

Vol. 49, No. 1 (Jan. 1, 1978)

Date : 7/17/26, 7:55 AM

<https://nla.gov.au:443/tarkine/nla.obj-335670856>

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SONY

Pacific Report

TURMOIL IN NEW HEBRIDES

The New Hebrides' much-awaited elections on November 29 had one main result: they will have to be held again if the country is to have anything like a democratic transition to independence, promised by Britain and France, the administering powers, for 1980. Due to the boycott of the elections by the majority of Vanuaaku Party, the Representative Assembly as it emerged from November 29 is "representative" mainly of minority francophone groups, and is seriously lacking in moral and political authority. The Vanuaaku Party, which marked election day by declaring a "People's Provisional Government" claims its "Government" flag was successfully raised on the day in 47 out of 50 of its party centres. Opposition from pro-French groups apparently prevented the ceremony from taking place in the remaining three. In Vila, according to the Vanuaaku Party's account, the British District Agent, Mr Osborne, was struck on the head by a stone thrown by an anti-Vanuaaku demonstrator, one of a crowd of about 300 who had come to prevent the VP's flag-raising ceremony. After this incident, the chief of the British police, Mr Dumper, ordered his men to fire CS tear gas grenades into the crowd. According to the French/Bislama newspaper, Nabanga, five people were injured in the attack, two of them seriously. Following protests from the anti-Vanuaaku demonstrators, the British Residency later announced that Messrs Osborne and Dumper had temporarily left the condominium. British Resident Commissioner, Mr John Champion, promised a full investigation into the tear gas incidents. Nabanga also reported that a journalist working for the British Information Service, Mr Alick Kalmelu, had been stoned and slightly wounded.

NAURU'S MIXTURE AS BEFORE!

Challenged by ex-President Hammer DeRoburt to prove it had a people's mandate to remove him from the presidency and govern, the Nauru Government in November went to the polls and did just that. The election, on November 12, produced a parliamentary mixture exactly as before: nine seats for members of the ruling Nauru party, with one Independent supporting them, against eight held by Head Chief DeRoburt and his allies. When Parliament met on November 15, Bernard Dowiyogo was re-elected President, surviving another challenge from the Head Chief who was also nominated for the Republic's top job. (full report p 31)

COLEMAN FOR GOVERNOR

American Samoa's first elected governor in history will be Mr Peter T. Coleman, who won office in a run-off election on November 22 from Mr A. P. Lutali. Mr Coleman's election ends 77 years of leadership appointed by the US Government. (Full report, p 30.)

AGREEMENT OVER OCEAN ISLAND

The vexed question of the future of Ocean Island is to be decided by referendum, according to an agreement reached between Gilbertese representatives and leaders of Fiji's Banaban community in Tarawa in November. Voting is expected to take place by mid-1978. The United Nations will supervise the referendum, and Britain will be asked to meet the costs. In a dispute which has simmered

for years between the two sides, the Banabans have demanded that Ocean Island, their ancestral homeland, be separated from the Gilberts. The problem assumed new urgency with the expected accession of the Gilberts to independence in June this year, at about the same time as the planned referendum.

MARKING TIME ON NORFOLK

The Australian Government had yet to consider most of the recommendations of the Nimmo Report on Norfolk Island, Senator Withers, Australian Minister for Administrative Services, said in parliament in November just before the pre-election dissolution. Senator Withers had been closely questioned by a Labor senator on his failure to meet the delegation of three Norfolk Island councillors which had sought to meet him in Canberra in October. Senator Withers said the only Nimmo recommendations which had been dealt with by the government were (1) that it intended to continue to accept responsibility for the island as a territory of Australia, and (2) that Qantas be relieved of the air service connecting the island and Australia. The service is now operated by the NSW-based East-West Airlines.

