NZ and Australian unions.

The president of the Asian region of the International Confederation of Free Trade Unions, Mr C. V. Devan Nair, in a letter to the Fiji Prime Minister, Ratu Sir Kamisese Mara, said he was concerned at unwarranted intervention in Fiji by some NZ and Australian unions. He was confident the majority of the Asian regional board members of the ICFTU would condemn action by the unions concerned.

He said he would ask the Fiji Trades Union Congress for a full report on action during Fiji's July dock strike, by Australian and NZ unions, "which strikes us as being tantamount to bullying the judiciary of an independent nation into submission".

Mr Nair said Fiji had been firm and dignified in dealing with an arrogant attempt by NZ unions in particular to hold the judiciary to ransom.

With backing from Asia almost certain, Fiji is in a good position to urge the Australian and NZ Governments to take action against unions which attempt to interfere with Fiji's affairs. Fiji holds a strong hand, with merchants looking elsewhere for goods normally supplied by Australia or NZ.

Amacing theft on Nauru

Somebody stole the Nauru Parliament's mace from Parliament towards the end of August but, if it was returned expeditiously, no one would be prosecuted. This promise was made by the Secretary for Justice when he appealed for the return of the mace which was taken from the Chamber of Parliament in broad daylight.

Making the appeal for its return, the Secretary for Justice stated: "The mace is precious to Nauru for two reasons. Firstly and most importantly, it is a symbol of the authority and dignity of Parliament, and secondly it is part of the heritage of Nauru and was given to Nauru shortly before Independence." The Republic's bulletin said it was a very serious matter that the mace should have been taken from its place in Parliament. "Nevertheless, the main concern is that it should be returned unharmed."

The Secretary for Justice said that as he was, for the time being, Director of Public Prosecutions in Nauru he promised "that if the mace is returned now in response to this appeal, the person or persons who took it will not be prosecuted". He also promised that the identity of the mace stealer would not be divulged.

The only previous example of the theft of a parliamentary mace known to PIM occurred in Melbourne in October, 1891.

A couple of weeks after the mace disappeared from Parliament House in Melbourne, the Ballarat Courier newspaper claimed that "the mace was not stolen, but was taken from Parliament by some 'festive cusses' for a lark, and is even now, so it is freely stated, in a bawdy house in Melbourne where it is freely exhibited to clients, and where it has, so it is said, been used in low travesties of parliamentary procedure".

The editor of the paper, Major Williams, who wrote the article quoted, was prepared to assert the truth of his claims, and to defy the House, but he was never called before the Bar of Parliament to explain his story.

The mace was never recovered, but to this day, most Melbourne people accept the truth of Major Williams' story.

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FROM THE ISLANDS PRESS

From an article in Lae Nius titled Brief History of Football in Papua New Guinea:

Football — the only true code of handling the ball by foot — can claim the longest history of team sports in Papua New Guinea.

From American Samoa News Bulletin:

American Samoa's beautification program, in preparation for the South Pacific Conference later this month, is paying off in beautiful dividends. A Beautification Committee, sponsored by the Office of Samoan Affairs, toured Manu'a last week and has been busy in the Western District this week. They are finding our villages — through the hard work of the people — looking neater and more attractive than they have for years. That doesn't mean that we don't still have a lot of work to do ... Look around. If something still looks shabby, or there are cans and bottles in sight, pick them up and find a trash can.

From the Arawa Bulletin, Bougainville, PNG:

Two break-ins were reported by the Arawa police last weekend, the first being at Arigua Plantation during the night of September 4. Thieves forced entry to the plantation's trade store, stealing cigarettes and foodstuffs. The second break-in occurred at Bougainville Laundry at the Itakara Industrial Estate some time during the weekend and is the third break and entry at the laundry in the past 12 months. This time, thieves stole a number of football socks and shorts after gaining entry by smashing the fibro wall.

From an interview with veteran Norfolk Island resident, "Ahlee" Schmitz, in Norfolk Island News:

Vividly Ahlee remembers the time when the neighbour next to her grandfather's house (where the Golf Club is now) sent her daughter to get some water from her grandfather's well. She didn't return. Finally, her mother sang out, "Where's Abbey? She hasn't come with the water." Ahlee's mother went to see about her and noticed that the roller on the well was gone. The girl had fallen 90 feet! "My mother went down to get her," Ahlee recalls. "Both got back out of the well. She should have had a medal for bravery. The doctor told her her lungs had been affected by the long dive into the well ..."

From a letter in the Tonga Chronicle from Jo Toga Jr, of Suva:

I was shocked with the incident that occurred at the well-known football ground, Buckhurst Park, in Suva. It appeared to me that a lot of people in Fiji are still bathed in uncivilisation ... The Fijian spectators, a crowd of about 500 to 600 people, showed that they are still cannibals. The mobbing cannibals stormed into the field to beat up the Tongan players ... (A news item in the same paper said): The four Tongan rugby players who were detained in Fiji in connection with the death of a Suva man, have been discharged and the case withdrawn in a preliminary hearing in Suva Magistrate's court ... The presiding magistrate, Mr Colin Perrior, ruled that the proceedings against the Tongans be discontinued after the Crown Prosecutor, Mr Tevita Fa, told the court there was not enough evidence to commit the case to the Supreme Court for trial.

From the Gilbert Islands' Atoll Pioneer:

A grim picture of the employment prospects facing school leavers over the next few years was painted by the Hon Teato Teannaki when he spoke in the Assembly on Thursday of last week. There were some 4 350 in the 15-19 age group and in the next five years this would increase to 6 300 young men and women, all looking for jobs ...

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From South Pacific News Services of the Provisional Revolutionary Government of West Papua New Guinea:

Old News, Good News. During the recent "elections" in West Papua New Guinea, some old news surfaced. Paprindei, the speaker of the DPR DGR (the puppet Council), was informed by Suharto that he would "give" West PNG its independence in 1980. He made this "promise" in 1974, and claimed that the military and political situation in West PNG left him no choice. Chief running-dog Paprindei is from Serui, the most pro-Indonesian area of West PNG.

M Gauger, French Resident Commissioner in the New Hebrides, quoted in Vila's French/Bislama fortnightly, Nabanga:

"Neither France nor Great Britain can entertain for a moment the notions of secession that have been thoughtlessly embraced by some people. Such ideas might have some force in big, rich and heavily populated countries. But the separation of any part whatsoever of the New Hebrides, which is a small and poor country, would be pure madness . . ."

From Pitcairn Miscellany:

At approximately 6.30 a.m. on July 11, the five strokes on the bell sent the men scurrying down to the Landing like ants to launch the launches as an unexpected ship arrived from the south heading north. On reaching the landing however, the men were stunned, for the lower part of the slipway (submerged by water most of the time) had "busted up" making it impossible to get the launches back into the boathouse should they be put to sea. Sad to say, the Danish vessel left without anyone having made contact with it . . .

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

In the wisespread movement for replacement of European languages by African ones as official languages . . . a novel suggestion has been made in the Nigerian press: the use of Pidgin. Pidgin, or Pidgin English, is spoken all along the coast of West Africa and — in different forms — in the Far East, where the term Pidgin (derived from "business") is said to have originated, and in Melanesia . . . To make such a language official in the technological age is not as impossible as might be thought. Pidgin is not just bad English. Linguists hold that it is a real new language developed for convenience because of historical circumstances, and by its nature fairly adaptable . . .

From a leading article in The Fiji Times:

Everyone in this country representing all shades of opinion has had a chance to have his (pre-election) say. Now we claim our turn. We are a senior team of editorial staff who discuss all editorial comments before they appear in print in this column. This editorial is no exception. We are not telling anyone how to vote. We believe readers have a right to vote how they feel . . . they (the Alliance) have more or less served us the same team (which lost the April election) again. We believe this to be a worrying aspect of Alliance policy . . . so, who is best set to lead us? Weighing this against the other factors . . . our answer must be Ratu Sir Kamisese Mara. He of all is best able to lead us.

From an interview with Ambassador Peter P. Rosenblatt, President Carter's personal representative to the Micronesian Status Negotiations, in Highlights, Saipan:

I think the Carter Administration's approach to the subject of Micronesia has to be seen within the context of its entirety — if there is one single phrase that has come to prominence since the Carter Administration took power, and which is terribly important to Micronesia in that it stands among the most firmly held beliefs of the President personally, it is the phrase "human rights". We believe that human rights have a direct application to the future of Micronesia, in a way that they have direct application to very few other areas of American concern . . .

From the Arawa Bulletin, Bougainville, PNG:

On Wednesday, 14th September at about 10.30 p.m., police were called to Section 17. Some nurses had seen, and been embarrassed by, a nude couple outside taking photographs of each other and had reported the fact to the police. The police arrested the couple and took them, still naked, to the police station in Arawa. At Kieta Court on Wednesday, Maiken and Finn Reerslev, both Danish, were charged with exposing their persons in public. They were found guilty as charged and convicted and adjudged to pay a fine of K100, in default, to be put in prison for one month with hard labour. Mrs Reerslev said she did not realise it was a wrong thing to do.

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PAPUA NEW GUINEA: KIETA: Nikana Wholesalers, LAE: Faulkner-Tait (NG) Pty Ltd, MADANG: Burns Philp (NG) Co. Ltd, PORT MORESBY: S.A. Heath Co. Ltd, RABAUL: Elvee Trading Pty Ltd, WEWAK: Burns Philp (P.N.G.).

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MAGAZINE

The following two articles focus on one of the most sensitive areas in the Pacific region — the border between Papua New Guinea and the Indonesian province of Irian Jaya. In the first, David Marsh, who served there for many years as a patrol officer with the former Australian administration, looks back to a time when the area was less politically volatile but still offered plenty of drama of another kind. In the second, aviator-author James Sinclair reports on a recent visit to the Ok Tedi copper project, which holds out the promise of big social and economic changes for the area's inhabitants.

The PNG-Irian border — before it was a kingsize headache

By DAVID MARSH

Recent mass border crossings by Papuans, now Indonesian nationals, from the Merauke area of Irian Jaya into the Trans Fly area of Papua New Guinea's Western Province have thrown the spotlight on this little-known area.

The border starts on the southern New Guinea coastline adjacent to Torres Strait at 141 degrees 21 minutes east longitude, then runs north to the Fly River bend, whence it departs at 141 degrees north over the main range to the northern coast of New Guinea.

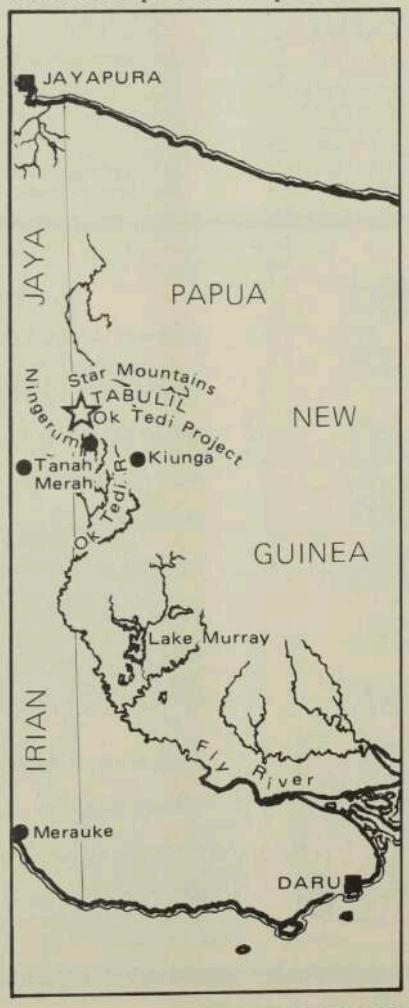
The Dutch administration in its time established major administrative stations along this border at Merauke, Tanah Merah and Jayapura. In more recent times the Australian administration established lesser posts on the border's eastern side.

To the respective defence forces, patrol officers, missionaries, mineral and oil prospectors and crocodile shooters, the geographic area is well known, but no less miserable for that.

But the PNG public is generally unaware of what the border is all about, and becomes apprehensive every time the press publicises a border crossing.

This is a great pity, as the newly-founded nation of PNG needs a period of international stability, and has plenty of constructive work to do without this constant distraction.

The lack of interest on the part of the Australian public is most marked, especially as this border is an extension of that between Australia and PNG. The Papuan separatist leader, Josephine Abaijah, made this matter part of her platform in PNG's July general elections.



While the problems of the border are the same both north and south of the main range, it is the southern area which is of immediate interest. It is here that the Ok Tedi gold and copper prospect is being tested, and it is also the area with the best oil and gas prospects.

Any economic development of this magnitude will draw people in search of work, no matter which side of the border they live on. This has been the way of the border area people since long before the Dutch, the Germans, the British or the Indonesians.

Outside influence on the traditional ways of life of the border people has been intermittent but traumatic over the years.

Today, the younger people tend to go to work away from the villages, and more and more are career workers rather than short-term target workers as were the unskilled and uneducated people in former years.

There is a yearning among all the people to retain or recover the good things in their traditional lives, and at the same time to adopt aspects of Western culture which they like but which are not necessarily good.

It is not fully realised just how extensive border crossings have been over the years, especially in the southern Trans Fly area.

In the 1880s, when the Dutch, German and British Governments agreed on a border at the 141st meridian, it was not marked except for obelisks on the coast, and it was

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only by administrative default or activity that people along the border came under one government or another.

In fact, the inland populations were uncontrolled until recently, and did their own choosing when they wanted to contact a government.

When the town of Merauke was established in what was Dutch New Guinea, it attracted many people from the Papuan Trans Fly area and they never returned. I am talking, of course, about people who were then under Australian, not Dutch, control. When I worked in that area in the mid-1940s the effects of this migration were still apparent, and the people spoke to us constantly of their relatives at Merauke with whom they exchanged visits fairly frequently. It is probable that many of the refugees of today feel that they are entitled to be welcomed in PNG because of this former relationship.

It was not until the 1960s that the border was physically marked by the Australian and Indonesian governments, and the border-dwellers were finally told to which nation they belonged. The marking also brought a more formal consciousness of rights and duties to the people, which in many cases was quite foreign to their traditional way of life.

I recall a time in 1945 when I was patrolling the country in the southern section of the border and rounded up 121 armed Indonesians who had escaped from confinement at Tanah Merah across the border. These people were living off the Papuan villagers, using their arms as a threat. One could hardly blame them, for many of them had been massacred by villagers as they moved across country from Tanah Merah.

In those days this name of Tanah Merah inspired some awe amongst the people. At one time Soekarno was incarcerated there as a political prisoner. In those days, too, the Dutch New Guinea police tended to pursue fugitives and make retributive raids on villages well-inside Papuan territory. The death toll was considerable, but those left maimed and without medical care were no better off, as a crippled person in a subsistence society is a very great burden and usually does not last long.

Border-marking officials Messrs McCartney (Australia) and Sunargo (Indonesia) at work delimiting the border between Australian-administered New Guinea and West Irian in the 60s. Mr McCartney is pointing towards Sukarnapura (now Jayapura) from the old border monument. -- Photo Geoff Luck.

At this time, in the 1940s, the inland people were cannibalistic. Contrary to a lot of modern ballyhoo, they raided and massacred each other on a large scale. At Lake Murray in 1946 we buried the remains of 40 bodies which had been butchered with bamboo knives, the flesh carried away and eaten by a group living to the north of Lake Murray.

While we were seeking them out they in turn were massacred by raiders from Dutch New Guinea! And so it went on.

Little wonder that today the country is sparsely populated and strongly polygamous! Men had up to nine wives, many of whom had been abducted from group to group as a result of raids. One woman who spoke Malay had originally come from an area nearly 320 km to the west, and had been abducted six times. On each occasion her current husband had been killed. She was quite philosophical about life and eventually married one of our police.

The work of patrols among people at this stage of first contact is subject to much misunderstanding. On one of our pursuits, the people we were after thought we were raiding to retrieve women and children they had, unknown to us, abducted. One night they brought this mass of abducted women and children down to the opposite side of Lake Murray and left them there. As their original husbands and fathers were dead and their villages destroyed, we had the job of feeding and housing them. It did, however, put us in a position of great prestige, and mass abductions and cannibalism ceased in the area from about that time.

Other work of the patrol of course helped bring about the change. A large body of men captured by us over a period of some months were taken to Daru, stood trial in the Supreme Court, and were sentenced to one day's gaol each. This happened to coincide with the commencement of the follow-up patrol, and the men were returned to their women and children whom they had expected never to see again. If they were not repentant warriors, they certainly were enlightened ones!

The border country in this area of the Trans Fly is pretty terrible. The country is flat and swampy, with thorned sago and lawyer vines and nettles. Bush mites and leeches abound.

Game is plentiful, but movement is often so difficult that it tends to elude all but those with local experience. In the wet season the rain tends to go on and on, and the ill-equipped refugees have a hard time moving about.

The sky in this period would be blackened by wild duck and geese. Flying fox camps seemed endless on the rivers, while in the grasslands,

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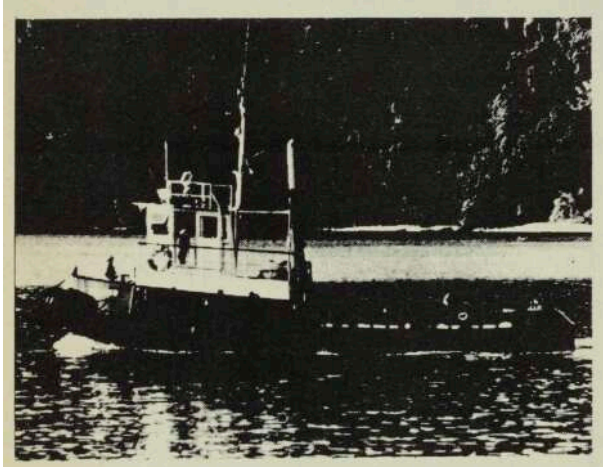
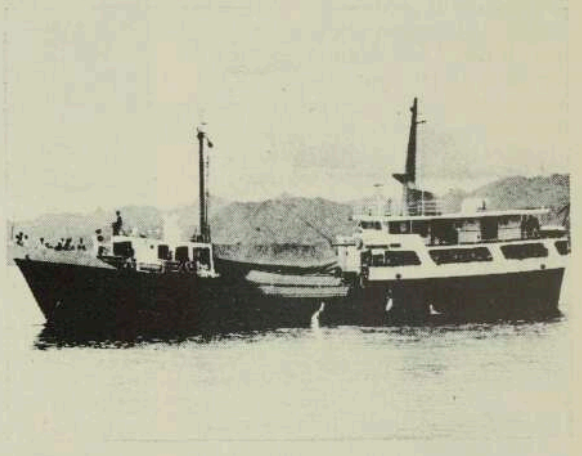
We're working the Pacific with a Cat Marine Diesel.



"Loloho" - General purpose Harbour tug boat. Operated by Bougainville Copper Limited at Bougainville. Overall length 50 ft. (15.24m). Powered by a Caterpillar D343 Marine Engine.



"M.V. Kaunitoni" - An Inter-Island freighter. Operated by the Fiji Government. Overall length 134.3 ft. Displacement 628 tons. Speed 10 knots. Powered by a Caterpillar D379.

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droves of wallaby, deer, pigs and cassowary were constant. Crocodiles of huge dimensions cruised the waterways or lay unmoving on the banks.

The main weapon was the bow and arrow. They were beautifully proportioned and carved weapons, and highly efficient.

On the middle Fly River the main habitation was either a long house for the entire village, or magnificently-built tree houses.

The staple diet was sago, although gardens were cultivated. These were frequently hidden in the bush,

Clothing was minimal. The women wore a "G" string and the men a penis gourd and a skullcap. The very young and old were naked. At war the men wore a cuirass and a woven cane tube to protect the forearm from the bow string.

They had a war cry which really raised the hair on your spine. I have often wondered why modern armies fail to make proper use of this paralysing weapon.

The dead were placed on platforms and cured with smoke and heat. The skin ends up like parchment, taut over the skeleton. At this stage the corpse is sat up in the house with pride of place. It was rather disconcerting to enter a house and be confronted with a corpse in the middle of a group having dinner.

Such was the state of the border people 20-odd years ago. It has changed slowly since, with the advent of oil-search companies, missionaries, traders and crocodile shooters. And, of course, administration posts, schools and hospitals.

Very soon the people acquired a veneer of sophistication. The outboard motor, the steel axe and knife, modern medicines, law and order, Christianity and the newfound freedom from fear of all kinds enabled them to catch up with the more sophisticated populations on the coast.

The shotgun has dramatically reduced the amount of game, and it is much more difficult for a man to be a subsistence farmer today. For the most part he has to have a subsidiary cash economy to get by.

But despite all these changes the country itself is much the same. Roads are still confined to special project areas. Aerodromes essentially supply the people immediately adjacent, but do not open up the country at large. River transport is uneconomic because of the distances to be travelled, and the perishable nature and low value of the products available.

Yet here in this area lies tremendous potential in copper, gold, timber and hydro power. But it has to be developed, and it will only be developed at enormous financial cost. It is unlikely that the small population in that area will take much part in that development if and when it comes.

If it does come, we can expect people from across the Indonesian border to be part of it, because the refugee problem is both political and social.

The people of West Irian expected the Dutch to make them an independent nation. The Dutch led them to believe this. But Indonesia made West Irian part of Indonesia. Then the people of PNG gained their independence in 1975.

The people of Irian Jaya just across the border in this area feel left out, for their standard of living, and their sense of freedom, are not consistent with those of their brothers in PNG. But since there have always been movements in this area, back and forth across a border that has little physical presence, it is normal enough that there should now be even more movement.

Indonesia could change this attitude by raising the people's living standards. As it is most unlikely that this will happen from the development of resources within Irian Jaya, and as Indonesia is already cutting down its aid programme, we can expect relationships to worsen amongst the politically conscious people of that area.

. . . and the problems and hopes, of the Ok Tedi copper project

From JAMES SINCLAIR in Port Moresby

I flew into Papua New Guinea's Western Province, to the Ok Tedi Development Company's basecamp at Tabubil, in a Douglas Airways Baron light twin. The journey from Port Moresby took almost three hours — longer than the flight to the Papua New Guinea capital from Sydney.

Tabubil (and Hong Kong camp on nearby Mount Fubilan, where the company is completing the diamond-drilling test programme that will decide whether or not the Ok Tedi copper deposits are commercially viable) is located in the distant, rain-drenched Star Mountains, a stone's throw from PNG's border with Irian Jaya, and many hundreds of miles inland from the coast and Daru, headquarters station for the huge, lightly populated Western Province.

To visit the Ok Tedi workings is to take a step backwards in time, to the PNG of 20 years ago, when much of the interior remained unexplored and young Australians manned tiny bush outposts and cheerfully accepted isolation, rough living and a lack of female companionship, finding their satisfactions in the absorbing nature of their work.

Tabubil is as remote as any of the old Highlands patrol camps, although that most wonderful of man's machines, the helicopter, has eased the task of mineral exploration. Without the helicopter mineral exploration in the interior could hardly proceed — and mineral exploration and exploitation is essential to the future of Papua New Guinea.

The Ok Tedi story began in 1968 with the discovery of copper sulphite ore near the base of Mt Fubilan by two geologists and a field assistant of the giant American mining company, Kennecott, during a geological reconnaissance by helicopter.

'Copper' was a magic word then — Conzinc Riotinto had just announced that its extensive testing of the Panguna and Kupei areas on Bougainville had proved the ex-

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Alouette Lama helicopter about to land on drill platform. Photo James Sinclair.

istence of at least 770 million tonnes of ore carrying copper, gold and silver and the stage was set for the rapid development of the Bougainville copper industry of today, so vital to the economy of PNG.

Bougainville was a part of the old Mandated Territory of New Guinea; if a copper mine could be developed in Papua, for so long the poor relation dependent on Australian financial hand-outs for survival, there would be important political as well as economic benefits. So within weeks, Kennecott field teams had commenced geological mapping.

Hopes were high and with enthusiasm the enormous problems of logistics imposed by the remoteness of the Ok Tedi region were tackled, and solved. A small base camp was established near an abandoned garden, which became a helipad, and it was from this little helicopter base — a clearing in the dense green rainforest, a few tents and huts and an old taro garden — that the geologists and surveyors completed their mapping programme.

Results were highly encouraging, and Kennecott took the expensive gamble of proceeding to initial scout diamond drilling, which began in February 1969. By August, 17 holes had been drilled, the last on top of Mt Fubilan, over 1 830 metres high, the drilling rig being delivered by helicopter.