HEAVIES AT FISHERIES TALKS

International heavies were present in strength when the South Pacific Bureau for Economic Co-operation (SPEC) held a conference on regional fisheries in Suva in November. The USA and France sent large delegations. Observers crowded in from Japan, Canada, Chile and the United Nations. The reason? SPEC was addressing the problem of how to operate and protect 200-nautical mile fishing zones around the coasts of member countries. Fiji's Minister of Agriculture, Mr Charles Walker, told the meeting that fish with a retail value of \$1 000 million were caught every year in the South Pacific. But at least 75% of the total was caught, processed and sold by countries outside the area. Fiji has enacted a bill for its own 200 nautical mile fishing zone. If other independent Pacific nations follow this lead, foreign fishing fleets will be barred from millions of square kilometres of ocean — or will be accepted only on terms laid down by the country concerned. At present fishing fleets from Japan, Korea, Taiwan, the US and Russia range freely in the, as yet, undeclared economic zones.

DR FOX GOES HOME TO SOLOMONS

The South Seas' most celebrated Anglican priest, Charles Elliot Fox, CBE, MA, Litt D, was buried in his beloved Solomon Islands on November 3. He was 99. Dr Fox's remains were flown from New Zealand, where he had died on October 28, for burial. He lived for 70 years in the Solomons, only leaving for New Zealand when, at the age of 94, he retired from active work in the Church of Melanesia. Dr Fox was a noted scholar, sportsman, anthropologist, writer and missionary. A full obituary tribute will appear in PIM, February.

THE HERMIT OF SUWARROW DIED

Tom Neale, the famed hermit of Suvarrow Island in the Cooks, died in Rarotonga Hospital on December 1. He was 74. Tom had been under treatment at the hospital for some months for stomach cancer. He was taken to

Rarotonga earlier this year after the crew of a yacht which visited Suvarrow in March had found him doubled up in pain. The last of his several solitary sojourns on Suvarrow had lasted nearly 10 years. A full obituary tribute will appear in PIM, February.

PNG COMBATS TRIBAL FIGHTERS

The traditional British legal principle that the accused is innocent until proved guilty took a body blow in Papua New Guinea in November when PNG's National Parliament adopted tough new laws to curb tribal fighting. For some offences tribesmen will have to prove that they are innocent, instead of the State having to prove them guilty, as in the past. A December report by PNG police said that one recent outbreak of fighting in the Western Highlands had cost the tribes concerned almost \$100 000. The report said that on an annual basis several million dollars is being lost to tribes because of the fighting.

NO GAOL FOR DOCK STRIKERS

Eight leaders of the Fiji Waterside Workers' and Seamen's Union won Supreme Court appeals against sentences of six months imprisonment imposed on them following a July, 1977, dock strike. Mr Justice Kermode quashed the convictions on technical grounds: the order declaring the strike unlawful was invalid because it purported to operate retrospectively, and there were errors in framing the charges. However, one of the unionists, Taniela Veitata, had to go back to gaol to complete a nine months term imposed for breaching the Trade Disputes Act during a second strike in August.

SOLICITOR 'NAMED' OVER MIGRANTS

A member of the Australian Parliament has claimed that a Sydney solicitor conducted "an immigration fee racket", extorting money from Pacific Islanders who wanted to become permanent residents of Australia, and then doing absolutely nothing for them. The MP, Mr V. J. Martin, named the solicitor as Mr D. P. Khoury, of the firm of Benjamin and Khoury. Following an original complaint to the Law Society of New South Wales, the society said the information provided did not warrant action. But Mr R. A. Kearsley, a former Fiji magistrate and now secretary of the Law Society, confirmed later that the matter remained under investigation. A number of Fiji Indians were among those whose complaints formed the basis of Mr Martin's charges.

A NEW DRUG RING IN ISLANDS!

Six Pacific nations are to join Papua New Guinea in making use of an agency retained by PNG, in Sydney for the bulk-buying of pharmaceuticals. They are Western Samoa, Fiji, the Gilbert Islands, the Solomon Islands, Tonga and Tuvalu. The scheme, sponsored by the South Pacific Bureau for Economic Co-operation, aims to provide the countries concerned with easier access to cheaper and safer pharmaceutical supplies.