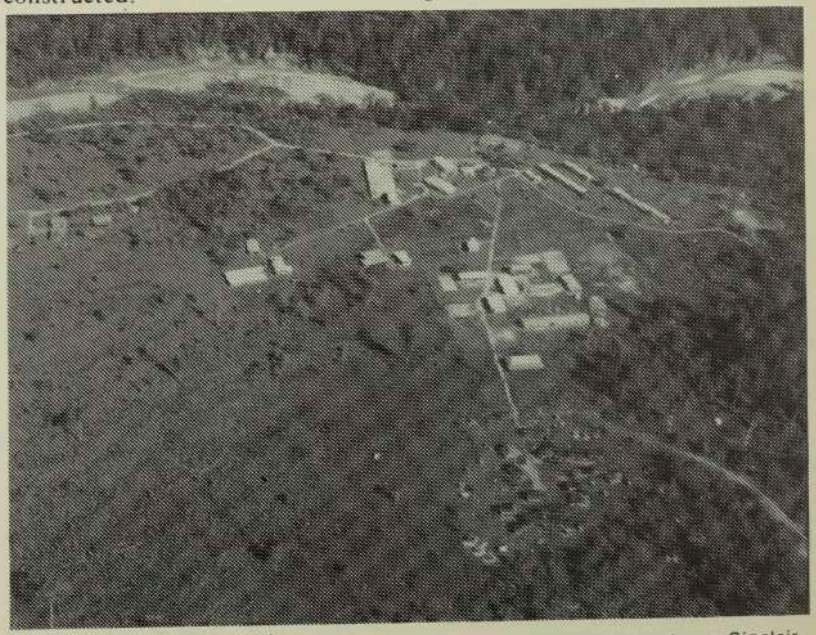
The results of the scout programme were sufficiently promising to justify large-scale drilling. The initial camp was far too small to accommodate the resulting influx of men and machines, and the present camp and airstrip at Tabubil were constructed.

All supplies and equipment for the major drilling programme were delivered by vessel to Kiunga — some 885 river km from the mouth of the mighty Fly River — and then flown to Ningerum on the Alice River (as the Ok Tedi is called in its lower reaches). From there, a fleet of six helicopters — including a giant Super Frelon fitted with three 1 500 shaft horsepower turboshafts and capable of carrying a payload of over 2 720 kg — lifted everything in to Tabubil and the Hong Kong camp on top of Fubilan.

Costs were astronomical. A 200-litre drum of fuel cost some $250 by the time it had arrived on the workings!

By August, 1971, Kennecott had drilled 87 holes, some to a depth of over 760 metres, and estimated that 166 million tonnes of copper ore could be recovered. By the end of 1972 the company had spent almost $16 million and the work had reached a critical stage. A recalculation by the engineers disclosed that only a little more than half the ore body was in fact recoverable by conventional mining methods — unless further ore bodies could be located, the venture might not be commercially feasible.

World copper prices were fluctuating and in 1971 Kennecott lost its copper mines in Chile through government takeover. Before any



Ok Tedi project's Tabubil basecamp. Photo James Sinclair

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decision could be taken to proceed with the development of a Papuan copper mine a final evaluation programme would have to be completed at a cost of many more millions of dollars. Before Kennecott entered this final phase it wanted certain assurances from the Papua New Guinea Government, mainly in relation to taxation policy and guarantees against a future government takeover, for it was by now plain the PNG would soon gain her independence.

Negotiations began, which were to drag on for two years; operations at Ok Tedi virtually ceased pending the results of these talks.

During this time the great Bougainville copper mine at Panguna had come into production, but only after much opposition from some of the Bougainville people which ended in violence and open confrontation between the people and the government. Much of the trouble on Bougainville stemmed from a failure to establish adequate communication with the people in the early stages of the project, and Kennecott did not intend to make the same mistake. It did not remain idle pending the results of its negotiations.

Luckily, the Star Mountain native population near the Ok Tedi headqaters was small — about 600 — and thinly settled in scattered hamlets over a vast area of country. Before the coming of Kennecott, these people — and the Min people living beyond the immediate area of the copper deposits — were almost totally neglected by the government apart from visits by patrols once or twice per year. Now Kennecott launched an imaginative and sympathetic local policy, remarkable by any standards and particularly those of multi-national big business.

Major training programmes were begun and continued at heavy cost, with the object of producing PNG nationals competent to fill positions at all levels in a future copper mining company. Scholarships were endowed at 50 high schools throughout PNG. The first primary school in the Star Mountains was established at company expense — Kennecott estimated that the annual cost of maintaining the school and its pupils was at least $40 000.

Employment preference was given to Star Mountains people and an intensive community relations programme was developed, to keep the people informed of the company's plans

Free medical treatment was provided from the company clinic at Tabubil and by medical patrols to the scattered village hamlets. Local people were sponsored as trainee medical orderlies. The list of company benefactions was long indeed.

Unhappily, negotiations between Kennecott and the PNG Government failed, and Kennecott withdrew. On March 14, 1975, the government took over control of the Ok Tedi project and soon afterwards set up the Ok Tedi Development Company, with the object of carrying on the work of Kennecott pending the conclusion of an agreement with some other mining company. Most of the Kennecott staff agreed to carry on and the company made available the results of the long, expensive testing over the past years.

An enormous amount of work was necessary to reactivate the exploration work at Ok Tedi after almost three years of idleness, but drilling operations were soon under way.

In June, 1976, the Ok Tedi Development Company announced that proven reserves now amounted to 275 million tonnes, a figure which made the development of a mine an economic possibility.

In March, 1976, Prime Minister Michael Somare informed the PNG Parliament that agreement had been reached with Australia's Broken Hill Proprietary Company Limited to form a consortium to carry out a full feasibility study of the project, and in October BHP announced the formation of the consortium. The feasibility study, estimated to take 31 months to complete at a cost of K9 million (Kina now being the dollar unit of currency) commenced immediately.

This is the current stage of development of the Ok Tedi copper project. To date the consortium has drilled another 54 holes, and provided the results of the study are satisfactory, the final stage will be negotiations with the government on the terms for bringing a copper mine into production.

The enlightened training and community relations policies of Kennecott are being continued by the BHP consortium, and it can be fairly said that it was a fortunate day for the Star Mountains people when Kennecott geologists found copper in their country — a statement

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"Ok Tedi active across border" — Freedom fighters

The so-called Provisional Revolutionary Government of West Papua New Guinea, which is fighting against Indonesian control of Irian Jaya, has accused the Ok Tedi Development Company of planning to steal copper resources lying to the west of the Papua New Guinea border. It says the richest copper ore deposits in the area are west of the border.

In a press release it says that Ok Tedi personnel have been found as far as three days walk inside the border, and that they have begun work on road and bridge construction on the territory of Irian Jaya (described by the PRG as "West Papua New Guinea").

Accusing PNG Prime Minister Michael Somare of having become "a lapdog of Australian neo-colonialism", the press release asks: "Has the Somare government made a secret deal with the Indonesians to steal West PNG's resources?"

The press release assures workers on the Ok Tedi site that they will come to no harm "providing they remain on the PNG side of the border". But it warns OK Tedi management and workers that "any buildings, roads or equipment established in West PNG will be destroyed".

The PRG "affirms that it will not tolerate multi-national thieves, not Freeport, nor the Ok Tedi company".

The movement in August claimed successful sabotage action against a section of the Ertsberg copper mine pipeline in Irian Jaya. The mine is owned by Freeport Indonesia Inc, a subsidiary of Freeport Minerals Co of New York.

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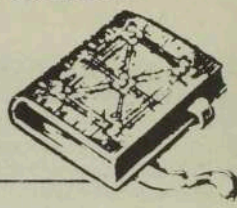
TWO SIDES TO A NOTED TALE OF THE SEA

BOOKS



On September 2, 1905, the converted Indian canoe, the *Tilikum*, berthed at Margate, on the south coast of England, having completed a voyage which began in Victoria, British Columbia in May, 1901.

The vessel was commanded by Captain John Claus Voss, who was to become one of the legendary figures of yachting history through the pages of his book *The Venturesome Voyages of Captain Voss*, first published in 1913.

The book contains accounts of several small boat voyages but the saga of the Tilikum is the focus of attention, as it took place not very long after another equally renowned voyage, that of Joshua Slocum in the *Spray*.

Gray's Publishing Ltd, of Sidney, British Columbia, have done Pacific Islands Yachting buffs a good turn by republishing Voss's book. Once more the reader is taken across the Pacific, through the doldrums, and through stormy seas, to Penrhyn, Manihiki, Pukapuka, Samoa, Niua-Foou, Fiji and on to Australia.

The rest of the voyage is of little interest to those who are devoted to Pacific Ocean adventures, but the visits to the Islands give intriguing cameos of life then upon islands, whose stories in the period are not well known.

For instance we are told that on Penrhyn — "Only on one occasion have I seen a South Sea Islander drunk, the chief of the island being very severe with those found guilty of this weakness; his best friends got hold of the man before the chief got to hear about it, and took him down to the beach, where, in spite of all his kicking and shouting, they put him under the water and held him there till I felt sure the poor fellow was drowned".

Voss also gives an insight into the operations at Penrhyn and Manihiki of the traders Dexter and Winchester, who were powers in the area at the turn of the century.

Until he reached Fiji, Voss was accompanied by Norman Luxton, a young Canadian journalist, who put up the money for the voyage on the understanding that he would have the literary rights that would arise from the voyage. Voss tells us little about the companion who shares some perilous times with him; in fact, Luxton merits only passing mention from the master of the Tilikum, apart from the suggestion of disagreement between the pair when the canoe was approaching Penrhyn.

Voss was reluctant, he tells us, to land there but Luxton "blew up like a stick of dynamite". According to Voss, Luxton said, "What do you mean by suggesting that we pass by an island like this, the most interesting place we can go to. Never; we must go in at all costs. That is what I have come out for, to see small, out-of-the-way islands and people, and if you look at your agreement you will find it is so. No, John, don't talk to me like that".

The Tilikum sailed on to Fiji, was cast up upon the reef, Luxton was severely injured and after the vessel was salvaged and reached Suva, the two parted company, with the understanding that Luxton would rejoin in Australia.

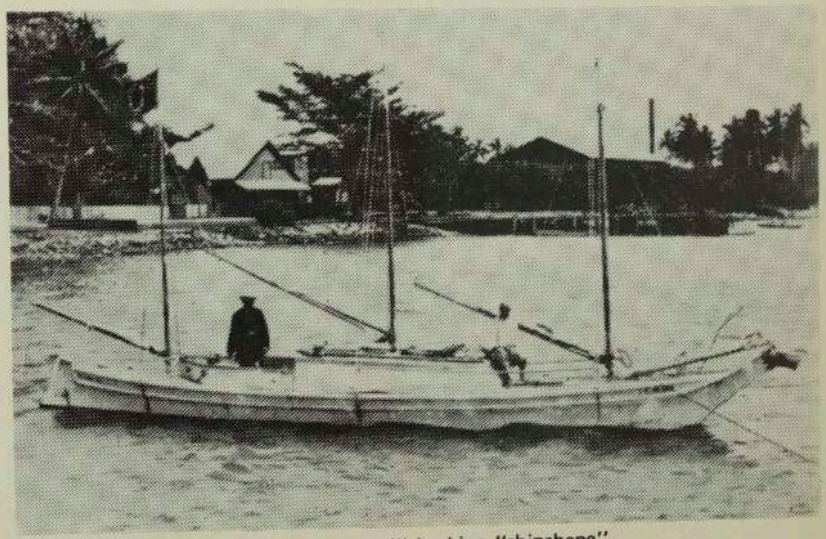
On the voyage to Sydney, Voss reported that his new mate was lost overboard not long after leaving Fiji waters and that he had completed the voyage single-handed.

When Voss met up with Luxton again in Sydney he reports that his former mate said "Well, John, if I had known that such a thing would happen, I would never have left you. I would far sooner have taken chances with my own life than see someone else die for me. But, John, after this accident we must put a stop to our adventure here, sell the boat and go back to Victoria."

Voss also says that "Luxton was a good shipmate in every way, and was also a very careful man on board the boat, and I am quite certain that if he had remained on the vessel in Suva and made the trip with me to Sydney, the accident would not have happened". Voss then became the sole owner of the Tilikum.

For all this, Voss has remained a rather shadowy figure, little is known of him apart from the adventures he recounts in his book. His life before and after these events is not known in any real detail. However, his story has remained unchallened for about 50 years.

Now it transpires that Norman



Tilikum at Apia -- still looking "shipshape".

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Luxton also wrote his account of the voyage of the Tilikum through the Pacific, and this was edited by his daughter Eleanor Georgina Luxton of Banff, and Gray's Publishing Ltd., has been able to provide us with a unique dual view of a set of events, by publishing *Tilikum: Luxton's Pacific Crossing*.

Luxton gives a journalist's account of events. He tells us, for instance, of a sea monster they encountered — "out of the unknown it came like one of the storm's evil spirits, and into the darkest point of the stormy horizon it disappeared. Honestly, I never want to see another. Pink, blue and green elephants I have heard of under certain conditions, but if ever that unnameable thing visited me in my dreams, I would cut Johnnie Walker cold, and all the rest of his Scotch friends."

What then is Luxton's story of the relationship between these two quite different characters? For Voss, the voyage between Penrhyn and Samoa was noteworthy only for the brief calls made at Manihiki and Pukapuka. On leaving the latter island he said that "We thanked him (one of the Pukapukans), and took our departure, and rounding a long coral reef running quite a way into the north-westwards, shaped our course for Samoa, about four hundred miles, which we made in three days, experiencing similar wind and weather as we had had all the way from Penrhyn Island".

For Luxton, quite obviously, relationships with the master of the canoe were set on a collision course.

He says of Voss, "All through the last six thousand miles this vile temper of his had been getting worse and worse. If I now buckled down to it, my life would be worse than any dog's he might have owned, and while drinking the coffee I thought it all out. I had to be one of us for the sea and fishes".

An argument of great magnitude had broken out between the two men over Luxton's handling of the tiller and Voss had manhandled the journalist into the canoe. Luxton decided that it was a case of "one boss, and I would be that boss in just another five minutes".

He took possession of the guns and ammunition that were aboard and, presenting a .22 pistol at Jack Voss's head, ordered him below and then battened down the cabin hatch. Voss was made to cook the meals, which he passed up to Luxton, and according to the latter he was able to navigate the vessel to Apia.

After the Tilikum had entered port, "Voss asked me what I was going to do with him. I told him that we would have to have a thorough understanding that would preclude more rows. That was the end of it for the time being".

Before they sailed on to Suva, Luxton "Took Voss to Mr Swan's store and read to him an account of our differences while on the voyage, with a full statement of what he threatened to do to me if I refused to sail the boat in the manner in which he wished, and that if at our different ports of call between Samoa and Australia I did not appear with the Tilikum, Mr Swan was to take such action as he saw fit to make Voss prove to him that violence had not been the cause of my disappearance. This paper Voss signed as correct, and as a true statement of what had passed between us".

Of course, it is difficult to fathom the truth of the matter, as we have before us the evidence of only the two protagonists. Luxton certainly paints Voss's character in the strongest possible terms. Yet when he met up with Voss again in Sydney he relates that Voss then "told me the worst of all. Jack Begent had fallen overboard with the compass and was drowned. A sea had swept the boat when he was changing tack and washed him overboard. Needless to say, I was shocked and grieved at the terrible news".

There is no further speculation by Luxton about the reasons for his successor's demise.

The last words of Luxton's account read — "one more word and I am through. 'Would you repeat the trip again?' I am often asked. Quite candidly and truly NO, but not for anything would I have missed it. Under different circumstances, with a larger boat, the voyage would have been divine, and in such a boat if Voss were master, I would not hesitate to go anywhere the winds and storms would drive".

For all those who enjoy tales of sailing the South Seas here are two books that command attention, one to be re-read for the value of its account and the other to be examined for the intriguing other side of the coin it presents. — *W. G. Coppell.*

(THE VENTURESOME VOYAGES OF CAPTAIN VOSS: AROUND THE WORLD IN THE TILIKUM, 1901. By John Claus Voss. Published by Gray's Publishing Ltd, Sidney, British Columbia.

TILIKUM: LUXTON'S PACIFIC CROSSING: BEING THE JOURNAL OF NORMAN KENNY LUXTON, MATE OF THE TILIKUM. Edited by Eleanor Georgina Luxton. Published by Gray's Publishing Ltd, Sidney, British Columbia.)

FROM AMBRYM TO MACKAY! A BLACKBIRDING VICTIM'S JOURNEY

There are 30 000 descendants of Pacific Islanders, brought in the last century by blackbirders to work on the sugar plantations of Queensland, still living in Australia today. Faith Bandler tells the story of her father, *Wacvie*, just one of the founding ancestors of that almost unknown ethnic group, in a book of that name.

In contrast to Alex Haley's *Roots*, with which Bandler's work will almost certainly be compared, *Wacvie* is presented frankly as a novel. The author tells us that she is drawing upon stories and remembrances of her father's life on (apparently) idyllic Ambrym in the New Hebrides and his progress to freedom in Australia.

The reader will be struck immediately by the apparent lack of anger in this story of human degradation. Looking beneath the obvious, however, one can see that it is not fear or hate that has provoked the writing of this book but, rather, the writer's disgust at the Europeans who dominated her father's life for so long.

Two characters emerge strongly from her narrative. In some ways, Bandler could have entitled her book *Emcon*, for her delineation of that lady is far better than the treatment given to the title figure. Emcon, also a New Hebridean, lives on a Queensland plantation with her husband, as a housegirl and head servant. In fact, it is clear that Emcon really runs the household. Emcon is attractive, competent in the European's ways, and strong-willed. At one point, an offending overseer receives a black snake in his bed (and dies) from her and, throughout, she acquires succulent

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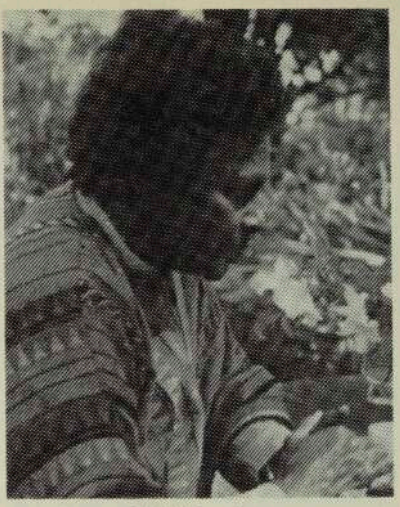
food items from the plantation manager's over-stuffed larder for her husband and fellow islanders living in the workers' quarters.

The story itself is simple narrative, uncomplicated by either fact or fantasy. It is a straightforward account, with little embellishment; even dates are missing in the main body, so our attention is firmly focused upon the lives of her characters, with all thought of historical context missing.

The political activist and humanist Bandler seems to have written her book to clear up some ideas in her own mind and perhaps that is why the female characters so dominate the pages. She tells us in the introduction that she is writing to illuminate a dark corner of Australia's history, to give dignity to her people, and to make Australians in general aware of their history.

There is no hint at any time that she considers herself anything but Australian in terms of her allegiance. Her sense of belonging, she believes, is hindered by the refusal of other Australians to realise what and who she is. She is tired of being referred to as an Aborigine.

The only historical materials come in the first paragraph of the book, where she tells us that her father was kidnapped in 1883, escaped from bondage in 1897, and



Faith Bandler

died in 1924. The rest we must fill in. But perhaps she does not tell us too much of the context because she feels that such material is already available. It is the history of the growth of Australia from colony to almost independent country. The meticulous historian will no doubt complain that Bandler simplifies a complex situation; that Islanders brought to Australia benefitted in some cases from their time in Queensland. Let the reader be warned that Wacvie is not a report with historical fact, but an expression of contemporary feeling.

Wacvie and his fellow Islanders might have been slaves, though the term is not quite accurate. Of course, in terms of offficial regulations, Wacvie was an indentured worker, "contracted" by a "labour recruiter". But this thin guise was soon penetrated by even the most naive Australian contemporary to the events Bandler describes. The auction blocks at Mackay did not do commerce in work contracts, but in men's lives.

The worst thing about books about atrocities of long ago is that even by using the most sensationalist of techniques (which Bandler does not) the true horror of the events cannot be appreciated fully.

Narratives such as *Wacvie* do not tell us much about the mechanics of slavery, however disguised by bureaucratic rhetoric, but they do show us how an indomitable spirit can deal with an impossible situation. Bandler portrays not what the prisoner feels about his (or her) bondage so much as she shows us how a descendant of such events can come to terms with hate and resentment.

Wacvie Mussingkon, Emcon, and the European characters are all a part of Australia's heritage in their different ways. Faith Bandler's roots clearly are in the New Hebrides, but she has flowered here in Australia.

— *Grant McCall.*

(WACVIE. By Faith Bandler. Published by Rigby Limited, 30 North Terrace, Kent Town, SA 5067. $7.95.)

IF YOU'RE A SUCKER FOR CHILDREN'S BOOKS...BUT

Adults, as well as the children for whom it is intended, should enjoy the splendidly imaginative illustrations in Glenice Kohnke's *The Green Parrot*. Miss Kohnke, a well-known Port Moresby artist, has given her birds of "the jungle, grasslands and sea" of Papua New Guinea the most delightful expressions (my favourites are those on the faces of the Parrot and the Leguan — "not very good friends" — as they confront one another from opposite pages).

And if one were to disregard the text, this could be described as an excellent children's book. But the text is there

To start with, even a child (apart from the most dull) will pick up the fact that the first page of text doesn't fit the relevant pictures ("At this time the birds looked very plain. They did not have the many-coloured feathers they have today," writes Miss Kohnke. Yet, on the next few pages, she gives us pictures of birds with yellow, orange, blue, green, and red plumage

Let me hasten to point out that children are far harsher critics than I. And, from my experience of teaching pre-school, I can imagine that quite a few are going to wail, "But it SAYS ...", and (if they haven't been trained to respect books) hurl the The Green Parrot across the room!

Miss Kohnke's story idea, is, like her pictures, imaginative, and it is a pity that, as well as taking more care over her choice of words, she didn't expand on it.

The whole book seems to have been conceived in a hurry, and the text thrown together in even more of a hurry. Yet The Green Parrot is worth buying, if only for the illustrations, though I feel that many parents will balk at paying K3 for a book printed (very WELL-printed, mind you) in Hong Kong. Perhaps they would be happier to fork out that amount if the book included one of these funny little see-through records, of bird-calls or somesuch.

But I'm a sucker for children's books, and personally would be happy to pay the K3 for the pictures alone — *Jane Belfield.*

(THE GREEN PARROT, by Glenys Kohnke. Published by Robert Brown and Associates, Port Moresby, PNG K3.)

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Pioneer's new CX-7000 cassette-receiver offers most of the truly great features found in our individual stereo components. Integrated amplifier. FM/AM tuner. Front-loading cassette-deck. Naturally, having everything in one super-compact unit increases operational convenience and offers super value all the way.

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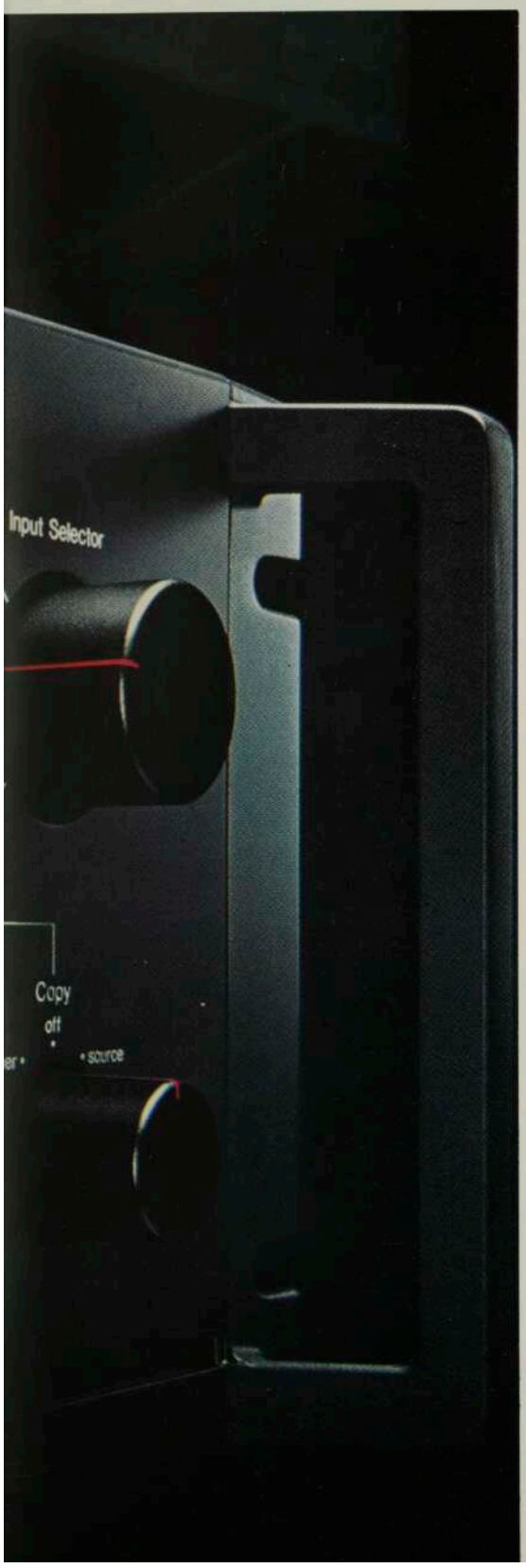

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Japanese fishermen catch lots of fish, as this action shot from a Japanese longline fishing operation shows. But it's not enough: Japan's imports of fish and fish products are second only in volume to the USA. There's a message here for Pacific Island nations.
Photo, Japan Information Centre, Sydney

"We eat fish!" — a Japanese message for Island nations

The message of fish in the Japanese diet rings through loud and clear for the South Pacific. Japan was built on a foundation of farms and fisheries. Rice and fish have been the staple foods of the Japanese since time immemorial, and still today Japan's fisheries remain a vital sector of her economy.

Forget about the rice, but concentrate on that insatiable Japanese demand for fish. With proper advice and use of the proper techniques, several Pacific Island groups could join those which already have thriving fishing industries and which are selling their canned or frozen fish production to Japan.

Japan can supply the knowhow and the money, and naturally will require an interest in any industry it supports. In getting into fishing enterprises in the Solomons and Fiji, Japan has not overlooked the fact that the local people also like to be part of the act, and has made provision to take them in as partners.

Because of its topography and limited arable land, Japan has had to look outside her own shores for food for its population of about 100 million. The incentive many years ago to create a fishing industry was great, and today the emphasis is on maintaining that industry. Today, Japanese fishermen range far out across the Pacific and down to the southern seas.

About 60% of the fish and shellfish eaten in Japan is in the form of processed goods. In recent years the supply has not been able to keep pace with the demand for fish. This includes tuna, of which there is an abundance in the Pacific. Thus, prices have soared. The price of fish products has increased 2.7 times in the last 10 years, representing an annual rate of increase of 10.3%.

A rapid increase in the volume of imported fish has been one of the natural consequences of this. Japan is now the world's largest importer of fish and fish products after the US. The major import items are protein shrimp (about 39% of the total), tuna, octopus, fresh and

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frozen cuttlefish, salted salmon roe and fishmeal. The major suppliers are Korea, Taiwan, the US, Indonesia, China, India, Canada, Thailand, Mexico and Australia. Could some Pacific Islands be added to that list?

The statistics show that the average Japanese eats about 90 g of fish daily, making Japan one of the world's leading consumers of fish in terms of consumption per head of population.

Japanese methods of preparing and eating fish range from the well-known *sashini* raw fish preparation, through many methods of frying, boiling, grilling or baking. In recent years, the use of frozen fish has become increasingly popular, following the trend in most Western countries, because of the ease of keeping the fish and the simplicity of cooking.

However, a large amount of the fish eaten by Japanese is prepared and canned or bottled before sale. For example, one popular method of preserving fish before sale is to marinate it in soy sauce. Dried and salted fish products are well known, and products less familiar in Western countries such as boiled fish paste and fish sausage are gaining a place on the market.

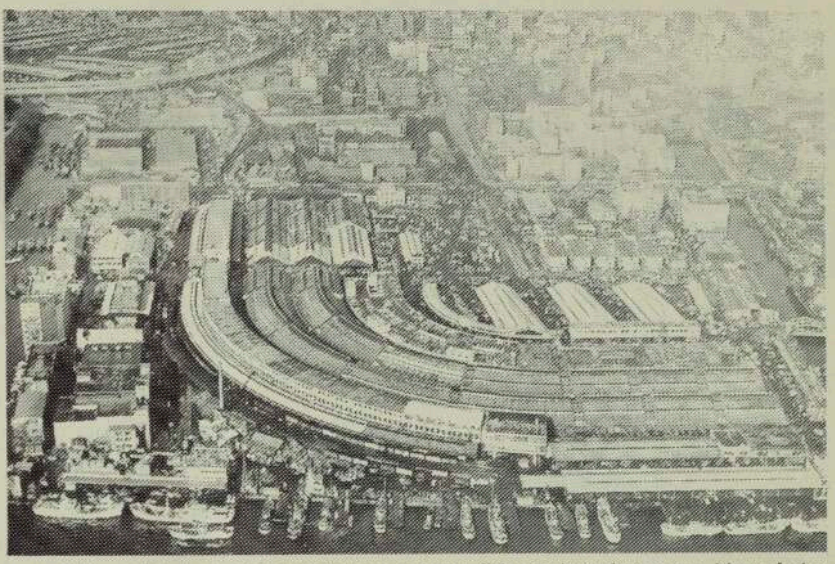
In Japan, the preparation of raw fish dishes consists simply of cutting the raw fish flesh into fine slices, and, sometimes, soaking them in a marinade. Fish suitable for this include tuna, cultured yellowtail, squid, sole and sea bream.

For boiling or grilling, the Japanese housewife looks to mackerel, (bluefin tuna), saury, herring and bottom fish. These are usually served seasoned with salt or soy sauce.

Finally, there is the third category of tuna, crab and a host of other sea creatures which are salted, smoke-cured or otherwise processed before sale.

The production of the Japanese home-water fishing and sea fresh-water fish culture industries now exceeds 10 million tonnes a year.

"Cultivation fishing" is the method of fish production in which fish fry, both artificially produced and caught in their natural environment, are protected and raised during the early phase of life and then released at appropriate places to grow in a natural environment before being caught for consumption. This method of production, which comprehensively applies sophisticated techniques, is being actively promoted by the central and local governments in co-operation with fishermen in an effort to make fishing an industry that does not just harvest natural resources, but rather grows and replenishes them to prevent depletion.



This aerial shot of Tokyo's huge central fish market gives some idea of the Japanese appetite for fish. - Photo, Japan Information Centre, Sydney

Dealing with Japan: Some points you need to know

Doing business in Japan can result in some puzzling and frustrating situations. In addition, there are some formalities an understanding of which will make negotiations smoother and easier for all concerned. The use of name cards, the *aisatsu* or "get-acquainted" call, standards of dress and social events, along with the formidable language barrier and slow-paced negotiations, may present problems. Attention to some points can make a venture easier:

- Imitating Japanese customs beyond such obvious ones as using business cards is largely a matter of skill in assimilating or learning customs, and the reactions of individual Japanese businessmen. It is as well to develop a sensitivity to Japanese reactions and assimilate only so many of the Japanese business customs as can be handled smoothly. Standards of dress and behaviour need only be those which are considered good form in the visitor's home country. Business cards should be used whenever a new contact is made, and the card should on no account be upside down when presented. Exchanging calling cards is very important, so cards should be exchanged one at a time with some care.
- Every opportunity should be taken for face-to-face contact. For matters of some importance a major official of the company concerned should call on his Japanese counterpart first. Introductions from mutual acquaintances or business contacts, or from the visitor's embassy, are generally most helpful.
- The use of the Japanese language for greetings or special terms may help things to go smoothly. However, insistence on

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using not-so-good Japanese can be a hindrance. Japanese should be used in negotiations only where the visitor is very experienced in the language. The use of interpreters is almost imperative. When using interpreters, give them time to familiarise themselves with the specialised vocabulary which will be used.

● It is advisable to be patient about the apparent slowness of negotiations. One of the organisational features of the Japanese way of doing business is *ringi* — a system where the final decision is a consensus of most individuals in the firm who have an interest in the subject. Don't expect negotiations to be concluded in a week or two. Depending on the importance of the matter, negotiations could continue for several months. However, once a decision is reached, implementation will be fast.

● During talks it is as well to remember that the Japanese occasionally find it difficult to say "no" outright to a proposal. Ask directly for opinions, and say clearly that frank opinions are required so that later disharmony may be avoided. "Yes" also creates a problem. In English, the answer to the negative question is the same as the positive question: for example, "Don't you want to go?" "No, I don't". But in Japan the original statement is confirmed — "Yes, I don't". To add to the confusion, *hai*, the Japanese for "yes" does not necessarily mean agreement. It simply means that the other person understood what was said, not that he agrees or disagrees.

● The typical social event for Japanese businessmen consists of an evening at a restaurant and bar or cabaret. Very rarely are business associates invited to a Japanese home. In Japan, the wife plays little or no role in most business entertaining. Wives do not accompany their husbands to entertain foreign guests. However, they may accompany visitors on shopping and sight-seeing trips. It is perfectly acceptable for foreign businessmen to invite wives to accompany their husbands for a visit; but when the wife does not come, this should not be taken as an insult. In addition, it is perfectly ac-

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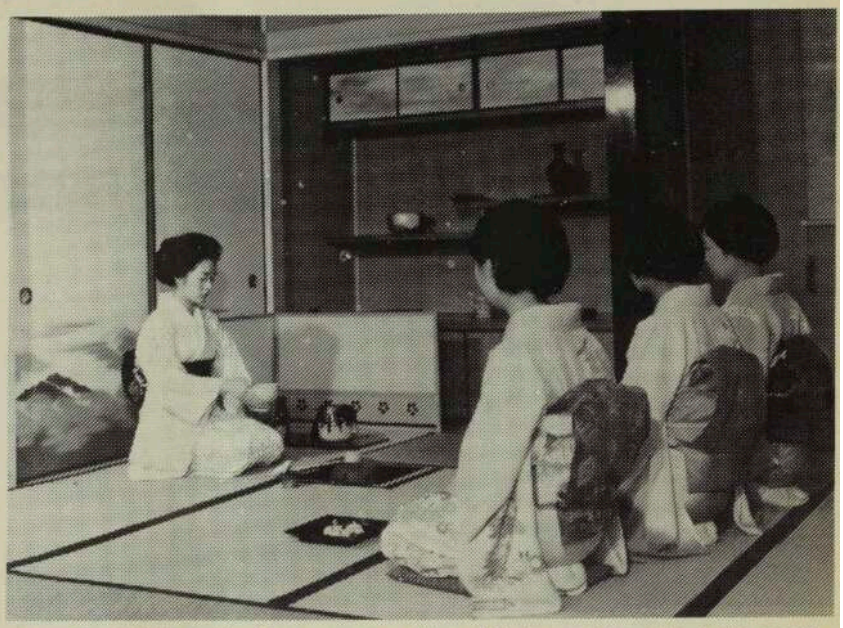

The highly stylised tea ceremony (above) is known throughout the world as a distinctive feature of Japanese civilisation. But there are a thousand and one other things to be known about this remarkable country which are important to business and other relationships with the Japanese.

JAPAN'S PACIFIC TRADE IN FIGURES

Japan continued to have an adverse trade balance with the Pacific Islands on an overall basis in 1975 and 1976. Exports were worth $US161 748 000 in 1975 and $US199 287 000 in 1976. Imports were valued at $US264 370 000 in 1975 and $US299 342 000 in 1976.

The main imports are copper and nickel from Papua New Guinea and New Caledonia respectively, and these, more than anything, account for the adverse trading. Fish from the Solomons and phosphate from Nauru (in 1975) helped to increase Pacific earnings in Japan.

The main exports from Japan to the Pacific are motor cars, appliances such as radios, TV sets (for resale), other items designed for sale to tourists, and processed food, mainly canned fish.

Statistics of Japan's trade with various Pacific Islands in 1975 and 1976, with the value shown in US dollars, are:

	EXPORTS $'000		IMPORTS $'000	
	1975	1976	1975	1976
Papua New Guinea	63 151	69 296	144 020	171 555
Cook Islands	843	981	25	77
Niue	48	74	—	—
Western Samoa	3 274	4 226	218	466
New Hebrides	2 459	3 510	2 081	1 947
Fiji	33 466	40 770	140	80
Solomon Islands	4 188	3 182	6 468	11 262
Tonga	311	470	4	10
Gilbert Is. & Tuvalu	720	4 197	—	41
Nauru	3 127	5 515	13 810	532
New Caledonia	6 776	6 284	94 142	111 766
French Oceania	6 298	7 077	33	62
Guam	21 145	27 963	519	105
American Samoa	4 295	6 952	481	322
American Oceania	439	218	—	1
Marianas, Marshalls, Carolines	11 208	18 572	2 429	1 116

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Meet Japan's remarkable trading companies

Japanese trading companies play an unusually important role in facilitating Japan's export and import trade. In recent years they have come to play an increasingly significant role in trade among countries other than Japan.

Almost 6 000 corporations in Japan are classified as trading companies, engaged primarily in exporting, importing or a combination of these activities. The largest 10 of those companies are called general trading companies or *sogo shosha* and have a minimum annual turnover of $US6 billion.

The origins of trading companies date back to the 1870s when Japan resumed international trade after more than 200 years of self-imposed isolation. Major business interests of the time set up specialised divisions or separate companies to provide needed expertise related to seeking new export opportunities, finding sources of raw materials and other imported products, and assisting in the transmission of technology to promote industrial development.

The most basic role played by trading companies even today is that of providing trade intermediary services. Because of the volume of the business transactions handled by them, the top 10 trading companies particularly are in a position to realise economies of scale in transport, warehousing and other areas related to physical distribution and the marketing of imports and exports.

But in addition to simply acting as intermediaries, trading companies, both large and small, have been active in developing new trade flows. Their role is not simply that of intermediaries, but also creators of trade. This activity has been one of the most important sources of their growth and development.

The task of creating trade flows has included development of new sources of supply, as in the case of iron ore mines in Australia, and in development of new industries to use raw materials and intermediate products, as in the case of the textile industry in South-east Asia.

To this task of trade development, trading companies bring a unique combination of:

- Expertise and information on market opportunities around the world;
- An ability to provide finance through trade credits, investments, direct loans and loan guarantees;
- The ability to absorb some of the risks inherent in trade because of the wide range of products they handle and their ability to hedge foreign exchange risks.

Shoppers in Tokyo's department stores have a vast range of goods to choose from. Some Island nations wishing to attract Japanese tourists need to put their thinking caps on before they are able to offer Japanese tourists goods they want to buy during their visit.

The potential role which trading companies can play in assisting in the growth of developing nations appears to be a large one. Trading companies, for example, have the ability to assist in economic development through plant and technology exports, can assist in the financing of these industrial developments and in marketing their finished products in Japan and other international markets.

In the 1974 financial year trading companies handled 67% of Japan's exports and 70% of imports. The 10 largest companies handled 57% of the export business and 58% of imports.

For the 12 months to March 31, 1976, the 10 leading trading companies, by sales, were: Mitsubishi, Mitsui, Marubeni, C. Itoh, Sumitomo, Nissho-Iwai, Tomen, Kanematsu-Gosho, Ataka and Nichimen.

Continued from p 63

ceptable for foreign businessmen's wives to accompany their husbands, provided the invitation has been extended. However, Japanese wives will not usually attend.

Although Christmas is usually a work day in Japan, at New Year business generally closes from December 29 to January 3. Business also closes during Golden Week (April 29 to May 5). August is the traditional vacation month. Some offices may even close completely for a week or so during that time for a company-wide summer vacation. Another difficult period for doing business in Japan is during the semi-annual accounting periods at the end of March and September.

Some of the main ministries and business organisations the visiting businessman may wish to visit are the Ministry of International Trade and Industry (1-3-1, Kasumigaseki, Chiyoda-ku, Tokyo); Ministry of Finance (3-1-1, Kasumigaseki, Chiyoda-ku, Tokyo); Ministry of Labour (1-3-1, Otamachi, Chiyoda-ku, Tokyo); Japan External Trade Organisation (2, Akasaka Aoi-cho, Minato-ku, Tokyo); Keidanren, the Federation of Economic Organisations, a loose association of about 900 corporations and associations; Nikkeiren, the Japan Federation of Employers' Associations, a broadly-based organisation of employers, representing about 26 000 corporations; Nissho, the Japan Chamber of Commerce and Industry, mainly made up of small businesses; Keizai Doyukai, the Japan Committee for Economic Development; and Nihon Boeki Kai, the Japan Foreign Trade Council, one of the largest private policy-making groups.

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The talking's over — Japan is on the move in Fiji

From ROBERT KEITH-REID in Suva

Japanese investment corporations will be occupying a significant place in the Fiji economy by the end of the 1970s.

After a long period of talk, but little positive action, Japanese companies have in the last 18 months made moves in the fields of land, fishing and manufacturing that will undoubtedly result in the inflow of large sums of capital.

The advent of the Taisei construction group at Pacific Harbour, a resort development 55 km from Suva, is expected to prompt a gradual snowballing of other Japanese involvement there, primarily in the business of catering for leisure.

At the old Fiji capital of Levuka a big fish cannery is already in production as a joint venture between the Fiji Government and Japanese interests.

It will soon be supplemented by a factory which will make cans for the cannery.

On Mana Island a resort hotel is 80% owned by Todeco (Fiji) Ltd, a private company formed by more than 30 large Japanese corporations as a vehicle for investment in a wide range of fields in Fiji and possibly other areas of the South Pacific.

Through the 1950s and 1960s Japan derived considerable business from Fiji but gave little back.

The two exceptions were failures. The Banno Mining Corporation, a subsidiary of the Nassan Corporation of Osaka, opened a copper mine which ran for only a few months before it closed permanently when it became clear that mineral deposits were far smaller than calculated.

And three other companies lost several million dollars in attempting to exploit deposits of lowgrade bauxite.

The Pacific Fishing Company, formed by C. Itoh and Co Ltd of Osaka and Nichiryo Ltd of Tokyo, opened a freezing factory at Levuka 13 years ago to handle tuna landed by Japanese, Korean and Taiwanese vessels.

A young Japanese visitor pictured with a member of the Royal Fiji Military Forces on guard at Government House, Queen Elizabeth Drive, Suva. —Photo Katsumi Date

Three years ago they and the Fiji Government signed an agreement under which the freezing facilities were expanded to can fish.

The government acquired a 25% holding in Pacific Fishing, with C. Itoh retaining 60% of the shares and Nichiryo's holding dropping to 10%. Another 5% is owned by about 20 local shareholders.

More than $1 million was invested in building the cannery, which started production late last year.

By 1979 the cannery is due to be processing 12 000 tonnes of fish a year and employing 400 local people. It should be contributing from $10 million to $15 million annually towards export earnings, and at the same time reducing local dependence on imported tinned fish.

The cannery has led to a further agreement under which the government has taken a 20% share in the Fiji Can Company Ltd, formed with Toyo Seikan Kaisha Ltd. A factory being built next to the existing cannery will start production this year making 470 000 cans a year, to reach an annual output of a million by 1980.

TSK, a well-known Japanese packaging company, is supplying equipment, technicians and raw materials as well as capital.

Between the 10th and 15th year of its agreement with the government it will offer 10% of the can company's shares to local investors.

More than 60 000 ha of pines is being planted by the Fiji Government with an eye to supplying the Japanese market.

At the end of 1975 Southern Pacific Properties of Hong Kong, in which the British P&O shipping group is a large shareholder, announced the formation of SPP-Taisei Ltd.

Taisei, one of Japan's biggest construction groups, has a half share in SSP-Taisei, which paid out $5 million for 2 400 ha of the 2 800 ha of land owned at Pacific Harbour by Southern Pacific Properties.

SSP completed the 445 ha first stage of the Pacific Harbour scheme, in which Taisei has bought land on its own account with a view to hotel and condominium-style projects.

Taisei is taking the bulk of responsibility of planning and execution of the development of the 2 400 ha acquired by SPP-Taise.

Detailed plans have not yet been published but Taisei has indicated that it envisages small village-type complexes along the same lines as the first stage.

In buying into Fiji Taisei executives said they saw the country as a prime destination for Japanese tourists in the 1980s — a development which will be encouraged by the planned initiation of flights to Fiji before 1980 by Japan Air Lines.

In July 1974 a Fiji public company, Fiji Property Centre Ltd, announced that it had signed a joint venture agreement with the Asahi Urban Development Corporation

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Ltd for construction of a 100-room hotel.

Asahi's interest in the deal amounted to 80% of the stock, but the hotel has not yet materialised, apparently due to the Japanese company's reluctance to embark on it in prevailing tight economic conditions.

Latest Japanese arrival in Fiji is the Yashino Kogyosho Co which has formed Cope Allman-Yashino Ltd for the production of plastic bottles and other containers.

Cope Allman, a large British company established in Fiji for more than 10 years, is active in copra milling, biscuit making, and in the manufacture of soap, plastics and various other items.

Full details of its venture with Yashino Kogyosho have not yet been disclosed.

JAPAN BRIEFS

● Japanese interests are seeking rights to search for oil in Tongan waters, and explore for minerals throughout the country. A recent visitor to Tonga was Mr M. Okada, president of Empire Boeki KK, of Tokyo. He met King Taufa'ahau Tupou and discussed with him the possibility of securing rights for oil exploration in the Niuas and general mineral exploration.

The king said later that Mr Okada was also interested in leasing land for a fishing base, and possibly building hotels. Tonga has sanctioned the exploration proposals, but the other suggestions will have to wait till Mr Okada is established in Tonga.

Initially, Mr Okada could invest as much as T3 million in Tonga, but first must get a clearance from the Federal Reserve Bank of Japan to shift the money to Tonga.

● Japan's gross national product in 1976 registered a 6.3% growth in real terms, showing a much larger economic growth than in 1975, the first year of recovery from the 1974 recession. According to preliminary figures published by the Economic Planning Agency, the GNP reached $US346 000 million after adjustment for prices in the last calendar year. Japan's per capita GNP in 1976 reached $US4 930, an increase from the $US4 390 of 1975.

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"Electronic?" — "It's probably made in Japan . . ."

Much of the prosperity of South Pacific countries which have embraced tourism depends on the electronics industry of Japan. Items such as colour TV sets, stereos and CB transceivers are some of the "baits" used in Pacific duty-free shops to attract tourists.

The Japanese economy, which has been going through a recession, depends on sales of these items throughout the world. The Pacific is a small, but important, part of the market. These "luxury" items, as they are unofficially known in the tourist trade, accounted for about two-thirds of the total 1976 output of Japan's household electrical appliance industry. Exports expanded faster than manufacturers expected, particularly in the case of colour TV sets.

The increased exports of these sets however, created problems, particularly in competing countries like the US. To overcome frictions, Japanese manufacturers have stepped up building production facilities abroad. Sanyo Electric Co took over Warwick Electronics through Sears, Roebuck and Co in 1976, with US-based production scheduled to start in 1977 under new management. Toshiba and Hitachi indicated that they too would go abroad to manufacture.

This willingness to take production overseas should open up opportunities for enterprising businessmen in the South Pacific. It may be some years before there are enough trained people available to make complicated electronic appliances, but such enterprise could pay off. After all, American Samoa has a thriving watch industry which needs trained technicians.

Tape recorders, mostly cassette recorders, followed colour TV in terms of production value. About 90 per cent of the total output is exported, mostly to the US, but a fair share goes to the South Pacific.

Stereo production continued to increase in 1976, although there were some signs of a decline in the market. Pioneer Electronic Corp, which enjoyed huge sales in the US, now plans to start production in that country. Pioneer is the biggest manufacturer, but its position is being challenged by Matsushita Electric Industrial. Pioneer, however, with its US production, should maintain its lead over its nearest rival.

CB transceiver sales suffered a reverse in the US, the biggest market, in the second half of 1976, when there was a revision of standards, with the US Federal Communications Commission increasing the number of channels. This caused a chaotic situation for the manufacturers and was followed by a sharp drop in demand. The industry expected some recovery in the second half of 1977, but was not over-optimistic.