INNOCENT MAPPING OF IRIAN JAYA

The Chief of the Australian Defence Force Staff, General A. L. Macdonald, denied in December that his country's aid to Indonesia in mapping operations in Irian Jaya amounted to "military intervention". Arriving in Papua New Guinea on an official visit, General Macdonald

rejected suggestions that the mapping aid was part of an anti-rebel military operation. "Maps themselves don't find rebels," he said. Another December visitor to Papua New Guinea was Mr R. Sampatkumar, special representative in South-east Asia and the Pacific of the United Nations High Commission for Refugees. Mr Sampatkumar toured the border area between PNG and Irian Jaya to collect information on border crossings by Irianese into PNG territory.

MOVEMENT CONTROL ON BOUGAINVILLE

Bougainville Island may get a special law preventing its people from moving freely. The North Solomons Provincial Government is seriously considering the introduction of the restrictions in the interests of development and employment stability. The North Solomons Premier, D. Alexis Sarei, said in December that a provincial government act was now being drafted. He said the proposed act would vest movement control in local communities. People who wanted to leave their communities to visit towns or urban settlements would have to obtain written permission. The scheme was in the overall interests of the people and their economy. He said "We don't want to stop people with special skills going to an area where they can get good jobs, but as a principle we want to stop people with lesser skills from moving around. We want to keep them on their land where they are of most value to the community in general, and where no special certificate of trade is necessary".

FIJIAN MP'S SUDDEN DEATH

Ratu Julian Toganivalu, 45, a Federation member of the Fiji House of Representatives, died suddenly in December. Ratu Julian was also chief executive officer of the Nauru Local Government Council. Earlier, he had been a soldier and then a civil servant. Fellow MP Mr K. C. Ramrakha suggested Ratu Julian had died of a broken heart because of the divisions in the National Federation Party.

FORUM LINE SHAPING UP

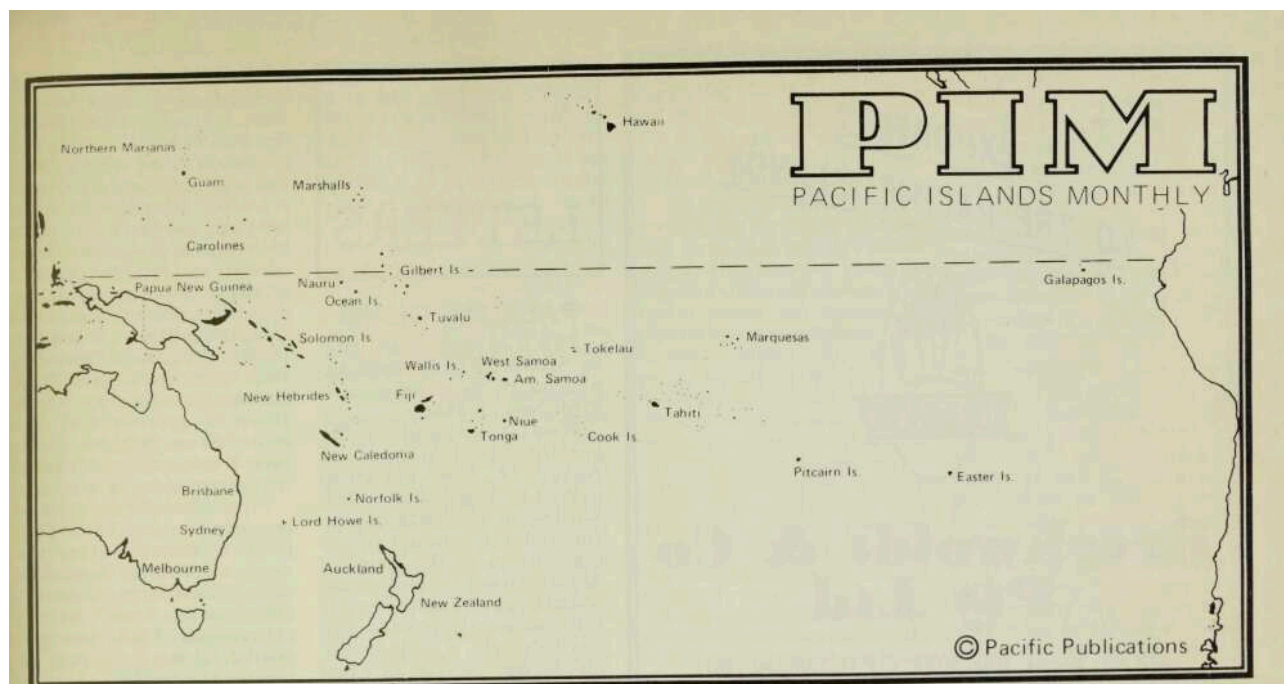
The Pacific Forum Line is taking a more definite shape with the appointment of Mr Gordon R. Dewsnap as general manager, moves by Western Samoa to buy a modern ro-ro ship to charter to the line, and the lodging with the head office at Apia of Australia's contribution of \$100 000 to the line's working capital. Mr Dewsnap, 45, is an experienced shipping man, with an extensive background both at sea and as a shore-based shipping executive. Western Samoa's contract ro-ro vessel is to be purchased with a combined grant/loan from West Germany, whose Columbus Line will partner Western Samoa in the charter venture. Despite its substantial financial contribution, Australia will not take part in the line as a shareholder.

FROM MARSHALLS TO RALIK RATAK

Ralik Ratak will be the new name of the Marshall Islands if the people approve it at public hearings run by the Marshall Islands constitutional convention. The convention's president, Congressman Ruben Zachrask says that an "independent" Ralik Ratak is outlined in the constitution, which has been drawn up as part of the Marshallese effort to negotiate separate political status with the USA.

COVER PHOTO

How many people know who or what a Chamorrta is? The attractive girl on our cover is a Chamorrta; in other words a girl of Guam, one of the United States' outposts in the Pacific. This shot comes to us from "Glimpses Magazine" of Guam, quarterly, whose photographer found his subject sunning herself on one of Guam's many beaches.



PACIFIC ISLANDS MONTHLY Vol 49 No 1 Jan 1978

PUBLISHER: STUART INDER

EDITOR: JOHN CARTER

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— news from everywhere

LETTERS

— Palauan land claim; PIM & yachties etc.

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— the policy of aid

USSR & THE PACIFIC

— deeds not words

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— wooing the Hindu rain-god

APPRENTICE PRIME MINISTER WANTED

— Ratu Mara and retirement

TROPICALITIES

— four pages of all-sorts

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— afterthoughts on citizenship

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— in Micronesia, PNG and A. Samoa

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Pacific Islands Monthly was founded by R. W. Robson in 1930. It is published monthly by Pacific Publications (Aust.) Pty Ltd. 76 Clarence Street, Sydney 2000. Post Address: GPO Box 3408, Sydney, NSW, 2001. Telegraphic Address: PACPUB, Sydney. Telex: 21242. Telephone: 29 6693. **Publisher:** Stuart Inder. **Manager:** John Berry. **Advertising Manager:** Steve Gray.

SUBSCRIPTION RATES: "Pacific Islands Monthly" is airfreighted to the majority of subscribers and agents in the Pacific Islands and the USA. Australia (including Norfolk Island) \$10.50 Aust. New Zealand \$11.50 NZ (\$10.50 Aust). Fiji \$10.75 Fijian (\$10.50 Aust). Papua New Guinea K11.50 (\$10.50 Aust). New Hebrides, Tonga, Cook Islands, Western Samoa, Gilbert Islands, Tuvalu, Niue, Nauru and Solomon Islands \$10.50 Aust. American Samoa, Northern Marianas, Micronesia, Guam and Hawaii \$15.00 US or \$12.00 Aust. US Mainland and Canada \$17.00 US or \$14.00 Aust. New Caledonia and French Polynesia 1 600 CFP or \$13.50 Aust. United Kingdom £9.50 or \$12.50 Aust. Japan 4 500 Yen or \$12.50 Aust. Elsewhere \$14.00 Aust. Note: Overseas remittances in Australian dollars should be by bankdraft payable at Sydney Australia.