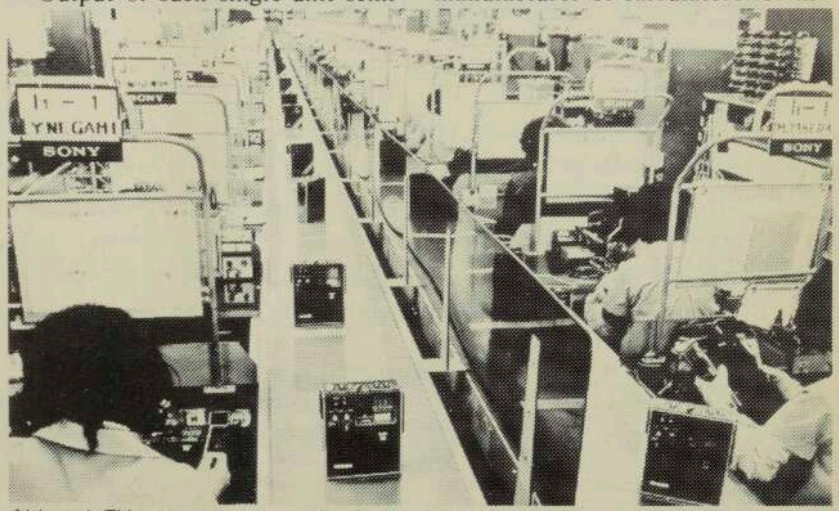
Manufacturers of electronic parts, such as resistors, condensers and semi-conductors enjoyed their best year ever in 1976. Production could not keep pace with demand because of the rise in exports of the finished products using these electronic components.

Output of such single-unit semi-conductors as transistors and diodes rose by about 60% in 1976, and of integrated circuits (ICs) by 70%. Semi-conductor makers, producing single-unit semi-conductors and ICs, boosted production capacity by 50% in the financial year ended March 31, 1977, through aggressive plant and equipment investment based on expectations of long-term growth.

These manufacturers included Toshiba, Nippon Electric, Hitachi, Mitsubishi and Sharp. With so many manufacturers, there is keen competition with prices at economic levels for buyers, even though production cannot yet match demand.

Large-scale integrations (LSIs), the most sophisticated IC incorporating one silicon chip and more than 1 000 transistors and diodes, have become widely used in calculators and computer memories in the last six or seven years. Production has been rising sharply, reflecting the booming demand for pocket-type calculators which characterised this period.

But there has recently been a slump in demand, and one top manufacturer of calculators for the



Although TV sets are more popular than radios in the living rooms of Japanese homes today, radio is still in demand for individual use. Picture shows an assembly line of solid state radios with FM, SW, MW, and marine bands.
— Photo Japan Information Centre, Sydney

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export market has gone bankrupt. Another company, because it switched to production of high-grade calculators, ironically found itself suffering a slump in demand, suggesting that cheaper types were being sought in the market place. Another company suffered because its production centres too narrowly on popular types of calculators. Altogether it was a rather confused situation, a nightmare for marketing men.

Metal oxide semi-conductors (MOS) for popular calculators are being slowly replaced by complementary metal oxide semi-conductors (CMOS) for low power-consumption types of calculator, which are used in combination with liquid crystal display elements.

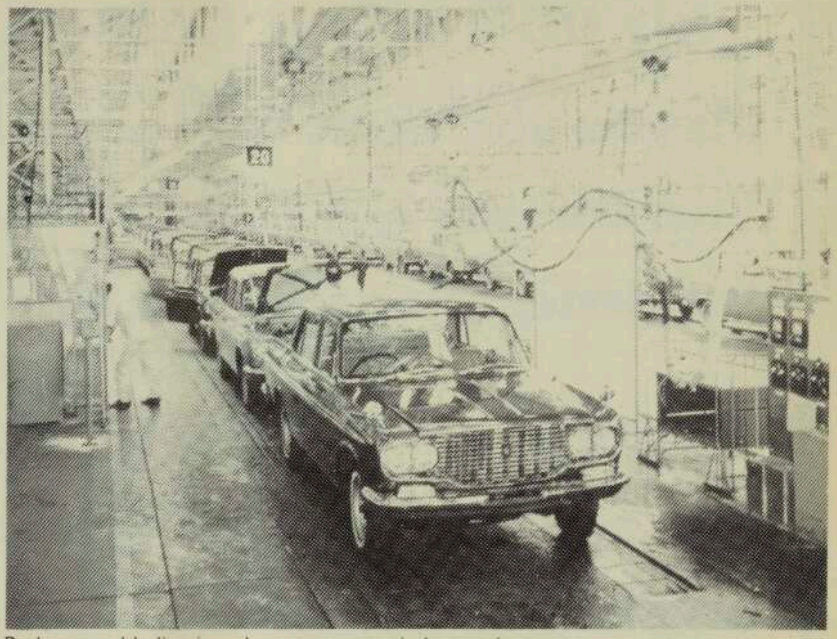
Micro-computers have come into the limelight as a mainstay LSI. A micro-computer, portable and small, consists of a micro-processor made of one or several LSIs and LSI groups, such as memories and peripheral circuits. There are now as many as 20 micro-computer makers, including foreign companies, in Japan.

While few, if any, refrigerators, air-conditioners and micro-wave ovens would be sold in the Pacific, duty-free, to tourists, there is a growing demand in the Islands for these commodities, which help to make life easier and more comfortable.

The fastest selling refrigerators in Japan are in the 170-200 litre class, and many of these would be well adapted to the South Pacific.

In this region, where the weather is almost always humid, nothing is more welcome than an air-conditioner, provided there is electric power to run it. In fact, Japanese manufacturers recently miscalculated home demand, which resulted in a glut of air-conditioners and a search for new markets in warmer climes.

Micro-wave cooking units are being exported in greater numbers. While there is a limited demand for them in the Islands they would have their uses in tourist hotels, particularly during peak seasons, reconstituting meals prepared during slack periods and held in deep freeze.



Body assembly line in a Japanese motor industry plant.
— Photo Japan Information Service, Sydney

Japanese auto industry still riding high

Japanese car manufacturers maintained a brisk level of exports throughout 1976, and prospects were good for a continued demand throughout 1977. In the Pacific Islands in 1976 Japan sold 7 148 cars, 9 970 trucks and 396 buses. She sold 1 922 motor-bikes to Papua New Guinea and 3 247 to other Pacific Islands.

The breakdown of vehicle sales was: Cars — Fiji, 1 117; Guam, 2 140; Papua New Guinea, 1 902; other, 1 989. Trucks — Fiji, 1 055; Guam 1 483; Papua New Guinea, 5 326; other, 2 106. Buses — Fiji, 38; Guam, 9; Papua New Guinea, 256; other, 93.

In the last 15 years Japanese car manufacturers have captured a big slice of the market from the previously traditional suppliers. Small to medium-sized Japanese cars seem to be eminently suited to the Pacific Islands. Although light they stand up well to the rugged roads in many parts of the Pacific. Fuel economy is a big factor, with the price having broken through the $1 a gallon barrier (4.5 litres) in most areas.

Japan's auto emission standard, announced in 1976 and fixed for 1978, has been described as the most severe in the world. The standard called for the content of nitrogen oxide (NOx) in auto exhaust gas to be held down to an average of 0.25 grams a kilometre run for new model cars on and after April 1, 1978. It also calls for limiting emission of carbon monoxide (CO) and hydrocarbons (HC) to less than 2.1 grams and 0.25 grams a kilometre run respectively.

● The golf boom which swept Japan in recent years is showing signs of easing. But it is still not uncommon to see office workers using their umbrellas to practise their golf swings during the coffee break, or on the railway platform. Golf still dominates late evening and weekend sports broadcasting. About 400 golf courses which opened after the oil crisis felt a pinch in 1976 as the number of players levelled off for the first time. Of a total of 1 100 links in operation, 44 went out of business in 1976. To tighten the screws still further, local administrations raised the amusement tax on golf by 20% in June.

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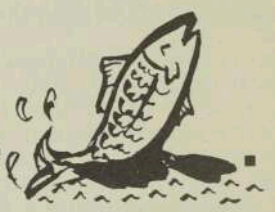
Maybe you want to catch some  .

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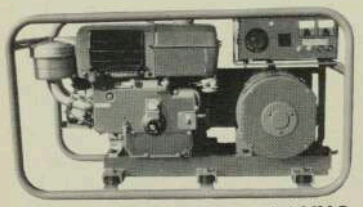

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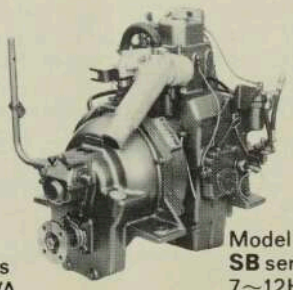

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PACIFIC TRANSPORT

Air New Zealand, Air Pacific, at daggers drawn

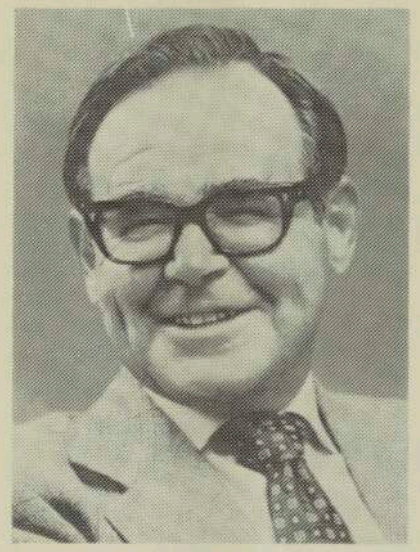
Fiji and New Zealand are at loggerheads over air landing rights. Fiji has told New Zealand it will give notice of intention to scrap the air service rights between the two countries. This followed the collapse, in Wellington, of negotiations for changes in an existing agreement.

The breach is not surprising. The chairman of the Fiji-based and largely Fiji-owned Air Pacific, Mr Don Aidney, recently made a strong attack on Air New Zealand, saying that Fiji, in effect, had come off worst in air agreements with NZ (PIM, August, p 69). This did not please Mr Morrison Davis, general manager and chief executive of Air New Zealand, who offered some well-meaning advice to Air Pacific and also claimed tht Mr Aidney had left a lot unsaid (PIM, September, p 67).

It is unfortunate to see the two countries squabbling. Each could benefit through co-operation and a little give and take. Fiji is possibly suspicious of New Zealand and Air NZ, just as in the past NZ cast a wary eye at the aspirations of Australia, and Qantas.

Each airline has much to offer in the region. Air Pacific with its fragmented ownership has faced many problems as a regional carrier. It has to compete with Air NZ between Fiji and Auckland, and with Polynesian Airlines on services to Tonga and Western Samoa. Air NZ, back in the flying-boat days, pioneered routes which linked NZ with a number of islands, and has since steadily developed its services in the Pacific.

Air Pacific and Air NZ both seem to be edgy about the moves in Western Samoa which gave Western Samoa landing rights in New Zealand, as well as the Cook Islands. But New Zealand wants 50% of any Western Samoa-New Zealand service, and Tonga became involved in the discussions because the service was to be via Tonga. That would hit Air Pacific which flies to Auckland via Tonga, picking up passengers in Nukualofa, and also depositing passengers there on the return flight.



Air New Zealand's Morrison Davis .... not smiling at Air Pacific

The existing agreement between Fiji and New Zealand gives Air Pacific authority to operate up to six flights a week between Suva and Auckland, via Tonga, while Air NZ can operate an unlimited number of flights to Fiji and points beyond.

Fiji, in the latest round of talks, which broke down, argued for a Bermuda-type agreement which was supposed to allow fair and equal opportunities for both airlines to operate agreed services. The Fiji team was led by Mr Bob Dods, the Fiji Secretary for Civil Aviation. At the end of the talks Fiji said a diplomatic note would be sent to NZ which would effectively serve 12 months' notice that the bilateral agreement between the two countries would lapse.

The practical effect of this was to give both countries 12 months to negotiate an agreement. Air services between the two countries would continue normally over this period. But if the agreement was not renewed air services between the two countries would cease.

Such a course is unthinkable. Both countries and their airlines would suffer. Fiji would lose thousands of NZ tourists who go to Fiji for their holidays. New Zealand would be in a similar position, on a smaller scale. PanAm would have a virtual monopoly on the Fiji-Auckland route. Of course, Air NZ could offer to fly holiday-makers to the Cook Islands, where it has an interest in the Rarotonga Hotel and in Cook Islands Airways.

A statesmanlike approach is needed to solve the problem. Past differences, which have caused running sores, should be forgotten. Fiji needs Air NZ, just as New Zealand needs Air Pacific.

About the time the Fiji-NZ negotiations broke down, Air New Zealand released its annual report, which showed a net profit of $11 674 983 for the year ended March 31, 1977. Revenue at $207.8 million, was above $200 million for the first time. The airline carried a record number of passengers, and flew a record number of kilometres.

Two dark spots in the report related to the Pacific Islands. Air Pacific and Polynesian Airlines, in which Air NZ has a minor shareholding, were both expected to turn in losses for 1976-77.

Air NZ conceded that the two airlines operated under difficulties, but were providing a communications network which made an important contribution to the regional economy. They also provided vital links among the island communities of the South Pacific.

"Aware of the importance of these services, Air New Zealand has continued to provide managerial and financial support to these carriers," the report said.

Air NZ has a majority interest in Cook Islands Airways, which operates from Rarotonga to neighbouring islands. Although CI Airways recorded another loss, plans for early expansion of operations to other islands in the group should improve the airline's viability.

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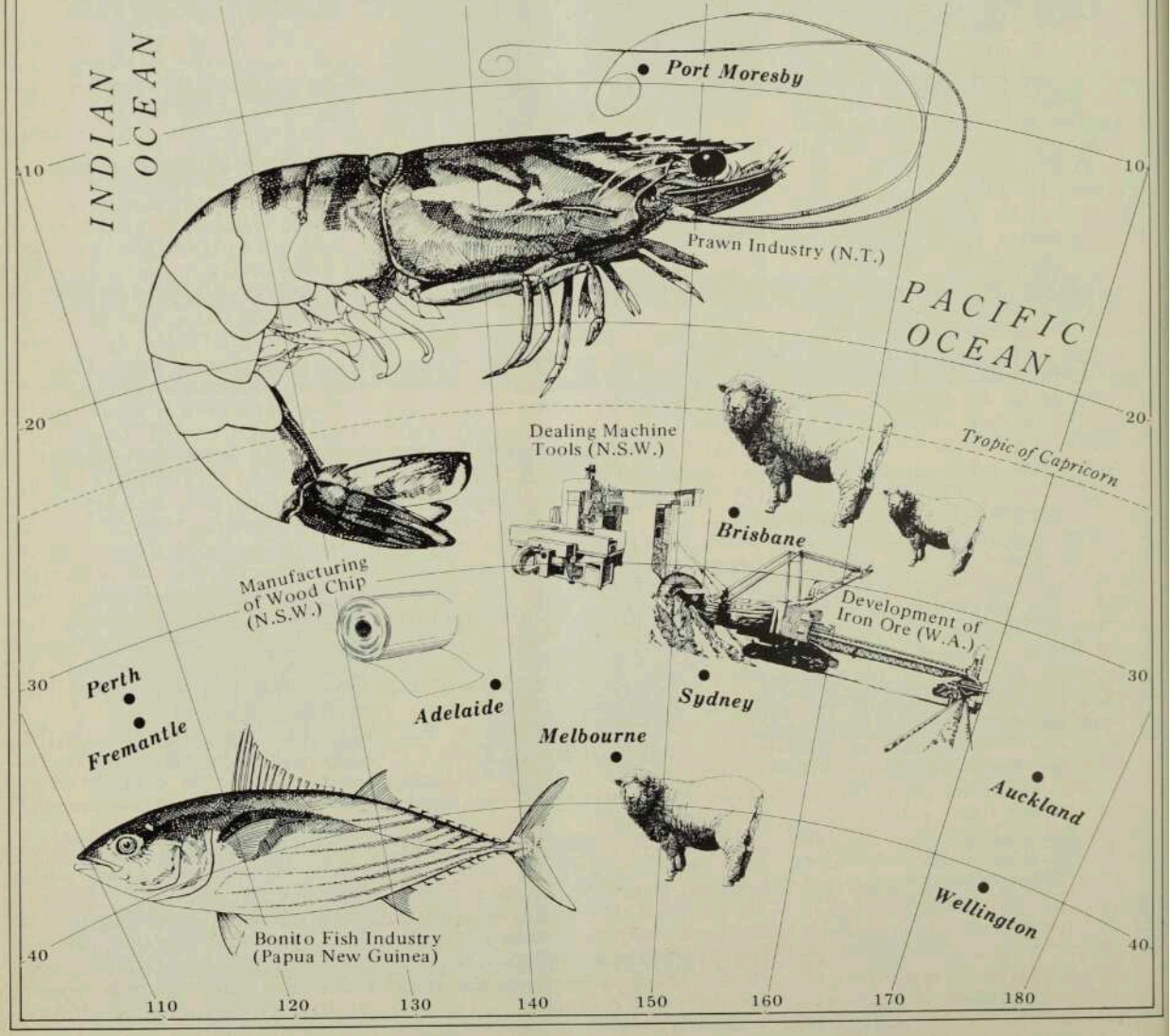

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US, Australian airlines in new Pacific war

Continental Airlines will fly the US-South Pacific route in 1978 in the face of opposition by Pan American World Airways, supported by Qantas and the Australian Government. Qantas has filed an appeal with the US Civil Aeronautics Board in support of an earlier appeal presented by Pan Am against award of the route to Continental.

The Australian Transport Minister, Mr Peter Nixon, would stop the Continental service if he could, but under the terms of the US-Australia air agreement there is nothing he can do to veto a decision made by President Carter. But he may be able to make things a little awkward for Continental as Australia has a say in the frequency of the service and the type of aircraft used.

The final decision in the award of air routes always rests with the US President, no matter what the CAB recommends. Both PAA and Continental, who fought each other hard for the Saipan-Japan route, know this only too well.

PAA, during drawn-out procedures before the matter finally went to President Carter, threatened to cut back flights to the South Pacific if a second US carrier was allowed on the route. It has now shifted ground because of the success of its SP long-range jumbo jet on non-stop flights across the Pacific.

But at the time it made its threat to cut back, the CAB noted that it would withdraw two Boeing 727 services. That would be almost offset by four DC10 services planned by Continental, which would represent a net gain of 10% in US carrier capacity on the Pacific route, with two PAA services out.

PAA forecast that with an increase in capacity with Continental in the market and no cutback in PAA services, Australia would demand capacity ceilings on US services.

This could well be where Mr Nixon comes in. He is afraid there could be a repeat of the unsatisfactory situation which developed when American Airlines came into the service. While Continental might generate some new traffic, he was far from satisfied it would be enough to use the capacity which would become available with Continental on the route.

Mr Nixon said one of his principal concerns was the loss of opportunity for reduction of passenger fares and freight rates if the airlines flew an increasing number of empty seats across the Pacific. As fossil fuels became more expensive, there would be an increased need to ensure capacity was fully maintained.

He regards those matters as serious, which may well have to be taken up with "American friends".

With US politics being what they are it is hard to see President Carter reversing his decision. After all, President Johnson back in the 1960s gave tentative approval for Continental to fly the route as the second US carrier. President Nixon on coming into office in 1969 overturned President Johnson's decision, and awarded the route to American Airlines, with disastrous financial results. If President Carter stands firm, and remains in office for the two terms he is allowed under the US constitution, then Continental is safe till 1985 at least.

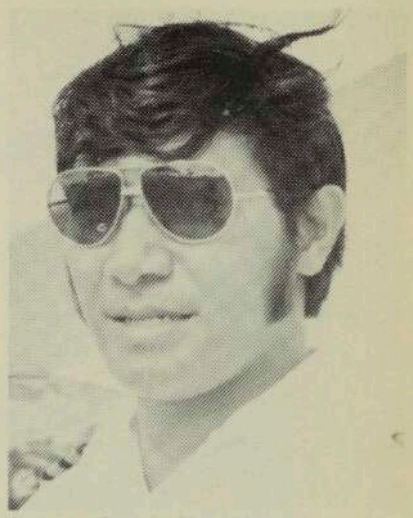
FIJI AUTHORITY OFFSETS DOCKERS' WAGE RISE

The Ports Authority of Fiji moved quickly to recover higher costs following a rise in wages granted to dock workers by Mr Ramanlal Kapadia, who was arbitrator in a dispute between the authority and dock workers. A rise of 10% in the pay of permanent dockers, plus an extra $4 a week as a containerised cargo allowance, was expected to send the annual wages bill of the authority up to $1.65 million from $1.5 million

The authority imposed an extra $1 levy on each tonne of cargo handled on overseas ships. That increase, with better use of port facilities, would make the increase in overhead costs insignificant.

To cover the cost of a mechanisation allowance of $4 a week and 75c for casual dockers, the container levy was increased from $1 to $1.50 a tonne and the pallet levy from 30c to 50c a tonne.

The effect of Mr Kapadia's award was to increase the weekly wage of a permanent registered docker from $48 to $54 and the actual average from $55 to $66.53.



Captain Kava Konrote

● The first Air Pacific flight with an all-Fiji-born crew was between Suva and Nadi with Captain Kava Konrote at the helm. The first officer was Bill Gardiner and the flight stewardesses were Christina Hicks and Samanunu Waqanivalu. Captain Konrote, 28, qualified for his commercial pilot's licence at the Oxford Air Training School in England in 1971, and has been flying with Air Pacific ever since.

MICRONESIA GETS FIRST OF ITS SEVEN "MICROS"

The first of seven new ships ordered in Japan for field work in the US Trust Territory was expected to arrive in November and to go into service in the Marshalls. It was a replacement for the Truk Trader, which was overdue for dry-docking.

The new ship, like the six which will follow it at intervals over the next 18 months, is a "Micro" — the Micro Chief. The other ships, expected dates of delivery, districts in which they will work and the ships they replace, are:

Micro Trader, February, 1978, Truk, Ran Annim; Micro Spirit, May, 1978, Yap, Yap Islander; Micro Pilot, August, 1978, Marshalls, Robert DeBrum; Micro Dawn, November, 1978, Truk, James Cook; Micro Glory, January/February, 1979, Ponape, Kasekehlia; Micro Palm, March, 1979, Marshalls, Militobi.

Each ship will cost about $US1.9 million. Each is 56.4 m in length overall, with a 10.02 m beam, 4.6 m deep, and will have a maximum displacement of 1 220 tonnes on a

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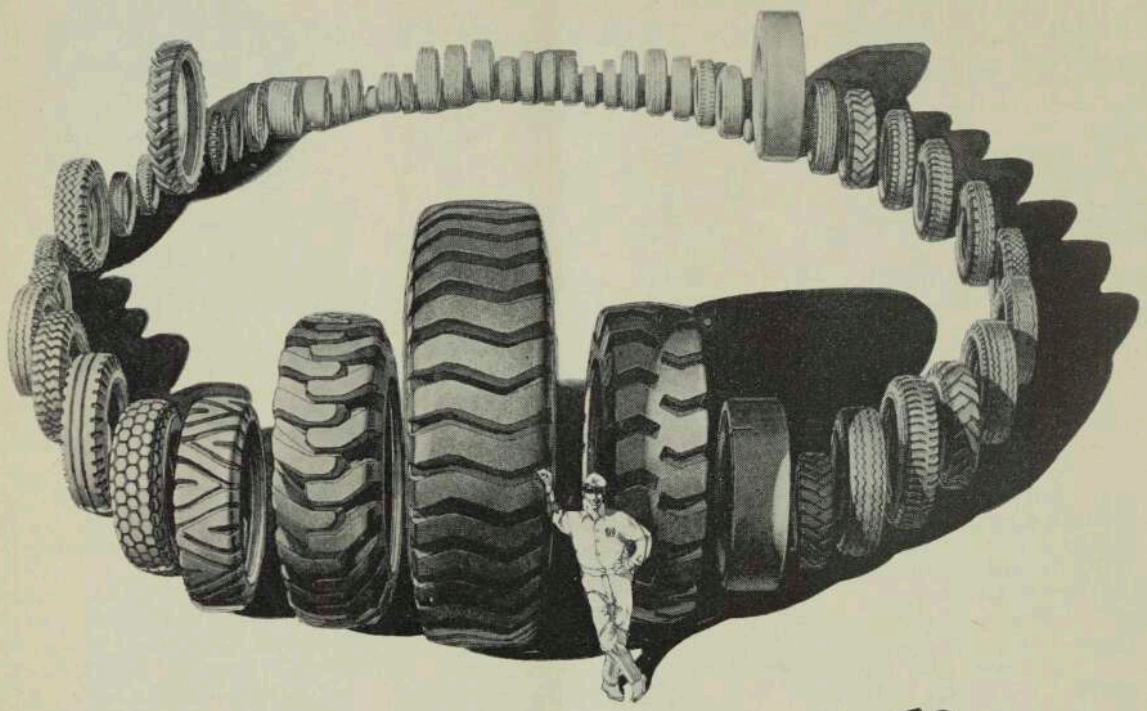

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draught of 3.35 m. They are powered by Twin GM diesels of 455 hp and are capable of 11 knots. There is berthing accommodation for 12 passengers and 100 deck passengers will be allowed. Each ship will carry a crew of 12.

The ships were designed by Morris Guralnick Associates, naval architects, of San Francisco. The builder is the Namura Shipbuilding Co Ltd, Osaka.

EXPANDED AIR TERMINAL FOR PAGO PAGO

The United States has made a grant of about $US1.8 million to American Samoa to build an addition to the terminal at Pago Pago international airport. American Samoa is not required to match the grant in any way. Work on the project, which will take two years, was expected to start in November.

The addition will do much to eliminate overcrowding at the terminal. It will include a sterile hold, duty-free shop, arrival and departure facilities and parking lot improvements. At present the simultaneous arrival of two aircraft places an almost intolerable strain on airport facilities.

AIRSTRIP FOR COOKS' MAUKE ISLAND

Mauke Island in the southern Cooks now has an airstrip. It was officially opened by the Premier, Sir Albert Henry, amid three days of celebration and feasting. Mauke is the second of the southern Cooks to have an airstrip. The first strip was laid on Atiu. The next island on the list is Mitiaro. Sites have been surveyed on Mangaia, but so far no definite plans have been announced about when that strip will be laid. The Mauke strip is a little more than 1 000 metres long. The terminal building is of local materials and pandanus.

VICTORY (AND JETS) FOR AIR NIUGINI

A tug of war between the Papua New Guinea Government and its national airline, Air Niugini, ended in victory for the airline in September.

The Prime Minister, Mr Somare, announced that the airline would be permitted to go ahead with its arrangements to buy two Fokker Fellowship jets in a deal worth $7.5 million.

Mr Arthur M. Best, who has been appointed divisional vice-president, Pacific, for Pan American World Airways. He replaces Mr Edward E. Swofford, who has joined Aloha Airlines as president and executive officer. Mr Best, a Texan, joined PAA in 1940, and has held a number of senior posts with the airline.

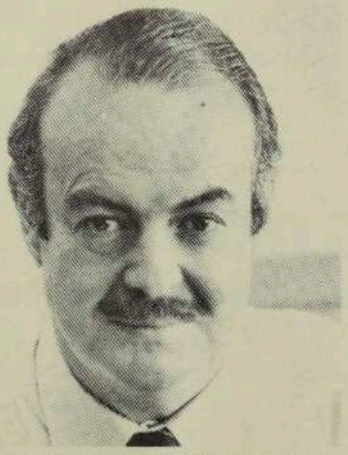
The two Fokkers were acquired from Air Nauru, which was re-equipping for expanded requirements, and they were to operate under a lease-purchase arrangement from November 1.

The deal, which was master-minded by the aircraft manufacturers Fokker-VFW, was regarded in aviation circles as extremely good.

Mr Somare also announced immediate and pending expenditure of $500,000 to upgrade some airport facilities for the new aircraft.

The Fokkers are to be used for domestic services out of Port Moresby, Wewak, Bougainville Island, Madang, New Ireland and Manus Island. They will also be phased into short-haul international services to Northern Queensland, Irian Jaya and the Solomon Islands.

Air Niugini already operated 11 F27 Fokker Friendship turboprops on domestic routes, and a Boeing 707 on international routes.



Air Niugini has appointed a new commercial manager, Mr Niels Iuel-Brockdorff (above). Danish-born Mr Iuel-Brockdorff, 44, is a graduate in business administration from Switzerland's University of Geneva and a former officer in the Royal Danish Air Force.

FIJI'S $250 000 SINKING

A Fiji Government landing craft, the Tabilai, 200 tonnes, sank off Vanua Balavu in Lau and with it went cargo worth $250 000. The master, Akeai Taka, 15 crew and five passengers were rescued and taken to Cikobia Island, but one man was feared to have drowned.

It was a troublesome voyage, which followed a troublesome prelude. She broke her ramp while a bulldozer was being loaded, and that delayed her departure from Suva for three days. Then she ran on to a sandbank in Vanua Balavu lagoon. Next she developed a leak in rough seas, with strong winds blowing.

Then the bulldozer slipped from its hold and with its weight toppled the Tabilai over. Another bulldozer, 100 184-litre drums of fuel, a work hut, a vehicle and other cargo for development projects in the outer islands went down as well. Attempts may be made to salvage the vessel.

NAME OF SWIRE IS RIDING HIGHER

The name of Swire is riding high among Fiji importers. Swire Shipping Agencies, agents for New Zealand Express Unit, absorbed extra shipping costs, caused by the recent dock strikes. Swire made no claim against Fiji importers in the case of two trans-shipments. The Fiji Shippers' Council, after officially praising Swire Shipping Agencies, criticised other companies which charged extra for returning cargo not discharged in Fiji during the strike. Both Swire Shipping Agencies and NZ Express Unit are part of the giant Swire group.

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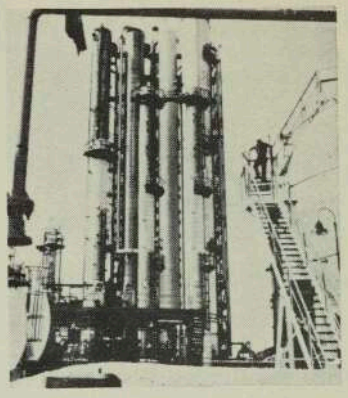

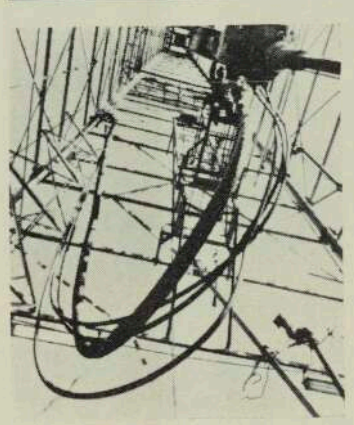
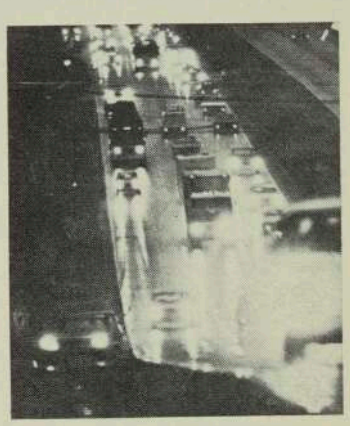

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CRUISING YACHTS

● **TALOU**, 13.7 m ferro-cement ketch registered at Toronto, arrived at Rarotonga in late August from Tahiti with John and Brenda Taylor. The yacht was home-built in Canada by four people working part-time, and was sailed through Lake Ontario and the Erie barge canal to the Hudson River, thence to the Atlantic Ocean, the Caribbean and Panama. Pacific ports of call were the Marquesas and Tahiti. From Rarotonga, the Taylors planned to call at Niue, Tonga, Fiji and Australia.

● **DAWN TREADER OF LUNE**, 12.2 m ketch registered at Lancaster, UK, arrived at Rarotonga from Tahiti and Bora Bora on August 24 in company with the yacht, **GLAYVA**, from the same English yacht club. On board **Dawn Treader** were partners Colin Clayton and Alf Shiells, plus Colin's wife, Diane, and their children, Penny and Philip. Their cruise had taken them to Panama and the Marquesas before Rarotonga, from which they planned to sail to NZ, Australia and back home to England.

● **GLAYVA**, home-built 14.9 m sloop, registered at Lancaster, UK, arrived at Raratonga on August 24 with single-hander Tony Hallsworth who planned to sail to New Zealand.

● **PEREGRINE**, 11.3 m cutter of British Gauntlet design, sailed by American single-hander, Albert Steele, aged 62 but feeling years younger and looking it, arrived at Rarotonga on August 19 from Papeete. He planned to sail to Tonga, then New Zealand. Mr Steele was a navigator of American tuna boats for 30 years before he retired from the sea and entered the antique furniture business. Now he has retired from business to go back to sea.

● **TINUVIEL**, 14.63 m British ketch, arrived at Rarotonga from Bora Bora on August 22 with owner-captain Robert Miller and his wife and two children who will be flying from Rarotonga to New Zealand. Mr Miller planned to sail to Niue, Tonga and New Zealand.

● **OOMATEE**, an American trimaran, arrived at Rarotonga from the Hawaiian Islands on August 14 with Michael and Barbara McCrea and their eight-year-old daughter, Bridget. Plans were to call at American Samoa, Suva, and perhaps New Zealand.

● **GHOST RIDER II**, 7.6 m sloop with Steve Dolby, arrived at Rarotonga from Papeete on September 3 en-route for Sydney. Mr Dolby, an Englishman, settled in Australia, built his first yacht in Sydney seven years ago and sailed her to England. In England, he built his second yacht and sailed her via Panama and the Marquesas. His intention was to reach Sydney, swallow the anchor, get married and settle down to the more comfortable but duller life of a landlubber.

● **PETREL**, 11.9 m yacht, arrived in Suva in August from Panama, via the Galapagos, the Marquesas, Tahiti, Niue Island and Vavau. She was sailed by American Ken Martin and Australian Jonathon Oatley, both of whom knew nothing about sailing or life at sea before setting out from Panama. When leaving Tahiti they were aiming for Rarotonga, but strong winds drove them off course and they made Niue instead. After manoeuvring and calculations they reached Vavau, and from there they sailed to Fiji using their own judgement, the sun and their sextant. They intended to sail to New Zealand, after a refit at Suva, carrying two other crew, Bruce Adams and Stewart Sheperd.

● **KIALOA**, 24.1 m two-masted yacht, was in Fiji in September on the way to Australia, via New Zealand, to take part in the annual Sydney-Hobart yacht race. She has been racing off Florida and the US west coast, winning the Los Angeles-Honolulu race earlier this year. She is owned by Mr John B. Kilroy. She has already won one Sydney-Hobart race.

● **WIND'SON**, Sparkman Stevens steel ketch, was a September arrival in Suva from Pago Pago, carrying owner Jim Schmidt and his wife Cheryl, of New York, plus a dobermann dog and a cat. After cruising in Fiji they intended to sail to New Zealand and three months later continue on to Australia. They rebuilt the **Wind'son** from a rotting wreck in the Bahamas into a luxury cruiser.

● **CALYPSO**, 14.3 m yacht, was a recent arrival in Suva in the course of a world voyage. She is owned by South African Alan Richard, 27, who had three other South Africans, all professional men, with him. They are Charles Batchelder 27, Paul Forcyth 29, and Roger Miles 29. He picked them up while passing through the Panama Canal. **Calypso** left Cape Town in January, 1976, as a competitor in the Cape to Rio race and finished 72nd out of 128 competitors. After cruising off South America and in the West Indies, she entered the Pacific, via Panama. After Suva she was to sail to New Zealand, Australia and across the Indian Ocean to South Africa.

● **TONDELAYO**, 12.2 m ketch registered at Honolulu, arrived at Rarotonga from Nukualofa, Tonga, in September. On board were owner-skipper Jim Shirer, Bill Hilton, Paul Groothuizen and John Marie Ponti. Next ports of call were to be Tahiti and the Tuamotus, the Marquesas, then back to Hawaii.

● **GOLDEN OPPORTUNITY**, 9.5 m British sloop, master N. G. Reeves, arrived at Rarotonga from Bora Bora in August and left after a fortnight for Tonga.

● **MIJO**, 8.5 m sloop, arrived at Rarotonga from Papeete with R. C. Reid in August and departed after a week for Niue.

Singlehanded grandmother Ann Gash, of Sydney, in Rarotonga in late September in the 7.7m folkboat Ilimo, returning from a single-handed round-trip Sydney-England-Sydney. She expected to be in Sydney in late October after three years cruising - the first woman round-the-world singlehander.

● **FOXY LADY**, 8 m sloop, master S. J. Johnson, arrived at Rarotonga from Papeete on August 30 and sailed for New Zealand on September 8.

● **POLACK**, 13.4 m ketch with master B. H. Campion, arrived at Rarotonga from Papeete on September 2 and left six days later for Tonga.

● **MOONSHADOW**, 9.8 m yacht with master J. Gallup, arrived at Rarotonga on September 1 from Bora Bora and left for Tonga on September 8.

● **ALBATROSS**, 9.1 m ketch, arrived at Rarotonga from Pago Pago on September 5.

● **HAUGLINT**, a small wooden fishing vessel, arrived at Rarotonga on September 10 with Mr J. Verbruggen, a Norwegian. Last port of call was Papeete.

● **PHOTINA**, 11.3 m ketch, completed a round-the-world cruise when it sailed into Suva on August 30 with Sandy and Bernie Watt. She left New Zealand about four and a half years ago and sailed to Fiji, the New Hebrides, the Solomons, Great Barrier Reef and Torres Strait. The crew sailed in the 1974 Darwin-Dili yacht race and then across the Indian Ocean, calling at several ports. **Photina** capsized off the African coast, and a pause for repairs was necessary. She then cruised to South America and the Caribbean, before passing through Panama into the Pacific, where she visited many groups before arriving in Suva. Between 1969 and 1972 Sandy and Bernie appeared in PIM's pages several times as they cruised in the **Spirit of Barbary** through the south-west Pacific.

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BUSINESS

Bananas, a dying export industry in the Islands

Back in the mid-sixties, the Island groups of Fiji, Tonga and Western Samoa supplied practically all the banana requirements of New Zealand. The Union Steam Ship Co's ships — Matua and Tofua — each arrived at Auckland at fortnightly intervals with banana cargo of up to 60 000 cases (a case weighed 60 lb or 27.2 kg net). Production in those years was so high that Tonga even exported to the Japanese market. New Zealand could not absorb all that Tonga could export.

Production on all these island groups was on the increase, shipping services were excellent and growers were kept happy by being paid hundreds of dollars every week for their scores of cases of bananas.

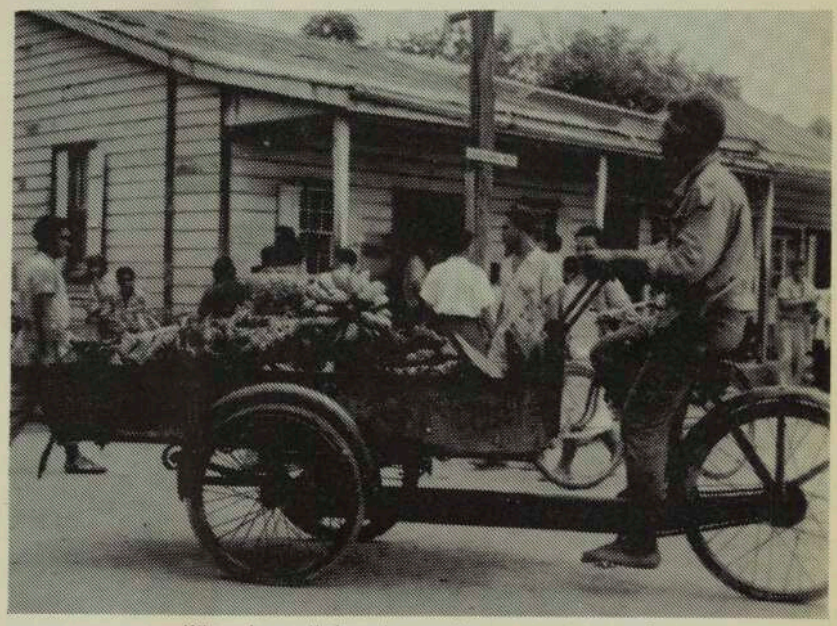
Unfortunately, those happy years were shortlived. One often hears a number of the formerly big growers asking: "Where have all those bonanza banana years gone? When will they ever return?"

From a profitable and bustling industry, especially in the mid sixties, the Islands' banana export industry is facing a difficult battle to survive.

The drastic decline began in 1968 due, principally, to the introduction of the black leaf-streak disease. The disease was first diagnosed in Fiji. Then it spread to the neighbouring Island groups. So devastating was its impact that within 12 months production throughout the Islands had declined by about 70%

Over the past several years efforts have been made by all the Island countries concerned to eradicate or at least control the black leaf-streak, but the result has been disappointing, to say the least. None of the authorities in the Islands ever thought that the disease could become so devastating. And, to date, research into ways and means of controlling it has not produced any cheap and easy solution.

In the bonanza years, Tonga, Western Samoa, Fiji and the Cook Islands were exporting up to a million cases of bananas a year to New Zealand. Now they are exporting less than 20% of that figure. In fact, Fiji is no longer exporting any bananas to New Zealand, or anywhere else. The last banana shipment out of Fiji was less than 100 cases in late 1974.



Where have all those banana bonanza years gone?

In 1976, Western Samoa did no better than an average of 5 000 cases a month, and, judging by the export quantities to date, the monthly average for 1977 could be as low as 2 000 cases. As for the Cook Islands, its current monthly export averages only 1 000 cases, and there are no strong indications that this figure will pick up appreciably in the near future.

By contrast, Tonga's monthly export over the past five years have remained rather static at an average of about 10 000 cases. And recent indications there suggest that 1977 will be the turning point in Tonga's battle to revitalise the industry. Monthly exports during the first six months of 1977 have been averaging more than 13 000 cases, and could, by the end of the year, reach 14 000 to 15 000.

The NZ Government and the South Pacific Bureau for Economic Co-operation (SPEC) have over the past few years, worked with the Islands to revitalise the industry at a cost estimated to be, by the end of 1977, about a million dollars.

Unfortunately, the results have been disappointing, to say the least. The following statistics do not, in general, paint a promising future.

EXPORTS TO NZ

(cases)

Year	Fiji	Cook Islands	Western Samoa	Tonga
1970	80 000	72 000	200 000	144 000
1971	54 000	110 000	236 000	111 000
1972	53 000	46 000	108 000	130 000
1973	1 000	60 000	36 000	106 000
1974	1 000	51 000	46 000	118 000
1975	—	29 000	21 000	108 000
1976	—	21 000	68 000	120 000

In joint efforts to revive the industry in the Islands, the sole importer of bananas into New Zealand, Fruit Distributors Ltd, has played a conspicuously-negative role.

Instead of lending a helping hand, its management kept insisting that the Islanders could not do it. For

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years, therefore, the seller and the buyer could not, and to a large extent, still do not see eye to eye on the issue. Were it not for the NZ Government's insistence on Fruit Distributors taking all the bananas that the Islands could offer, there would not be a single Island banana on the New Zealand market. Fruit Distributors has often complained — and with reason — about the Island banana's quality.

Fortunately, however, there appear to be some definite changes in the outlook of Fruit Distributors Ltd towards Island bananas, and the Islanders are now quite optimistic about the future, at least as far as both parties getting down to looking at the problems seriously.

Perhaps the greatest problem at the moment is lack of proper farm management by the Island growers. Productivity is still only about one-half and, in some instances, even less than what could be achieved. The Island growers are, by and large, still treating the industry as an extension of the traditional subsistence farming complex.

They have still to grasp fully the need to look at the industry on a commercial basis.

The other major problem is the comparatively low price now being paid to the growers. Fruit Distributors are not prepared to increase the current fob price of NZ6c lb. The retail price on the New Zealand market is about 28c lb. The shipping company, which will never lose on the deal, gets roughly 3c lb in freight — the same as the grower gets after paying for his packaging materials and transport. When the grower takes out his labour costs etc he is lucky to come out with 1c lb in his pocket.

So it's high time the NZ Government and the Island governments seriously considered this unfair situation. One can be excused for referring to it as exploitation. The Island growers would not be overpaid at 10c lb fob, and the comparatively wealthy Kiwi consumers can more than afford such a price. Such a step would be much more effective in helping to develop the Island economies than some of the aid schemes being funded by the NZ taxpayers.

A rise in price and a much more stringent standard of quality of bananas are the key things needed to infuse new life into the industry.

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A Stabex transfer for Tonga

Under the Lome Convention, Tonga will receive almost $1 million from the Common Market to help stabilise the kingdom's export earnings.

This money will certainly be a welcome windfall for the growers and one hopes that such transfers will continue for the primary producers of the South Pacific like other private producers in all developing countries, have been bearing the brunt of the recent economic recession.

It would also be a welcome move, politically as well as morally, for the two senior members of the South Pacific Forum, Australia and New Zealand, to consider seriously the idea of a Common Fund for the South Pacific countries, along the lines of the Lome Convention, writes a Tonga correspondent.

Development bank poured out the money

The Fiji Development Bank lent money at the rate of more than $1 million a month in 1976-77 to help finance a number of agricultural and industrial projects. There were 1 480 loans totalling $8.1 million for agriculture, which included $4.4 million for the new sugarcane project at Seaqaqa in Vanua Levu.

Industrial loans totalled $4.4 million spread over 404 accounts. Included were 296 loans, totalling $1.6 million, made under the Commercial and Industrial Loans to the Fijians' Scheme. Loans under this scheme now total 428 and involve $2.6 million.

Mr Lloyd Guthrey, managing director of the bank, said the board was pleased with the growth of business during the year. There was a net profit of $40 856 for the year.

Jaycees' congress meets in Noumea

The ORSTOM auditorium in Noumea was the seat of this year's National Congress of the Junior Chamber of France. More than 400 delegates attended, including Jean Seraqui, a Noumea doctor who is the present International Vice-President. The congress approved the creation of the Junior Chamber of Lifou, one of the three Loyalty Islands.

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Guam: Smiling all the way to the exit

Guam's alien construction workers may become extinct in a few years, but they will be better paid along the road to their extinction.

After a long series of proposals and counter-proposals between the US Department of Labour and the government of Guam, a compromise plan has been agreed upon to make construction industry wages more attractive to Guam citizens and train them in construction trades.

Under the plan, effective immediately, alien construction workers — mostly from the Philippines and South Korea — received about a 30% hourly wage increase in September. They will receive other increases every six months until September, 1979, when their wages will have doubled over present rates.

The average hourly wage for the alien workers now is US$3.25. by the end of the two-year programme, the wage average will be about $7 an hour.

The original US plan was to double the wages immediately. Guam officials reacted in outrage, afraid that the overnight action would force local contractors out of business, nearly double the cost of housing and generally spur heavy inflation, possibly harmful to Guam's fragile tourist industry which is attempting to compete with high-value destinations such as the Philippines and Taiwan.

Guam Governor Ricky Bordallo, Guam Legislature Speaker Joseph Ada and local businessmen took their case to Washington, DC and appeared pleased with the compromise.

"By going this route," Ada said, "our economy will be able to adjust itself gradually to the increase."

Ada added: "It will give local construction companies a chance to breathe so they can re-direct their efforts."

To accompany the wage increases, the US will fund a major training programme on the island to prepare Guam citizens for construction jobs. A total of $3.8 million will be spent in the effort to train 1 500 construction workers and another 500-700 tourism industry workers.

Explaining the US Labour Department's actions,a federal official said: "It is quite obvious alien wage rates are artificially held down, and they depress the entire wage structure."

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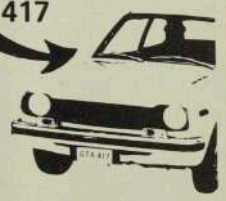

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Tufted Tongan tapa design rugs?

Rugs tufted in Tongan tapa designs may soon be in production in Nuku'alofa through a feasibility project now under way. John Ellsworth, an Australian businessman, arrived in the kingdom in late August with a shipment of yarn, rug-tufting tools, canvas, latex and other equipment. Frames for the tufting were built by the Tonga Construction Company.

Frank Wood, technical manager on loan from the Australian Wool Corporation, and Barbara Taylor, Ellsworth's partner, also came to work on the project.

With the help of the Hon Baron Vaea, Minister of Labour, Commerce and Industries, the three set up in a local youth hall, where interested women were invited to try tufting and designing their own rugs.

About 12 rugs, in tapa designs and other geometric patterns, were finished in time to be displayed at the annual Agricultural Show in early September. The finished pro-

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ducts, most of them about 1.5 square metres in size, are suitable both for use on the floor or as an art object and wall hanging.