REPRESENTATIVES: Fiji: Distribution and subscriptions — Desai Bookshops, P.O. Box 160, Suva, Fiji. Telephone: Suva 23036. Advertising: Fiji Times & Herald Ltd., 20 Gordon Street, Suva. Telephone: 312 111. Telex: FJ2124. **Papua New Guinea:** Advertising and Distribution — PNG Post-Courier, P.O. Box 85, Port Moresby. Inquiries: Post Newsagency, Telephone: 24 2148. **French Polynesia:** Distribution — Hachette Pacifique, 10 Ave Brual, Papeete. **New Caledonia:** Distribution — Depot Centre de Presse Michel Pentecost, B.P. C2 Noumea. **United Kingdom:** The Herald and Weekly Times Limited, 8-10 Clifford's Inn, Fetter Lane, London EC4A 1BU. Telephone: 01 831 6041. Telex: London 21989. **Japan:** Advertising — Universal Media Corporation, C.P.O. Box 46, Tokyo. Telephone: 666 3036. **New Zealand:** Pacific Publications, C.P.O. Box 2229, Auckland. Advertising inquiries: International Media Representatives Ltd, P.O. Box 3880 Auckland. Tel: 73 880. Telex: NZ21157 (Auck 40). **Hawaii and U.S. Mainland only:** PIM, Hawaii, 2812, Kahawai St., Honolulu, Hawaii, 96822. Second class postage paid at Honolulu, Hawaii. US Advertising Representative: Joshua B. Powers, Jr. Powers International Inc. 551 Fifth Ave. New York, New York 100 017. Telephone: 867 9580. Telex 236514. Pub # 952480. **Victoria:** Advertising — Pacific Publications (Aust.) Pty Ltd., Herald and Weekly Times Building, 2nd Floor, 61 Flinders Lane, Melbourne 3000. Telephone: 652 1565. **Brisbane:** D. Wood, Anday Agency, Box 1918 G.P.O., Brisbane 4001. Telephone: 44 3485, 44 1546.

Copyright © 1978 Pacific Publications (Aust.) Pty Ltd. Printed in Australia by Paramac, Mitchell Rd., Alexandria. PIM is distributed in Australia and New Zealand by Gordon & Gotch. Australian cover price is recommended retail only. Registered at the G.P.O. Sydney for transmission by post as a publication — category B.



PACIFIC ISLANDS MONTHLY — JANUARY, 1978

**EXPORTERS
TO THE PACIFIC ISLANDS**



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**ENQUIRIES
FROM OVERSEAS MANUFACTURERS INVITED.**

LETTERS

PALAUAN CLAIM

This is in regard to a letter by Stewart Firth which appeared in your magazine, PIM, Nov., p 35).

I was intrigued by Mr Firth's revelation of an August 14, 1909 document written by Yap district officer Karlowa in which Karlowa recounted his conduct of the negotiations on the "sale" of Angaur Island to the German colonial government. As Mr Firth succinctly pointed out, this document, if made available during the trial of Chief Thomas Orranges' case (set for trial in Palau District on December 14, 1977) could lend material support to Chief Orranges' claim that the so-called sale of Angaur was a result of physical force and duress applied by the German colonial government.

There are several people living today in Angaur who remember this incident from their parents who were involved in the so-called sale. The availability of such a document during the trial of this case would corroborate their testimonies in this regard.

As the attorney for Chief Orranges, and an Angaurese myself, I read Mr Firth's story with a great deal of interest as I'm sure you can well imagine. The question of the sale of Angaur was one of several issues in an earlier trial in which the court made a factual finding, without ever seeing a copy of the 1909 deed of sale, that Angaur Island was sold to the German colonial government.

As an attorney who has read the transcript of that trial, I find it incredible how a court could make such a finding of fact as there was absolutely no basis for that conclusion. In any event, the 1909 deed has now surfaced and will be admissible during the trial of this case. That document became available about two years ago as a result of the efforts of the now defunct Micronesian War Claims Commission, and approximately six years after the

earlier trial referred to herein.