As envisaged by Mr Ellsworth, the business could expand from rug-tufting to a variety of weaving and related activities, including yarn spinning and construction of spinning wheels in Tonga. Pricing in Tonga and export considerations on export are yet to be worked out.

Mr Wood, who set up a similar project in Papua New Guinea, said there has been a worldwide surge of interest in handweaving in native designs. "We hope we can take advantage of that interest and at the same time provide a new source of income for Tonga," he said.

Brewery short of water!

The brewery proposed for Vaitele in Western Samoa may ease a lot of thirsts, but it will increase the thirst of many more unless it has its own water supply. Two Western Samoa Public Works Department water supply engineers, Messrs David Hamilton and Terry Marsh, told the promoters of the brewery they could not rely on the PWD supply.

The brewery would require an extremely high quantity of water and the PWD just did not have enough. The engineers suggested that the brewery should drill its own water holes which should provide the "best beer" but, unfortunately, at very high cost. But the PWD has relented to the extent of agreeing to supply water to the brewery in the initial stages, that is while it drills holes and stores any water found. But in no way must the brewery place complete reliance on the PWD supply.

New industry in W. Samoa, "no joy" in NZ

The first industry in Western Samoa set up under the New Zealand Pacific Islands industrial development scheme, was scheduled to go into production at Apia late in September, manufacturing metal mesh and vinyl handbags and fashion accessories. The factory, owned by J. Wiseman & Sons of Auckland, was expected to employ about 30 people.

But whether the new factory will be able to develop an export trade with NZ is open to doubt. Mr Gerald Ryan, chairman of J. Wiseman & Sons, in a report to the Prime Minister's Department said the scheme was apparently facing opposition from NZ manufacturers and trade unions.

"It has been no joy to our salesmen to be told by retailers they will not buy from us because a large Wellington-based competitor told them our product was being mass-produced by cheap labour in the Islands and that we are depriving New Zealanders of jobs," Mr Ryan wrote. "We still have 20 vacancies in our New Zealand factory for New Zealanders to work. Perhaps our competitors could send us their surplus skilled labour . . ."

Mr Ryan said he hoped that within a year the Western Samoa company would be standing on its own feet.

West Germans may aid the Islands

West Germany planned to extend development aid to the Pacific region but not on a massive scale, Dr Helmut Abramowski, from the Ministry of Economics said in New Zealand recently.

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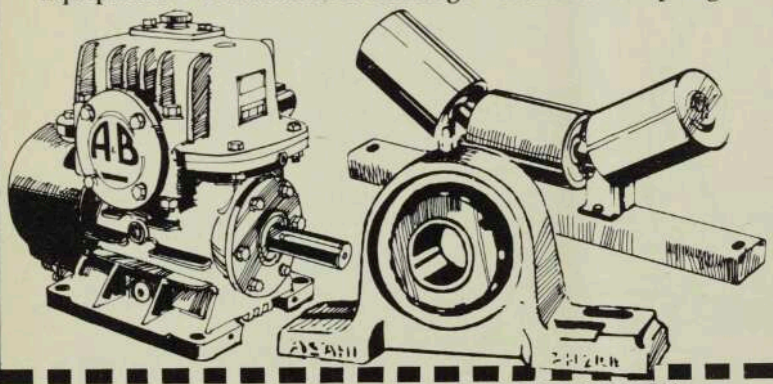

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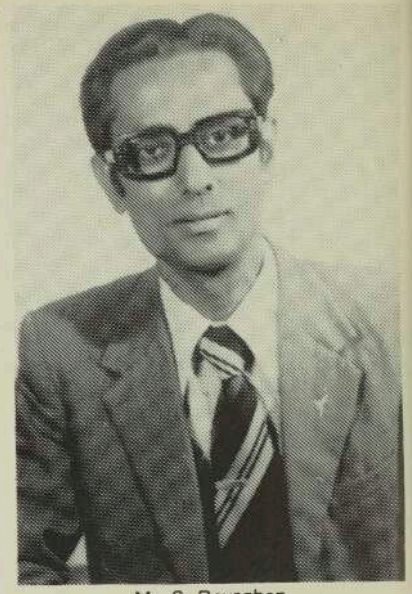

Mr. S. Ravaghan

Mr S. Ravaghan has been appointed to the new post of Secretary to Tonga's Ministry of Labour, Commerce and Industries. An Indian national on loan to the kingdom from the Indian Technical Economic Co-operation (ITEC) programme, Mr Ravaghan will be replaced in the post in July 1978 by Mr Steven Vete, who is at present assistant secretary to the ministry.

and mining were some of the areas where investigations were under way, he added.

Dr Abramowski was speaking at a press conference given for the West German Economics Minister, Dr Hans Friderichs, following the German delegation's talks with Prime Minister Mr Robert Muldoon.

Dr Abramowski named Samoa, Tonga, Fiji and Papua New Guinea where something would be done but he stressed Germany's financial limitations on its aid programme in the area. Apart from the financial limitation, there was the problem of the ability of the countries receiving aid to absorb the projects.

"The country which asks for such aid must develop a certain maturity in projects and that, of course, is sometimes difficult," he said. Some feasibility work was necessary before reaching any financial decision.

Dr Abramowski added that West German private businesses were also interested in the Pacific region.

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Noumea: The end of a clinical dream

From PAUL STERLING in Noumea

The news that the Noumea Clinic had reached the end of its very short life was not a great surprise to the people of New Caledonia. Like most other private, and many public projects, it was completely out of proportion with the city's requirements, and had been built and equipped without even considering its eventual profit-earning capacity.

The building was undertaken by a company in which the CAFAT (social security fund) holds 99% of the shares, and cost $6.5 million. CAFAT also holds more than 20% of the capital of the company that leases the building, with a capital of $2.2 million. After two years of activity, this company has lost $700 000. At the end of July, the board announced the official stoppage of payment, which according to French commercial law meant that within a fortnight bankruptcy would be declared. It was thus that CAFAT's Board decided to buy out the company, as its fellow shareholders, at the symbolic price of one franc a share.

Organisation is probably the wrong word to describe a country where State, Territory, mutual benefit fund, private enterprise and social security fund compete to provide insufficient services and above all insufficient health insurance.

The dilapidated hospital is run by the French Army. A good, and sometimes excellent medical team provides a service in absolutely appalling conditions to public servants, indigent Melanesians and Polynesians and those who cannot afford to go elsewhere. The public servant pays a minimum fee. The Department of Health has also several dispensaries in the bush and a school medical centre.

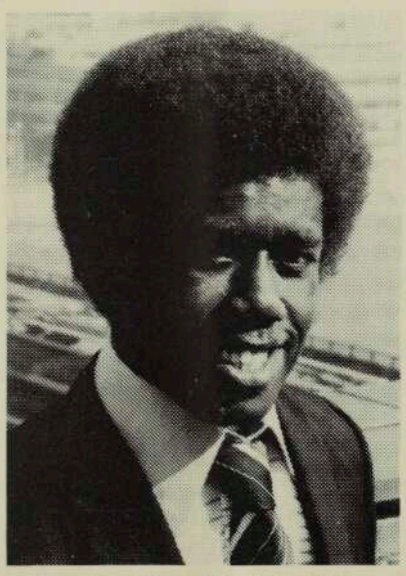
The public servants also have their own Mutual Assurance Fund which has created its own medical and dental centre in competition with the private practitioners.

The staff and employees of the Societe le Nickel are covered by a similar organisation, also with its own installations;

The employees of commerce have also their organisation, and the three "mutuals" have co-operated to create their own pharmacy,

There are private clinics. One built by a local doctor was transformed into offices, while nuns continue to provide the essential services in another. The third uses precarious and temporary installations built by the US Army in 1942.

CAFAT, the territorial security fund, was created to provide for child endowment, maternity-leave pay, retirement benefit, sick leave and workers accident compensation to employees of private enterprise. It was mainly the high cost of private medical, surgical and dental services which encouraged this organisation to create its own family medical centres and eventually invest in the clinic.



Mr Wilson Gina, 21, photographed in London in September. Mr Gina is employed by Lever's Pacific Timbers Ltd, Kolombangara Island, Solomon Islands. While in the United Kingdom he will study accountancy at Harrow Technical College. The course will last until the summer of 1978, when he will return home to his job. He is the second eldest son of a family of seven sons and a daughter. His parents live on New Georgia Island.

Then there are the private practitioners, the older generation of family doctors, the young generation fresh out of medical school, and above all the numerous doctors and dentists who arrived from France, attracted by high, tax-free fees. Nearly 60 private doctors have their practices in Noumea, more than one doctor per thousand people.

The Territorial Assembly had already proposed to take over the clinic next January. Speaker for the Health Commission, Socialist Alain Bernut, declared that this would be the first step in creating a public health system, offering to the whole community facilities that had only been available to CAFAT beneficiaries, or those wealthy enough to afford the expensive fees. He added that the clinic could be bought for a million dollars, while the proposed new hospital, which the territory would never be able to afford, had already cost two million in preliminary studies.

When the clinic announced its financial difficulties, there seemed to be no apparent solution. During the pre-election period, and with the precarious current budget, the assembly could not advance the date of take-over, and refused to consider any form of interim subsidy. It was in these circumstances that CAFAT decided to take over management until the end of the year.

CAFAT's role is controversial. While assuring compensations, endowments and retirement income, the fund is undoubtedly right in placing its capital in income-earning investments. By creating its own medical centres, it has already stepped on the toes of private enterprise.

The territory badly needs a coherent medical system, like many other utopian projects it cannot afford under present budgetary restrictions. But it is also obvious that public funds cannot always be invested in unprofitable projects devised by inexperienced promoters. The aquarium ... the clinic, what next?

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Somare talks tough on statutory bodies

Some statutory authorities in Papua New Guinea are to have their powers pruned and could even be abolished altogether if the government considers it could do the work more cheaply and just as effectively. The Prime Minister, Mr Somare, said this in a September radio interview broadcast nationally in PNG.

The National Airlines Commission (which operates Air Niugini), the National Broadcasting Commission and the Housing Commission bore the brunt of Mr Somare's criticism of statutory bodies. Earlier, in his budget speech, Mr Somare had hinted at greater direct control over the affairs of statutory authorities. He referred to "pulling them into line".

But his broadcast showed that he was angry at what he called "empire-building" in statutory authorities, and that legislative changes were already under consideration. Mr Somare said: "We don't plan specifically to get rid of them, but as a government we must insist that we control them. And if it comes to the stage where we have to abolish them, then we will abolish them."

Mr Somare conceded that no statutory body appeared to have broken the letter of its charter, but too many major and often expensive decisions had been planned without taking the government into confidence. Sometimes this had committed the government to heavy unexpected expenditure which it could ill afford, or had resulted in policy lines which conflicted with government thinking.

Mr Somare mentioned in particular the unilateral decision by the National Broadcasting Commission to commence commercial radio last year and the recent planning by Air Niugini which has committed the government to acquiring two Fokker F28 jets (see Transport section). He denied that the government wanted to control the news and comment programmes of the National Broadcasting Commission. Planning, policy and expenditure were what concerned the government, he said.

He said that Air Niugini's arrangements to operate two Fokker jets, a multi-million dollar deal, had been undertaken without government collaboration, but the government had to back the financial arrangements.

He said steps were now being taken to increase the government's direct voice in the Air Niugini boardroom. This is understood to be the creation of two specialised directorships — one representing the finance ministry and the other the national planning office, which is an arm of the Prime Minister's department.

Mr Somare described statutory authorities as part of the bureaucratic concept inherited from Australia, and not always necessarily the best answer to PNG's requirements.

He said he would not interfere with the Ombudsman Commission which was an office created under the constitution.

● Trade between New Zealand and Western Samoa is six-to-one in New Zealand's favour. In 1976, Western Samoa's exports to NZ were worth T1.987 million, while in return she bought goods worth T6.544 million. But Western Samoa has a favourable trade balance with West Germany, with exports worth T1.907 million in 1976 and imports worth T422 000.

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Further information is available from the Registrar, University of Sydney, NSW 2006, Australia, from whom application forms may be obtained. Applications close on 30 November.

Students applying for undergraduate scholarships must also apply for admission to the University through the Metropolitan Universities Admission Centre by 1 October and lodge a separate application for matriculation status with the Registrar, University of Sydney also by 1 October. (Late applications are accepted up to January on payment of a late fee).

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PNG cocoa, coffee slump — for different reasons

From GUS SMALES in Port Moresby

Cocoa production in Papua New Guinea is dropping sharply, and a planters' organisation blames insecurities over land tenure for the situation.

There were strong warnings in September from sections of the industry that a regression to peasant farming and low-level returns was looming unless present trends were reversed.

The executive officer of the Planters Association of New Guinea, Mr Cyril Holland, was questioning recent production figures released internationally by the International Cocoa Conference. The figures suggested that production in PNG was rising, and the ICC described this as "as a sign of great enthusiasm".

But Mr Holland, speaking from Rabaul, centre of the PNG cocoa industry, said he placed greater confidence in figures produced by PNG's own Cocoa Industry Board. The local figures indicated without doubt that the past 12 months had seen a 25 per cent drop in production.

The real loss to the country was even higher than the figures suggested, Mr Holland said, because of the current high prices on the world cocoa market.

The cocoa industry's concern came hard on the heels of the disclosure that coffee production was also dropping sharply in the highlands of PNG.

But the problems of the two industries and the reasons for the production dive differ widely:

- Coffee growing is largely in the hands of Papua New Guinean smallholders who have been lulled into a sense of economic security by recent high prices and are now neglecting their crops.
- Cocoa is still heavily linked with long-established estates, with big sophisticated operations and external investment, and insecurities over land tenure have depressed continuing operations.

Mr Holland said that he was not criticising the concept of legislation designed to acquire properties for redistribution to Papua New Guineans.

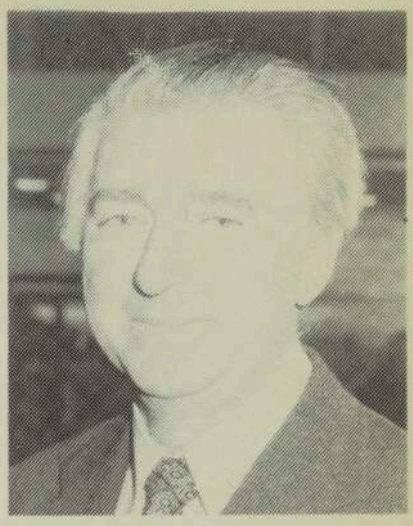
However certain aspects of the present legislation clearly required close examination because the legislation itself was depressing the industry. Only a super-optimist would maintain his property at high level to have it sold over his head, Mr Holland said.

Compensation is paid, but the Government sets the amount and the avenues of appeal are limited.

Mr Holland said that unless a review of the situation is carried out quickly "the cocoa industry is heading towards the gate marked exit".

Samoans beat inflation in 1976

A reduction in food prices in the local market in American Samoa in 1976 was rather a remarkable achievement in times of inflation when a fairly rapid upward trend is the norm. The 1976 report for the Department of Agriculture said food production increased in spite of a reduction in staff and budget.



Mr Ken R. Winter

Ken R. Winter, formerly services superintendent with the Nauru Phosphate Commission, has been appointed personnel manager of the Tiwai Point Aluminium Smelter in New Zealand.

Ken and Velma Winter were on Nauru for a total of eight years in the period 1961-73. When they left, Ken was services superintendent with the Nauru Phosphate Commission responsible for Nauru's power generation and reticulation, the country's telephone system and nearly all of the mechanical and electrical engineering functions associated with the Phosphate Commission.

SPC's major study on skipjack tuna

The importance of skipjack tuna in the Pacific is highlighted by a research programme launched in September under the auspices of the South Pacific Commission. Total catches in the region in which the SPC operates now exceed 200 000 tonnes a year, worth about $A1 million.

The programme, which will last three years, will cost about $US3 million. It is expected to provide detailed information on stocks, migration and growth rates, and on the availability and effectiveness of various types of bait fish. About 30 000 fish will be tagged and released each year.

The programme is being financed outside the SPC's regular budget by voluntary contributions from Australia, France, Japan, New Zealand, the UK and the US. A ship, the Hatsutori Maru, 195-tonne gross, has been chartered from Japan for the programme. The co-ordinator, Dr R. E. Kearney, will have a staff of six or seven scientists.

Subject to agreement with countries and territories concerned, the tentative cruise schedule will first cover Papua New Guinea, the Gilbert or the Solomon Islands, the New Hebrides, New Caledonia and Fiji.

During the first five months about 15 000 fish will be tagged with yellow plastic dart tags bearing the words "SPC Noumea" bracketed by duplicate numbers. To encourage recovery of the tags, a small reward will be offered for any tag returned

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Island Foods to continue in Cooks

As a Fiji fruit processor closed its doors because of lack of supplies of the main raw material, a Cook Islands food processor, scheduled to close on August 31, had a new lease of life. Tropic Isles Ltd, of Sigatoka, Fiji, closed because not enough passionfruit was coming forward as farmers turned to more lucrative crops.

Island Foods Ltd, of Rarotonga, will continue to process citrus fruit, pineapples and other tropical fruit under an agreement with Greggs Ltd, of Dunedin. The Cook Islands Government will have a 51% interest in Island Foods. Later these shares will be made available to local people.

Greggs initially will manage the factory and will distribute all its products. The loss of the processing industry would have been disastrous for the Cook Islands. Had the processing factory closed, growers' morale would have plummeted and it would have been extremely difficult, at some future date, to get the industry going again.

Tropic Isles Ltd, in Fiji, is Australian-owned. However, its departure from the scene will not see the end of fruit processing in the area as a rival firm, South Pacific Foods Ltd, also Australian-owned, is expected to take over the factory and continue processing passionfruit. South Pacific's processing plant is more than 20 km from Sigatoka, but now the company is expected to move into the Tropic Isles factory.

South Pacific Foods has diversified into other products, and will not be totally dependent on passionfruit. Farmers in the Sigatoka area once grew large crops of passionfruit, but in the last year or so have found it paid them better to concentrate on tobacco, vegetables and broom corn.

● The Japan Telecommunication Industries Federation has strongly urged the Japanese Government to take a more positive attitude towards exports of telecommunication plants to developing countries to help Japanese companies compete more effectively with foreign rivals. They also urged the government to conclude basic economic co-operation agreements with the governments of prospective importing countries.

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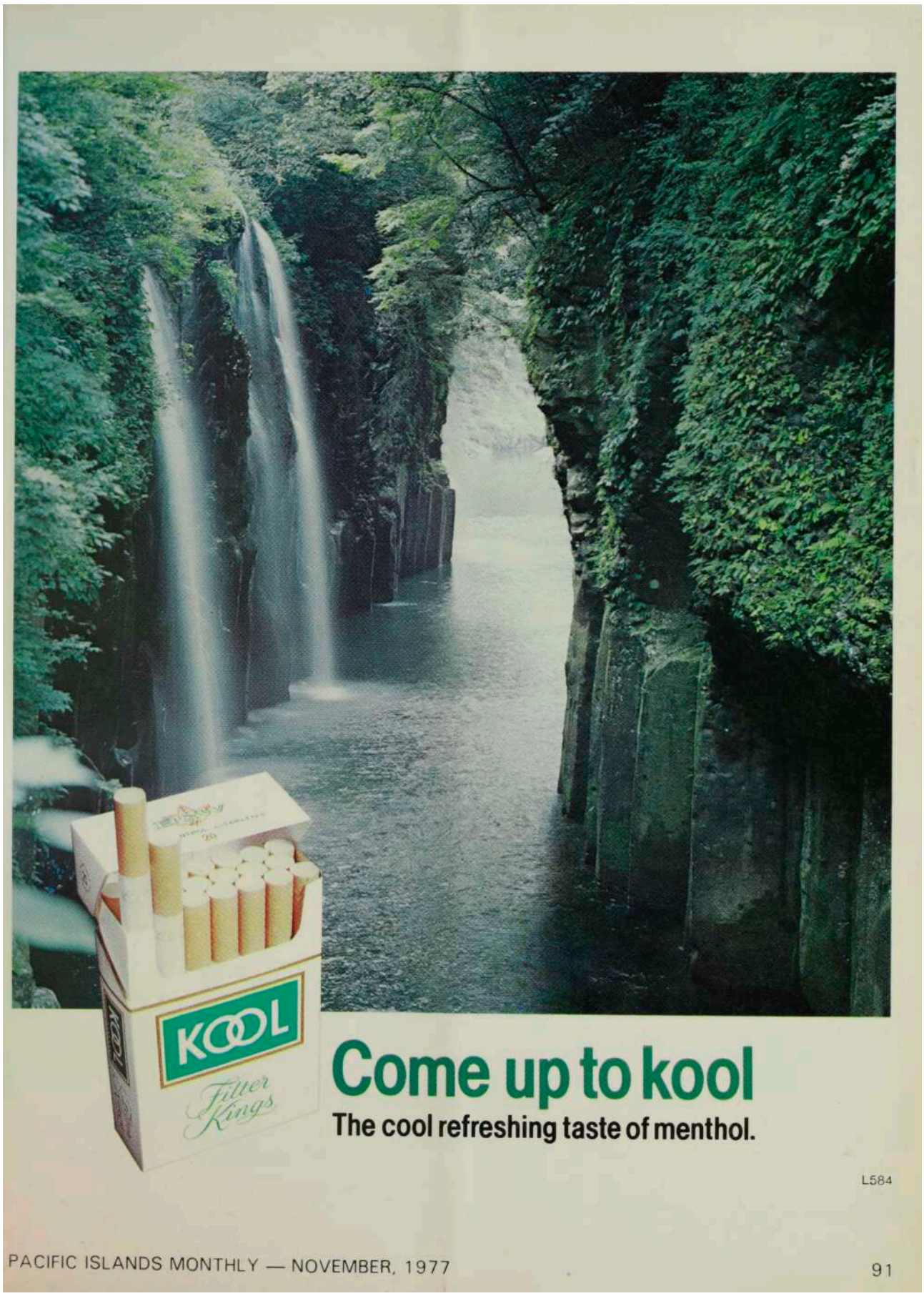

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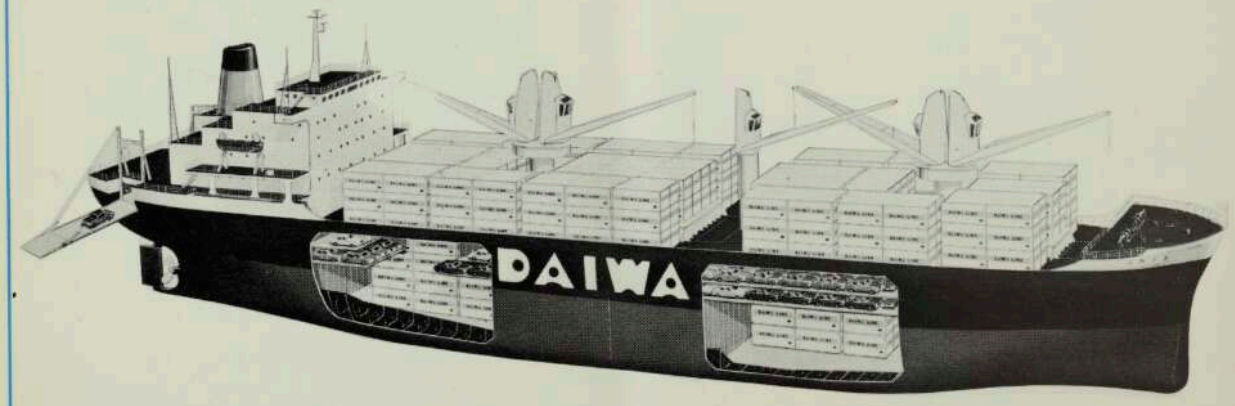

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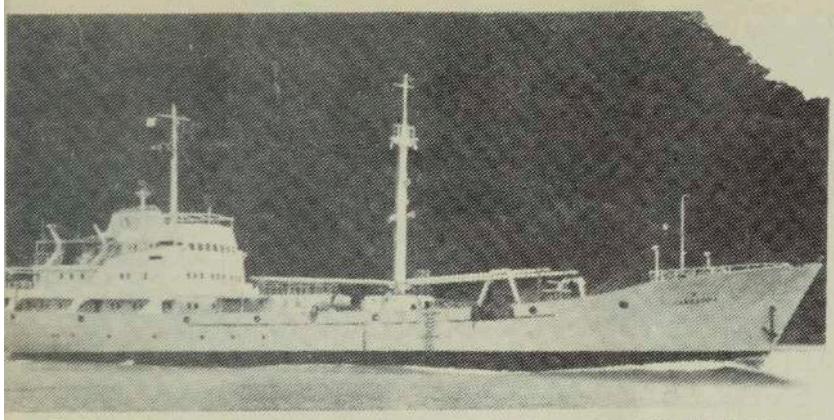

Built in Hamburg, she once plied the oceans of the world as the Wellington Trader. But a few years back she threw off the shackles of the world of commerce and "went to university". Now, under her new name of Tangaroa, she leads an active life as the chief survey vessel of New Zealand's Oceanographic Institute.