As I alluded to earlier, I represent Chief Orranges and his clan in this very important, and possibly a landmark case. I am the first lawyer from Angaur, and the fourth Micronesian lawyer with legal education from the United States. I received my bachelor's degree in political science and psychology in 1969 and my Juris Doctor in 1971 from the University of Denver. I am a member of the Trust Territory and the United States Supreme Court bars. I was the first Micronesian admitted to the latter bar.

Presently, I am the assistant legislative counsel of the Congress of Micronesia and formerly chief of the legal division of the Attorney General's Office of the Trust Territory (Micronesia). I have been permitted by the presiding officers of the Congress of Micronesia to represent Chief Orranges' case although I am a full-time employee of the Congress. Although the presiding officers have expressed their moral and sympathetic support to Chief Orranges and his clan, this is not to say that the Congress is in any way involved in this case as I am doing it on my own time.

On behalf of Chief Orranges, his clan, and the people of Angaur, permit me to say KEMESULANG (thank you) to you and Mr Stewart Firth for a fine story and your interest in Orranges' case.

CARLOS H. SALI

Koror, Palau
Western Caroline Islands

ARCHITECTURE

The various comments on the fate of historic Pacific architecture (PIM May, September, 1977), brought a few nostalgic memories back to this reader.

I am confident that many of the military men who served in the South Pacific with the various Allied forces during World War II can recall a few pleasant memories associated with the old Hotel du Pacifique in Noumea, New Caledonia. Although I do not profess any critical authority on architecture, for me the old rambling hostelry had a charm that is difficult to find these days. The bar, of course, had been modified to accommodate the hordes of thirsty visitors who on occasion jammed the place to overflowing.

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but the rooms I would dare say had not been modernised in any way to "meet" tourist conceptions of what hotels should look like, what with their swinging doors, mosquito netting, etc.

My wife and I had occasion to spend a few days in Noumea in 1965, and during our meanderings around the city came upon the old hotel, and much to our surprise it had been absolutely abandoned. The buildings were completely open to any "visitors", with the silverware still in the pantry, bedding in the linen closets, etc, but not a soul to be seen or to interrupt our inquisitive wanderings.

Again in 1969 we had occasion to spend an overnight, between planes, in Noumea, and found that the old relic had been razed, to (what else) make way for a highway, to the Tontouta Airfield! Admittedly, the highway needed improving, but it seemed a shame to demolish this old scene of so many happy memories.

Along this line, I hope that the Grand Pacific Hotel, in Suva, is still serving as "mine host". The atmosphere at that old hotel was really conducive of relaxation. The modern, de luxe hostels erected in so many places by the international airlines may have amenities that these historic buildings did not, but so many of them have inadequate air conditioning that they would be more comfortable with the old swinging doors, to permit some air circulation, and a bit of breeze.

More power to the Development Authority of the Pacific Area Travel Association in their campaign to save what is left of these old structures.

URBAN D. KAPLER
Phoenix, Arizona.

PIM & YACHTIES

Some months ago I wrote and asked you to put a small squib in your yachting column in order that I might make contact with some of the good friends I met in Fiji.

Not only did you put my letter in your magazine, but I had answers from people I never suspected even read PIM, even though I know it is the most widely read magazine in the South Pacific.

I had a letter from Ellen Allen in Nadi, Fiji; one from Johanna Anderson, sailing on the yacht Audacious. (Johan-

na got me the first boat-sitting job I ever had in Fiji.) She saw the piece in Noumea and we have been corresponding ever since. I also heard from Reinhard Haiber, yacht Ganesh, who should be in Cairns, North Queensland, by now. Reinhard was in the Solomons when someone brought the story to his attention. A man from Port Moresby, Mr. Haegle, also wrote me saying that he had heard of Ganesh.

And so it went. I am back in business with correspondence to my friends, thanks to PIM. As I said, I was sure I would get results, but not the fantastic things that actually happened. And from such widely scattered, faraway places. When Reinhard wrote he had just left two other couples whom I'd known very well in Fiji — Tom and Terri from the Junk and Boo and Lori with their big catamaran Basadarah. They had both been at anchorage in the Solomons.

My thanks again for your help — and I think it is super that yachtsmen have your magazine to fall back on when they need help or information of any kind.