Mapping the face of Fiji's farmlands

By the end of 1978 the Fiji Ministry of Agriculture, Fisheries and Food should have a collection of photographic maps showing hills, river valleys and all other physical features of 70 000 acres of some of the richest agricultural land in the country. The maps are being prepared for the ministry's drainage and irrigation division and will be used in a proposed submission to the International Bank for Reconstruction and Development for loans for drainage channels and seawalls.

The aerial mapping programme is a joint Fiji-Australia project and will produce the most detailed maps yet made of Fiji. The programme covers sugar and rice lands in Viti Levu and Vanua Levu. An Australian firm, Control Surveys (Aust.) Pty Ltd, is taking the photographs from a Cessna 402 aircraft. Fiji is providing the survey teams to work on the ground control part of the project. The programme is being carried out under the Australian South Pacific Aid Programme.

New hunting rules for PNG visitors

There are new hunting rules affecting visitors to Tonda Wildlife Reserve, Bensbach, Western Province. These include: a game limit of five deer and five ducks for each hunter, with all hunting prohibited in the area between the Bensbach and Morehead rivers; payment of royalties of K2 for each duck, 30 toea per kilo of fish and a sliding scale for deer from K15 for the first to K60 for the fifth.

Further details may be obtained from Mr J. Lever, Wildlife Management, Department of Agriculture, PO Box 2417, Konedobu, PNG.

Fiji's "come-on" for new industries

Fiji is throwing out a bait to new industry through duty-free entry of materials and income tax holidays. Two lists have been drawn up, one known as priority industries and the other as selected industries.

Priority industries, subject to stipulated conditions, are granted duty-free entry of plant and machinery, duty-free entry of raw materials and components not available in Fiji, income tax concessions for three years (this will be subject to review at the end of three years), accelerated depreciation allowance on plant, machinery and building, and export incentives, subject to the Income Tax Act of 1974.

Selected industries will receive additional concessions, apart from those granted to priority industries. These are income tax concessions for five years, protection through increased tariff or licensing, and liberal work permits for technical and managerial staff in line with approved guidelines.

● A concrete industry may be set up near Vavau airport in Tonga, operated in partnership by Mr Van Assema, of New Zealand, and Mr Siope Takau, of Vavau. Their enterprise is Dolphin Tanks, Tonga, Ltd. The intention is to build concrete septic tanks, killing sheds and houses. The partners plan to seek financial assistance from the NZ Pacific Islands Industrial Development Scheme (PIIDS). Mr S. Raghavan, Assistant Secretary, Ministry of Labour, Commerce and Industries, has tentatively recommended that the project be welcomed to Tonga as a pilot programme. The ministry is reviewing the plan.

Fiji road is mining spin-off

A beneficial side-effect of the copper exploration project in the mountainous Namosi area of Fiji is a road link with Suva. While the main object is to provide access to the exploration area, the road has given many villagers an easy link with Suva, which is about 57 km away. Before the road was opened all requirements for the exploration team had to be flown in by helicopter.

The road was built by the Fiji Government and the prospecting consortium of Amax and Anglo American Ltd.

Amax held a 51% interest in the project and Anglo American 49%. These percentages will be watered down as Conzinc Riotinto of Australia Ltd (CRA), is joining in. CRA is initially providing $US1.5 million to the current drilling programme with the option of contributing a further $US3 million for an ensuing evaluation drilling and bulk sampling programme. A similar amount is being provided by the Preussag group of West Germany, which joined the consortium earlier in 1977.

If results of the current drilling programme are favourable, evaluation drilling, and shaft sinking with bulk sampling and testing will follow. It will be at least another two years before a feasibility study is started. Water quality and plant ecology studies initiated by the manager of the venture in 1974, in co-operation with the Fiji Government, will continue to parallel the exploration and testing activities.

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PRODUCE PRICES

Unless otherwise shown, quotations are in Australian dollars. Australian dollar (September 26) equalled: New Zealand, $1.1425 (buying), $1.1367 (selling); Papua New Guinea, K0.8766 (buying), K0.8700 (selling); Fiji, $1.0261 (buying), $1.0021 (selling); Western Samoa, tala 0.8724 (buying), tala 0.8598 (selling); Tonga, pa'anga 1.0275 (buying), pa'anga 0.9830 (selling); US, $1.1075 (buying), $1.1027 (selling); UK, £stg0.6377 (buying), £stg0.6303 (selling); French Pacific, CFP 99.93 (buying), CFP 98.37 (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, K208; FMS, K205; smoke dried, K203.

FIJI — The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Latest prices to producers were: Fiji 1, $190; Fiji 2, $180; CAS $80.

NEW HEBRIDES — Copra sold direct by planters to France and Japan. Burns Philp paying on wharf, Vila or Santo, July 20 FNH 12 000; London May 20, 244 met francs 100 kg cif Marseilles.

US TRUST TERRITORY — Palau, 1st grade, $180; 2nd grade, $170; 3rd grade, $160; at district centre, outer islands $155, $145 and $135 for the three grades. Yap, $160, $150 and $140 respectively at district centre, outer islands, $135, $125 and $115 respectively. Truk, Ponape, Kusaie 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 Gizo, 9c 1st grade, 8½c 2nd grade, 7c 3rd grade.

GILBERT ISLANDS — 6½c per lb.

WESTERN SAMOA — 1st grade, T199.50; 2nd grade T187.10 fob.

TONGA — All copra sold to EEC. A Grade $T175, B Grade $T163.

NIUE — Standard, $180 a tonne gross.

OTHER PRODUCE

COCOA — Island rates are based on Ghana price. Ghana price on September 28 was £stg2 430 ton, cif UK Continent.

September 28, fob Rabaul, export quality, K3 150 per tonne; delivered ex-wharf Sydney, $4 000 per tonne.

New Hebrides — London, May 20, 1 150 met francs 100 kg.

Solomons — Delivered Honiara prices recently were $1.30 per lb 1st grade, 90c 2nd grade.

Western Samoa — T2 470.80 per ton fob.

CHILLIES — Solomons, Honiara buyers pay for dry tabasco, 1st grade 40c per lb, 2nd grade, 20c per lb. Long Red is 20c per lb.

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COFFEE — PNG September 28, cif Sydney. Good quality, per kg: A Grade $3.90; B Grade $3.85; C Grade $3.85; Y Grade $3.70.

PEANUTS — PNG: Sydney agents reported recently fob Lae: kernals, white Spanish, 19c per lb.

BROOMCORN — Fiji: 1st grade 17.5c per lb; 2nd grade, 15.5c per lb; 3rd grade, 5c 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, September 26: 57.50p-59p per kg.

VANILLA BEANS — Prices recently were: White and yellow label processing standard packs, $7.50; green label $7.40 cif Sydney. Tonga — To growers $17 per lb.

TROCHUS — Solomons: Co-op and private buyers pay 21c per lb for good quality.

BLACK LIP — Solomons: Co-op and private buyers pay 26c 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 $2.20 per lb; 2nd grade $1.80 per lb; 3rd grade, $1.30 per lb.

GREEN SNAIL — Solomons: Co-op and private buyers pay 50c per lb.

TORTOISE SHELL: — Solomons: Co-op and private buyers pay max of $5.20 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: $2.50 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: — September 28. Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank, Aust $ on Fiji, buying $F1=$A.97.

COOK IS., NIUE: — NZ currency is used.

NEW HEBRIDES: — September 28. 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 88.43 (buying), FNH 87.40 (selling).

WESTERN SAMOA: — September 28, through Bank of Western Samoa, controlled from NZ. T1 = $A1.14.

TONGA: — September 28. P1 = $A.97.

NORFOLK IS, SOLOMON IS, GI, NAURU: — Australian currency is used: no exchange payable on transactions with Australia.

PAPUA NEW GUINEA: — September 28. 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, September 28, quoted $A = CFP 99.66 (buying), CFP 98.50 (selling). September 27, Paris-London, £1 = 8.5920 francs (buying), 8.5880 francs (selling). CFP-London, £1 = CFP 156.3636 (buying), CFP 156.1818 (selling). CFP to 1 met franc 18.43 (buying), 17.94 (selling).

Banks should be approached for daily rates.

Three coastal villages near Rakiraki, Fiji, hope to produce salt commercially if their pilot salt project is successful.

They are being advised in the work by an Australian specialist, Mr Lancelot Boord.

Traders want a brake on PNG localisation

The Associated Chambers of Commerce in PNG wants to put a brake on the speed of "localisation" and plans to meet the Labour Minister to discuss the problems it believed were occurring from excessively-rapid localisation.

The president, Mr Tim Leahy, said he believed the Department of Labour had been forcing localisation at an excessive rate. The result had been gross inefficiency in government administration and in private enterprise. It had also forced the closure of a number of companies which were unable to handle the work they were supposed to do because the government made them employ semi-trained local workers.

Mr Leahy said that from all points of view, localisation was desirable and necessary but it should not be forced beyond the pace which society and the community could stand. Present policies suggested localisation was being carried out merely to satisfy certain unrealistic targets set by the Department of Labour.

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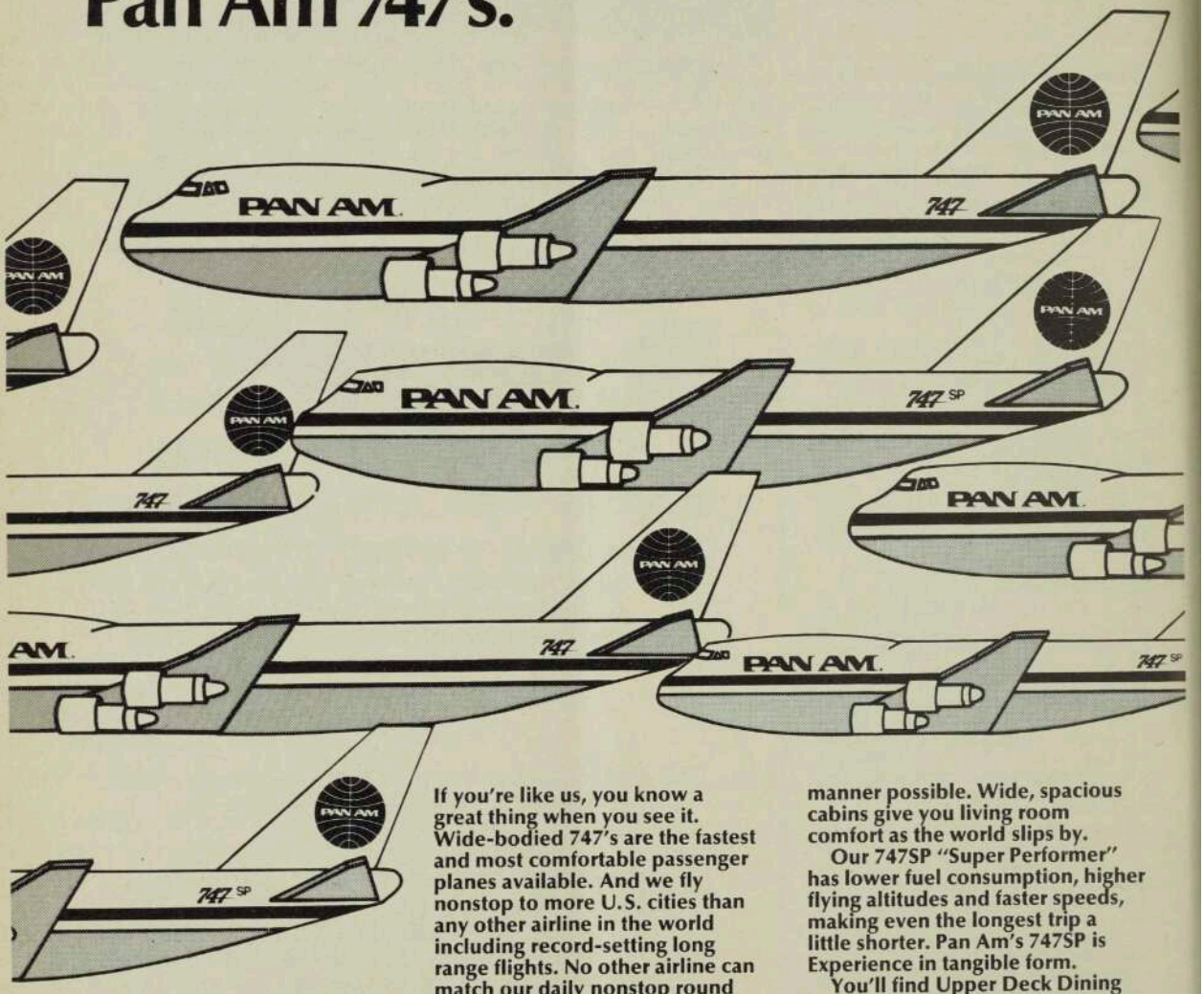

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DEATHS of Islands People

Ratu J. K. Sovasova

Ratu Josua Kanakamakama Sovasova, the Tui Vitogo of Fiji, has died. He was in his 70s. As Tui Vitogo he was head of about 3 000 people. He is survived by his wife and nine children.

Mr Ngatupuna Matepi

Mr Ngatupuna Matepi, Member for Mangaia Island in the Cooks Legislative Assembly, has died in Rarotonga, aged 68.

Mr Matepi, born in Rarotonga, completed his eduction in New Zealand. He was a school teacher in Mangaia for 33 years, then became a businessman in Mangaia, establishing a bakery, general store and cinema there.

He entered politics in the Cooks before self-government was achieved in 1965 and later became a member of the opposition Democratic Party. During his years in the Legislative Assembly he worked hard and consistently for the economic betterment of Mangaia. He was respected by all his business and political associates for his honesty and forthright attitude.

Chief Isaiah Bangara

A 91-years-old Solomon Islands chief, Isaiah Bangara, drowned during a fishing trip near Hele Island. Three boys, aged 10 to 14, who were with him, managed to swim to safety. The old man was chief of Nazareth Village, near Sege, in the Western District. The four were thrown into the sea when their canoe was broken in half by a big wave.

Mrs M. Binzegger

Mrs May Binzegger, sister of well-known Western Samoa musician and entertainer, Bertie Mann, has died at Taumaranui, NZ. She left Western Samoa in 1948, and in 1949 married Mr Binzegger, a King Country farmer and later a politician. Three cultures were represented at her funeral — Samoan, Maori and pakeha. Mrs Binzegger was Mayoress of Taumaranui when she died. She is survived by her husband and a son.

Mr G. Deighton

Mr George Deighton, English-born, who spent 45 years in Fiji, has died at Drummoyne, Sydney, aged 93. He went to Australia from England after service in the Boer War, and in 1906 went to Fiji, where he set up a trading store in Vanua Levu. He married Lily Rachel Simpson, a member of a pioneering family, most of whom settled on copra estates in Vanua Levu.

In the time he was in Fiji, Mr Deighton managed a copra estate in Vanua Levu, a sawmill at Nukubalavu, on the south coast of Viti Levu, and a stone-crushing quarry at Nasinu, near Suva. While living in Suva he took an active part in instructing young people in gymnastics and physical culture.

Mr and Mrs Deighton left Fiji in 1950, to join their three children, Emily, Terence and George, who had settled in Sydney. Mrs Deighton died in 1963. They always made visiting people from Fiji welcome at their Sydney home.

Mr Animara Nooroa

A prominent Cook Islands public servant, Mr Animara Nooroa, died at Rarotonga in March, aged 64.

Mr Nooroa's long career covered work in treasury, radio and post office services.

Mr Denys Hibbert

Mr Denys Hibbert, who, for four years up to 1970, was Director of Education in the Solomon Islands, has died in England at the age of 71.

CARGO REQUIRED:

Conventional, container and reefer cargo required for 1 500-tonne deadweight vessel intending entering service Pacific Basin 1978.

Details to the Marine Superintendent, Box 64, GPO, Sydney 2001.

'Visual pollution' complaint in PNG

Compilers of a national tourism plan for Papua New Guinea are not at all happy with the Port Moresby wharf development. They want a completely new approach to take into account visual pollution and the need for park and recreation space. There should be a development code to govern future harbour foreshore and urban industrial development.

They said the present reclamation and warehouse building programme effectively ruined the outlook previously obtained from the foreshore road and nearby hills. A once-grand harbour vista had been reduced to a view of dockyards and warehouses typical of ports the world over.

According to the report, there was a "startling lack" of recreation and park space in Port Moresby.

"There is a clear need for the authorities involved and responsible — the Harbours Board, the Port Moresby City Council, and the national and provincial governments — to come to terms with the prospect for a trade-off between recreational needs for an increasingly urbanised population and real development needs," the report said.

To offset the impact of the warehouse development on the foreshore, the council should consider widening the road and planting trees and shrubs.

In practical terms, the Port Moresby harbour development scheme necessitated the construction of a new haven for yachts and a marine base for tourist and game-fishing vessels. Ideally, a new yacht basin should be in the harbour to take advantage of natural shelter. However, it appeared that site choices were limited to the harbour foreshore north of the reclamation area and defence base. An alternative site could be on the coast east of Koki in the area of Matirogo and Daunagena Islands.

- Japanese enterprise, consisting mainly of small businessmen, farmers and fishermen, from southern Niigata, have a joint investment in a hotel at Bora Bora, as a place where people from the snow country can go to soak up the sun. They planned to invest $35 million in the project, with local interests putting up a like amount.

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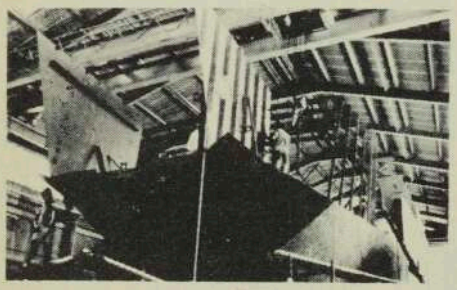

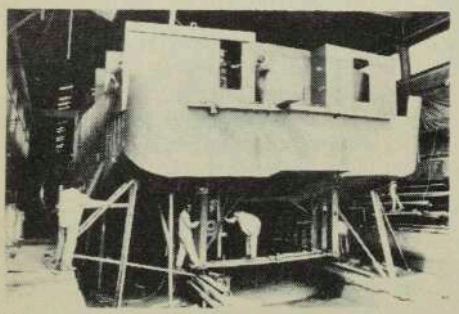

LANDING BARGE under construction at CARPENTERS INDUSTRIAL SHIPYARD, Walu Bay, Suva Fiji Islands, for Mr. Anton Lee of Port Moresby, Papua New Guinea.
CARGO CAPACITY: 14,000 c.ft. LENGTH: 114 ft.O.A.
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SHIPPING

SYDNEY - NZ - FIJI/TAHITI - UK

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

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

SYDNEY - LORD HOWE IS - NORFOLK IS - NEW HEBRIDES

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

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

SYDNEY - NZ - FIJI - HAWAII - CANADA - US

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

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

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

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

Details from Sitmar Cruises, 47 Elizabeth Street, Sydney (232-7511).

Royal Viking Line, with first-class cruise ships Royal Viking Star, Royal Viking Sky and Royal Viking Sea, cruises the Pacific from Sydney and Cairns calling at a variety of Pacific and Asian ports.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13-15 Bridge Street, Sydney (2-0517).

P & O liners call at Apia, Auckland, Bay of Islands, Honiara, Honolulu, Lautoka, Noumea, Nukualofa, Pago Pago, Papeete, Port Moresby, Santo, Savusavu, Suva, Tavau 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 refrigerated general cargo/container service from Sydney and Brisbane, to Suva, Lautoka, Apia, Pago Pago and Nukualofa.

Details from Beaufort Shipping Agency Co, 2 Castlereagh Street, Sydney (221-2388).

AUSTRALIA - NEW CALEDONIA - (AND/OR) NEW HEBRIDES

Daiwa Line operates a container service from Sydney to New Caledonia and the New Hebrides.

Details: Union Bulkships Pty Ltd, 333-339 George Street, Sydney (2-0238).

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-ANL Pty Ltd, Port Adelaide (47-5688). ANL, Newcastle (049-24364). Clements & Marshall, Burnie, Tasmania (31-1833).

Compagnie des Chargeurs Caledoniens operates three-weekly containerised cargo service from Sydney to Noumea.

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

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-ANL Pty 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). Interocean Swire, 8 Spring Street, Sydney (2-0522).

AUSTRALIA - TONGA - W. SAMOA

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

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

AUSTRALIA - TAHITI - US WEST COAST

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

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

Daiwa Line offers a six-weekly service from Australia to Papeete.

Details: Union Bulkships Pty Ltd, 333-339 George Street, Sydney (2-0238).

AUSTRALIA - PNG

Containers Pacific Express (Burns Philp and AWP Line) and NGAL/PNGL Chief operate Container Service from Australia to PNG-Solomon Islands ports on joint slot sharing basis. Three container vessels operate on 28-day turn-around from Melbourne, Sydney and Brisbane to Port Moresby, Samarai, Lae, Madang, Wewak, Rabaul, Kavieng, Kieta and Honiara.

Details from Burns Philp & Co Ltd, 51 Pitt Street, Sydney (241-3851) and Interocean Swire, 8 Spring Street, Sydney (2-0522).

Farrell Lines operates a service every month 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), J. C. Waller (Rabaul) Pty 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), Breckwoldt's Shipping Agencies in Port Moresby (24-2525), Lae (42-1536), Rabtrad and Nuigini Pty Ltd, Rabaul (92-2911).

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

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

AUSTRALIA - SOLOMONS - GILBERT IS - MICRONESIA

Daiwa Line operates a container service every 30 days from Sydney to Noumea, Honiara, Tarawa, and Guam. Saipan cargoes transhipped via Guam or Japan. Majuro cargoes transhipped via Japan.

Details from Union-Bulkships Pty Ltd, 333-339 George Street, Sydney (2-0238, telex AA20397).

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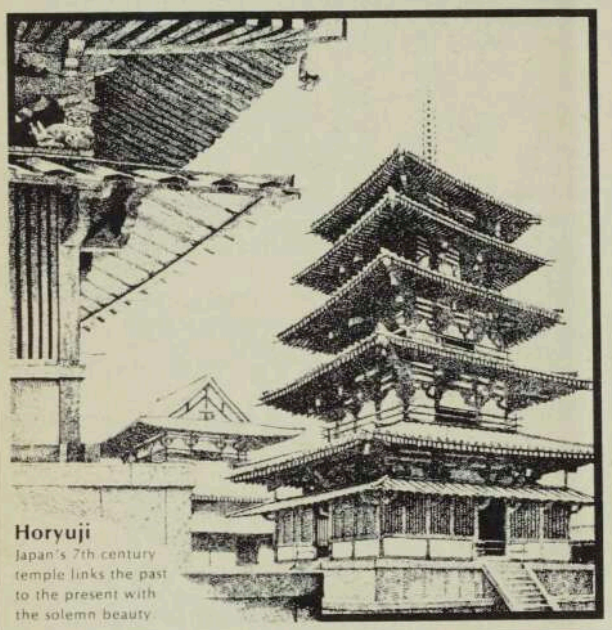

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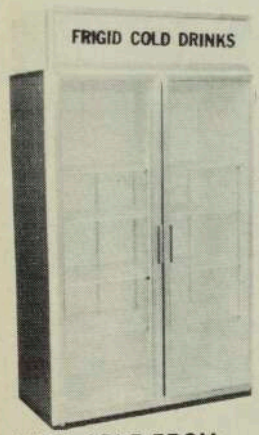

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AUSTRALIAN NEW CALEDONIA EXPORTS, 363 George St, Sydney, 2000.
BRECKWOLDT & CO., 276 Pitt St., Sydney, 2000.
HAGEMEYER (A'SIA), 59 Anzac Pde, Kensington, 2033.
GEOFFREY HUGHES & CO, 167 Macquarie St, Sydney, 2000.
NELSON & ROBERTSON PTY. LTD, 197 Clarence St, Sydney, 2000.
PETER FISHER TRADING PTY.LTD, 321 Pitt St, Sydney 2000.
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RABTRAD NIUGINI PTY. LTD., PO Box 1406, Lae.
A. RIETTE (PACIFIC) PTY. LTD., 300 George St., Sydney, 2000.
H. Y. KWAN (AUST) PTY. LTD, Box 2713, GPO , Sydney, 2001.
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AUSTRALIA - NAURU - MAJURO

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

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

PNG - UK/CONTINENT

Bank Line operates regular cargo service from Kieta, Rabaul, Kimbe, Madang and Lae to Liverpool, Hamburg, 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).

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

Details from Nedlloyd (Aust.) Pty Ltd, 8 Spring Street, Sydney (27-3801). Burns Philp (SS) Co Ltd, Suva and Lautoka.

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 and 45-day container/break bulk cargo service from Kobe, Nagoya and Yokohama to Guam, Suva, Lautoka and Noumea.

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

Daiwa Line with container ships operates 30-day service from Moji, Kobe, Nagoya and Yokohama to

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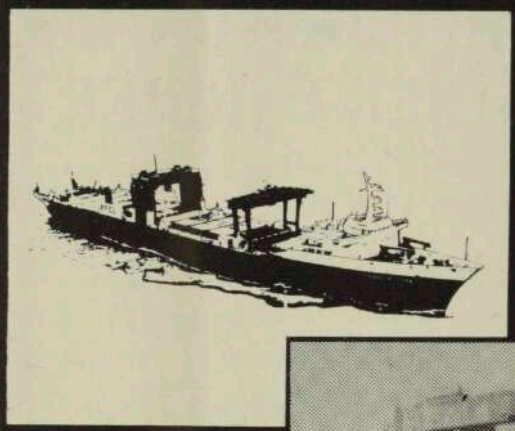
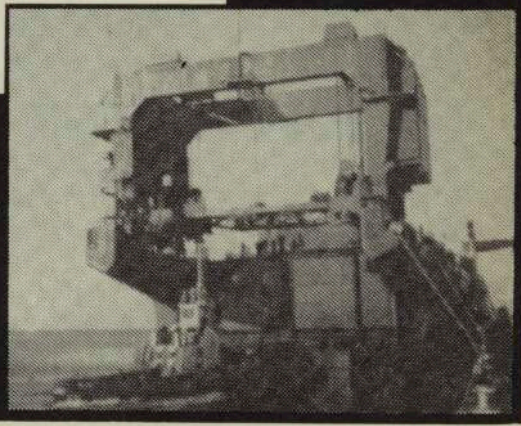


REFRIGERATED & GENERAL CARGO IN BARGES. BULK LIQUIDS IN VESSEL DEEP TANKS.



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AGENTS

Taiwan: Royal Steamship Corp., Ltd., Taipei
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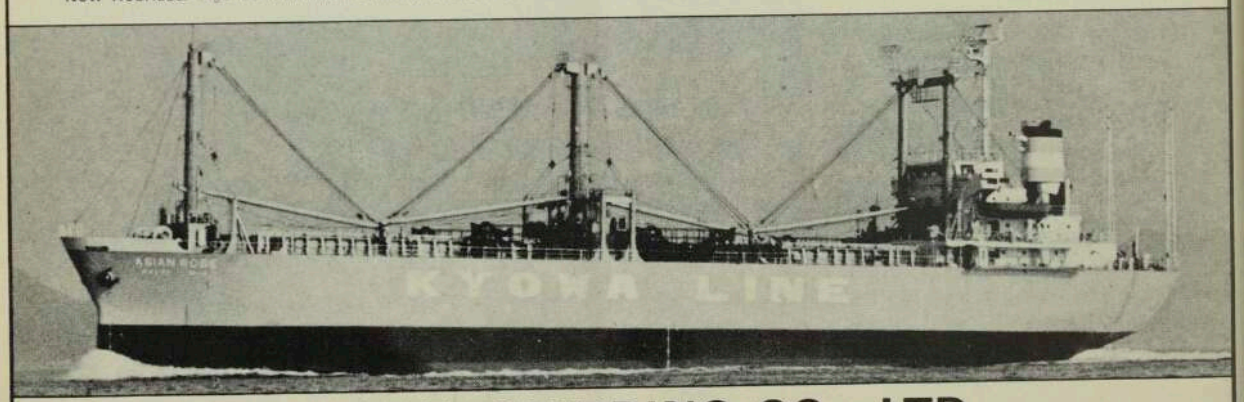
Singapore: Ocean Shipping & Enterprses Pte., Ltd.
Mariana Is.: Maritime Agencies of Pacific Ltd., Guam
B.S.I.P.: Solomon Taiyo Ltd., Honiara
Tahiti: J.A. Cowan & Fils, Papeete
Cooks: Union Citco Travel Ltd., Rarotonga
Tonga: E.M. Jones Ltd., Nukualofa
New Hebrides: Agence Maritime Raymond Velicite, Potr Vila
A. Samoa: Island Pacific Agencies Inc., Pago Pago
W. Samoa: Morris Hedstrom Ltd., Apia
Fiji: Carpenter Shipping, Suva & Lautoka
PNG: Carpenter Shipping Agencies, Port Moresby, Rabaul
New Caledonia: Agence Maritime Du Rond Point Du Pacific, Noumea
Indonesia: P.T. Porodisa Raya Shipping Lines, Jakarta
Sabah: KOH Han Ming Shipping & Forwarding Agent., Kotakinabalu
Sarawak: Pan Sarawak Agencies Sdn. Bhd., Sibu & Kuching
Australia: Hetherington Kingsbury Pty. Ltd., Sydney, N.S.W.
Newzealand: Sofrana Unilines S.A. Auckland



KYOWA SHIPPING CO., LTD.

HEAD OFFICE
5th Fl., Suzumaru Bldg. 39-8, 2-chome, Nishi-Shinbashi, Minato-ku, Tokyo, Japan.
Phone : 03(437)2885(Rep.) Cables : "MARIQUEEN" Tokyo. Telex : 242-4651 Kyowa J.

OSAKA OFFICE
Frontier Bldg., 3-13 Hirano-cho, Higashi-ku, Osaka, Japan.
Phone : 06(227)0422(Rep.) Cables : "MARIQUEEN" Osaka. Telex : 522-3896 Kyowa O.

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Papeete, Pago Pago, Apia, Suva, Lautoka, Sydney, Noumea, Honiara, Tarawa, Guam and Taiwan.
Details: Union Bulkships Pty Ltd, 333-339 George Street, Sydney (2-0238)

NORTH EUROPE - TAHITI - NEW CALEDONIA

Hamburg-Sued operates monthly cargo services from Hamburg, Dunkirk and Le Havre to Papeete, Noumea, via Panama.
Details from Columbus Overseas Services Pty Ltd, 333 George Street, Sydney (290-2966), Columbus Maritime Services, 17 Albert Street, Auckland (75-509)

NORTH EUROPE - TAHITI - N. CALEDONIA

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.
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, Honiara, Noumea, Tahiti, Nauru and Cook Is.
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 - AUSTRALIA - NEW CALEDONIA SOLOMONS - GILBERTS - MICRONESIA

Union Co/Daiwa Line operate a container service from New Zealand through Sydney to Noumea, Honiara, Tarawa and Guam. Trans-shipment to Saipan, Majuro and Gizo.
Details: Union Steam Ship Co of NZ Ltd, PO Box 12, Auckland, or Union Bulkships Pty Ltd, 333-339 George Street, Sydney, (2-0238).

NZ - PNG

Farrell Lines operates regular service every 30 days from Auckland to Lae and Rabaul.
Details from Dalgety NZ Ltd, 41-45 Albert Street, Auckland (7-1859). J. C. Waller (Rabaul) Pty 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 - 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).
Warner Pacific Line services Onehunga - Nukualofa - Vavau - Haapai fortnightly, and Timaru - Nukualofa - Vavau monthly and Onehunga - Apia every

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PNG: Carpenter Shipping Agencies, Port Moresby, Rabaul
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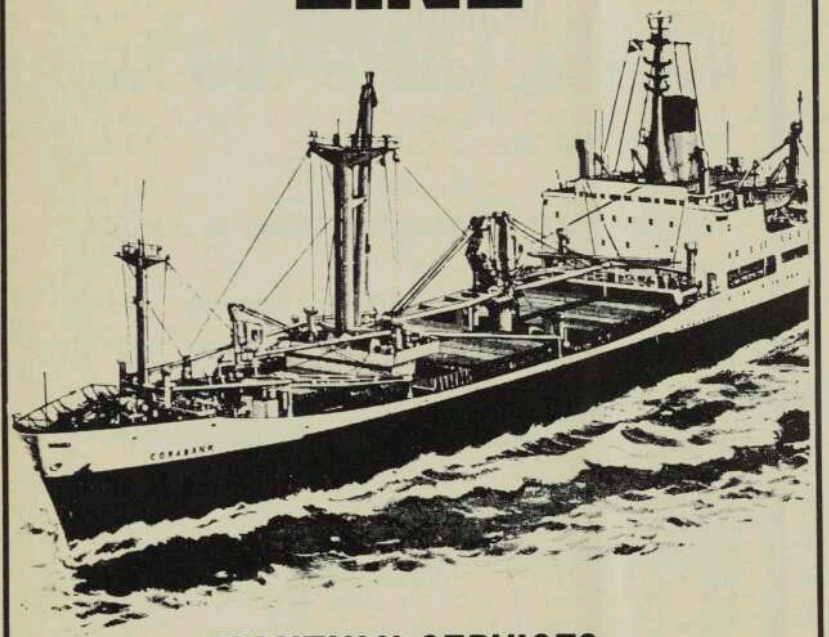

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Details from Air Marine Services (NZ) Ltd, PO Box 2505, Auckland (362-731).

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

Details from the Shipping Corp of NZ Ltd, PO Box 3420, Auckland (379-430). Waterfront Commission, PO Box 61, Rarotonga. Lighterage and Stevedoring Co, Aitutaki. Niue Govt Offices, Niue Island.

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Sofrana Fareast Lines operates a five-weekly service from New Zealand to SE Asia, PNG, New Caledonia and Fiji.

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

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The Fiji Direct Service, cargo only, is maintained by Conference vessels, sailing at regular monthly intervals out of Avonmouth, via Panama, for Apia, Suva and Lautoka.

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

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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.

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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, 80 Collins Street, Melbourne (653-5709). North American Maritime Agencies, 100 California Street, San Francisco, California 9411 (981-0343).

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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.

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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 and Canada.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (2-0517), 60 Market Street.

Continued bottom p 105

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rom p 18

Some of the ventures are a direct nd specialised Japanese involve- ıent in major enterprises where apanese expertise is acknowledged. his type of operation is typified by he Honshu Paper Company's big roject, Jant Pty. Ltd., at Madang. ant is tearing out whole forests, ırning the timber to woodchip in a ort-side mill, and replanting the ɔgged-out areas.

Another is Sohbu Trading Cor- oration which bought out the major eneer and ply operation at Bulolo f Commonwealth New Guinea imbers (and which, incidentally, as begun exporting chopsticks to apan as a small side industry for nds of timber). One of the most ıteresting aspects of how Japanese ıvestment has become involved is he use of Australian "gateways". hree of the main Japanese opera- ɔrs in PNG are offshoots of original ustralian subsidiaries. Mitsubishi ustralia Ltd., registered in PNG nder that name, is typical.

But even more complex are the ipping, trading, timber and light ıdustry ventures which represent ɔint Australia-Japan companies. he names speak for themselves: arpenter Kagai, Gollin Kyokuyo nd Thiess Sohbu.

The total capital investment gure is hard to estimate, and lthough NIDA is supposed to be ıe watchdog of this sort of thing it reluctant to give any figures. ommercial observers describe the gure as "substantial, but not over- owering".

With a few exceptions Japan has voided establishing its own dis- ributing or servicing ventures for ıe technical products it exports.

Continued on p 106

HIPPING -- Continued from p 104

elbourne (61-0301). Farrell Lines, 1 Market Plaza, an Francisco, L.A. (415-777-3300). Dalgety NZ Ltd. uckland (7-1859). Kneubuhl Maritime Services. Pago ago (633-5121).

US - TAHITI - SAMOA

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

Details from Trans-Austral Shipping Pty Ltd, 19 Pitt treet, Sydney (27-2441).

Polynesia Line operates container and general argo service from US west coast ports to Papeete and ago Pago.

Details from Polynesia Shipping Services Inc, PO ox 1478, Pago Pago (9-6799).

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From p 105

This is no longer particularly easy under the NIDA rules, but in the long run it creates a healthier local situation.

Strong factory liaison, including training courses for Papua New Guineans — some with visits to Japan — exists in the air-conditioning, mechanical engineering, vehicle, fisheries and electronic industries.

Fisheries ventures are one of the biggest hopes of the PNG Government in its investment negotiations with Japan, and four Japanese firms have been involved. But ironically there have been extreme sensitivities in this field of operation, largely rooted in the attitudes of coastal Papua New Guineans who are subsistence, rather than commercial fishermen.

There has been some PNG political criticism of Japan on the grounds that its diplomacy and its aid and involvement programs are too heavily tied to what it wants commercially. In one incident last year Japan was accused in the PNG Parliament of having threatened to withdraw some aid if a pending palm oil venture, in which a Japanese firm was involved, did not get what it wanted. In the final showdown the PNG Government cancelled its agreement with the palm oil developers who were unable to get their scheme off the ground. Other Japanese interests apologised profusely to a PNG political delegation which visited Japan soon afterwards.

Japan now ranks fifth among countries which have visitors and residents moving in and out of PNG. This figure is maintained by the large number of artisans and technicians with short-term involvement in Japanese PNG projects, by constant liaison from Japanese interests, and by a small but growing tourist interest.

Air Niugini, the PNG national airline, flies to Japan in a weekly service in which loadings are increasing. Japan has reciprocal airline rights (but hasn't yet exercised them).

It's all a long way from the Rabaul incident of 20 years ago, when the Japanese simply weren't wanted.

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)k Tedi -- from p 49

hich can be made about few multi-ational company operations today.

The odds are presently favourable or the eventual mining of copper at)k Tedi, but much will depend pon the technical and engineering udy which is still under way.

It will cost perhaps K500 million) bring a mine into production. oads must be built, and a pipeline) carry the ore from the mine to iunga on the Fly River, about 100 m away, from where special (and ostly) barges will transport the ore) the mouth of the river for trans-ipment to ocean-going carriers.

Progress of the work was at all ages hampered by the impossible eather conditions, for it rains con-antly in the Ok Tedi country — ver 10 000 mm a year — and cloud uildups frequently grounded the elicopters for days on end.

Ok Tedi will never be as big as ougainville.

Bougainville reserves total 940 illion tonnes of 0.48% copper ore, ith 0.5 grammes of gold and three ammes of silver per metric ton, hereas at Ok Tedi there are an esti-ated 250 million tonnes of 0.85% opper plus 26.5m tonnes of rich 33% copper and a considerable uantity of very rich gold, sufficient all to sustain mining for 25 years. ut a mine at Ok Tedi will still be of normous importance to PNG, both conomically and politically.

There are today about 40 ex-atriates working at Tabubil and ong Kong, plus an equal number nationals. At the peak of the test illing programme there were 250 hites employed, straining accom-odation, transport and technical sources to the utmost.

They work to an austere regime — x straight weeks of duty seven days er week, and then two weeks holi-y in Australia. They are crudely oused but very well fed — at com-any expense — and must make eir own entertainment.

Some — such as site engineer and rveyor Fred Pratt — have been at k Tedi since the old Kennecott ays, and to a man they are fiercely yal to that company. They work osely as a team, but each man to s own specialty.

Men such as Zane White, Foy eckie, Ian (Ned) Kelly, Charlie Thurgood and Greg McGrath are veterans of years of service in this distant corner of the Western Province. I met a singular character of Tabubil — a heavily bearded young man, an expert mechanic and jack-of-all-trades known simply as 'Old Chap'. I imagine he had a formal name, but he was Old Chap to one and all and I soon found myself using this unusual label as a matter of course. And I found an old friend there, Les Gillies, whom I first met in the Markham Valley in 1949.

I flew with the two men who pilot the Alouette Lama and Hughes 500C helicopters still in use at Ok Tedi, Laddie Hindley — a veteran 'chopper pilot with 6 500 hours in his logbooks — and Wes McIver, with 3 500 hours.

I have done a lot of flying in Papua New Guinea over the past 30 years, but I have never flown with better pilots, or under worse weather conditions. It was an experience to be remembered to have taken off in a helicopter from Tabubil just after dawn and ascend swiftly through mist and cloud to Mt Fubilon and Hong Kong camp, skirting the vast sheer face of the Hindenberg Wall with far vistas of the Star Mountains showing as the sun broke through the upper layer of cumulus.

The Ok Tedi project has been conducted throughout with integrity, honesty and purpose. Papua New Guinea needs the Ok Tedi copper, and the men at work there are quietly confident that it will be forthcoming.

Up Front - from p 5

touched a raw nerve among the Pitcairn-descended section of the population, whose views have to be listened to because they are the "belongers".

They suddenly saw that they were about to lose their identity — to be killed off as a people. Their fierce opposition to integration is a nationalistic fervour, no less deep than the nationalism of the Nauruans and Papua New Guineans when they, in their turn, made it clear to Australia that their national identity was precious.

To integrate Norfolk Island with Australia without the agreement of the Norfolk Island population would be for Australia to undertake an exercise in gunboat diplomacy as immoral and as dishonest as Indonesia's takeover of Irian Jaya. Australia has sovereignty over Norfolk Island as a trustee, not as an owner.

PNG's new 'adultery' law is for everyone

Papua New Guinea's proposed new law on adultery and enticement will apply to all people in Papua New Guinea, and not just to "automatic citizens" as under the present law.

Announcing the proposal, the chairman of the Law Reform Commission, Mr Bernard Narokobi, said that the existing law, part of the so-called Native Regulations, discriminated between automatic citizens and others.

Mr Narokobi said adultery would include both completed and attempted intercourse. It would also include any act of a sexual nature if it was, by custom, unlawful.

He said that enticement under the Native Regulations is an offence where a native induces a female native to have sexual intercourse with a man not her husband.

In the proposed law it is recommended that any person who persuades another to live apart from his or her spouse for the purpose of sexual intercourse with the enticer or some other person is guilty of the offence of enticement.

The proposed law provides for up to K200 compensation or up to six months gaol for either offence.

Other features of the proposed law outlined by Mr Narokobi include:

- *A person can only be ordered to do community work or sent to prison if he refuses to pay compensation.*
- *Village courts would be the main courts to deal with alleged offences — only if there is no village court can a person be taken to a local court.*
- *A magistrate would only make a decision if mediation between the parties failed.*
- *Strict rules of evidence should not be applied, and courts should receive and consider any available relevant information.*

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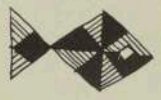

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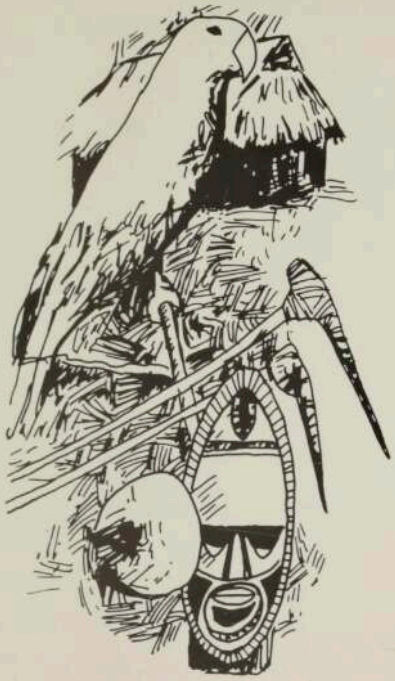

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Trojan tools dig it, scoop it, fork it, rake it, hoe it, chop it and you name it.

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For further information contact: **Trojan Pty. Ltd.** Box 139, Footscray, Victoria, Australia, 3011.
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Honda is a true life drama, performed on the world's stage. By average folks, teenagers, men, and women everywhere. Your neighbors, maybe even you are playing a part. If so, you know Honda is more than great machines. It's people concerned with taking people where they want to go in life.

On two wheels, we're the best selling motorcycle. The easy to operate hard workers who don't demand much. Honda is always ready and gets you there safely. We move on four wheels. The precedent setting Honda Civic continues to receive international economy and performance awards. It's the elegant compact car.

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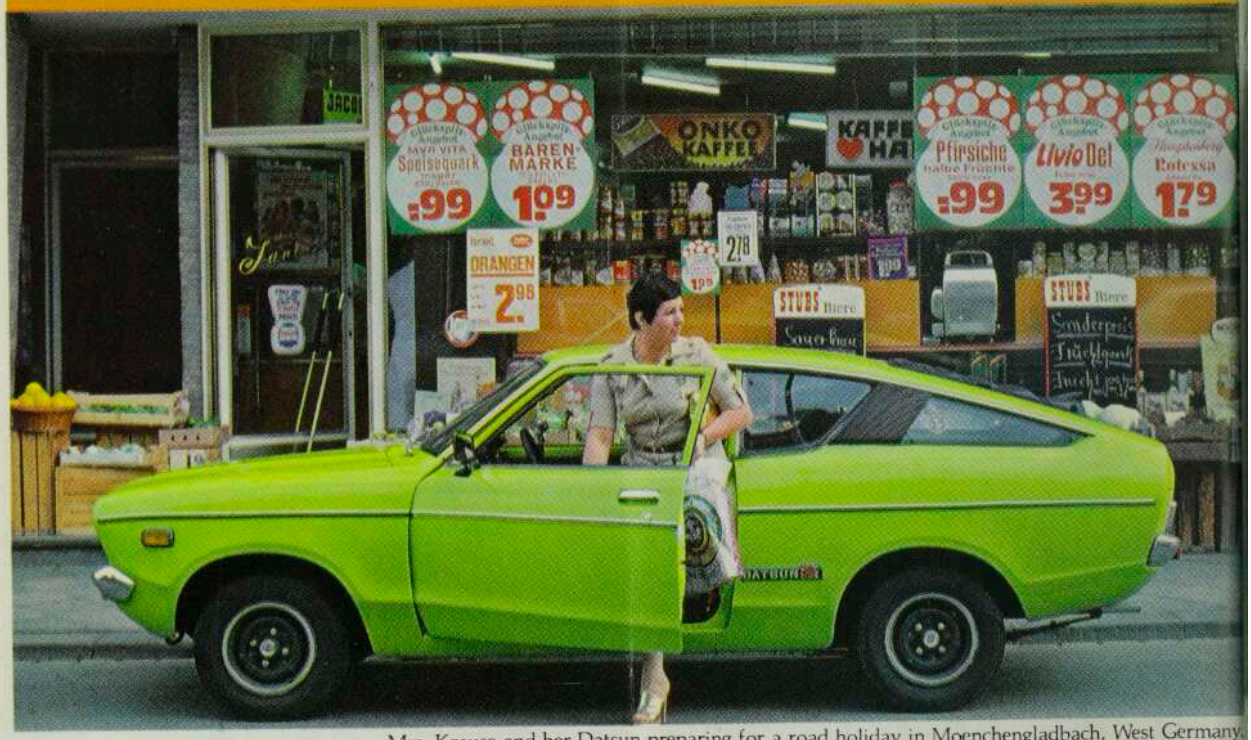
919
PAC

My Datsun-
always new, always exciting.



Mrs. Krause and her Datsun preparing for a road holiday in Moenchengladbach, West Germany.

My life took an exciting turn for the better when I drove a friend's Datsun two years ago. Everything about her Datsun impressed me, and at the showroom I was amazed at the wide variety of styles.

The thing is, I just love having a new car. I've moved right up the Datsun line, first a coupe, then a sedan, a saloon, and now my sports hatchback. My dream is to have Datsun's sportiest car—a 260Z.

My Datsun is a car for all uses. I often dash off to swim or play tennis. It's comfortable and spacious, with room to carry stereos and televisions that I test for my job. I easily drive 2,000km a month, taking holidays whenever possible. It's nothing to drive 500km to Berlin or the Netherlands coas for the weekend.

I'm happy with my Datsu for its distinctive styling, gre fuel economy and the power heater that warms my car in no time at all.

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