Aloha and mahalo for your kindness.

HARRIETTE ALLAN
Honolulu,
Hawaii.

BANANAS

The article headed "Bananas. A Dying Export Industry in the Islands" describes in some detail the history of the banana industry in the area. It is a pity that it contains so many inaccuracies which, I believe, must be corrected.

Reference is made to the conspicuously negative role played by Fruit Distributors Ltd. The facts do not support this comment as Fruit Distributors maintains a policy of purchasing all the bananas produced for export in the Pacific Islands at prices which have generally been in excess of world ruling market prices. The company receives estimates from the individual territories and accepts all fruit offered at what is in effect a guaranteed price without any quantity limits. This situation does not exist for any other agricultural commodity that we know of and in our view is a positive way of giving support and stability to the industry. Unlike copra and cocoa

prices, the banana price has never fluctuated downwards but only moved upwards.

The reasons for the decline in production vary between territories but generally relate to the practical difficulties of controlling the many diseases and pests that attack banana crops, the lack of suitable regular shipping services in recent years, and damage to plantations caused from time to time by high winds. The fob price, which by world standards is high, is not a factor in the declining production. In fact at a recent conference on bananas held in Rarotonga, it was agreed that if average levels of production per acre could be achieved, then the returns from banana growing at present prices were indeed extremely good.

The statement that the New Zealand Government insists that Fruit Distributors takes all the bananas from the Pacific Islands is entirely untrue. The company has never been instructed by government in this direction but protects a market in New Zealand for fruit from the Pacific Islands on its own initiative in keeping with the spirit of our agreement with government.

The reference in your article to pricing shows a total lack of knowledge of the present situation. The current fob price paid for bananas meeting minimum quality requirements is in excess of NZ 8c per lb and this is the highest fob price that we know of anywhere. There is also a price for bananas shipped that do not meet the minimum quality requirements and that price is in excess of NZ 6c fob per lb. The freight to New Zealand is in excess of 5.5c per lb which is considerably more than the figure quoted in your article.

The company is at present actively encouraging improvements in the selection, handling and packing of fruit in all the producing territories with a view to upgrading the general quality of export fruit. It is also actively involved in efforts to improve the shipping services from the Island territories to New Zealand.

The inference that the present purchasing arrangement is some form of exploitation is not only inaccurate but entirely unfair.

MICHAEL DOSSOR
General Manager
Fruit Distributors Ltd
Wellington

TRADERS' PLEA

Recently, New Guinea Australia Line decided to discontinue its three-weekly service by *Island Chief* to the port of Gizo in the Western Solomons, thereby leaving traders and importers in a quandary as to how to continue to import cargo from Australia while keeping prices to consumers reasonable.

The main problems

- The freight rate to Gizo has jumped from \$83.75/tonne plus bunker surcharge and CAF, to \$103.75 plus bunker surcharge and CAF, as now goods must be trans-shipped from Honiara on a through bill of lading. Obviously, this increase of 25% will eventually be paid by consumers.

- Importers' cargo will be off-loaded in Honiara where goods will be susceptible to loss and pilferage. (Traders will be aware that this is never entirely compensated for by insurance.)

- There will be no way of importing freezer cargo or cooler cargo direct from Australia to Gizo.

- General inconvenience of not being able to supervise the off-loading of one's own cargo but leaving it to those who do not care if it is mislaid, damaged or not received on time.

The most difficult setback of these is that consumers who are already at a disadvantage because of their isolation, are now faced with yet another levy simply due once again to their geographical position.

The only possibility of improvement in this respect is that there may be a shipping company interested in the freighting of at least 250 tonnes of general cargo — plus freezer cargo — every three weeks to Gizo from Australia, or alternatively over 500 tonnes every six weeks, and with the possibility of gleaning other freight from ports such as Kieta or Vila.

It seems difficult to imagine that this situation could not be advantageous to a smaller-sized shipping company, especially if already operating in the Western South Pacific region. Should this be the case, inquiries should be directed to: The Importers and Traders of the Western Solomons, c/- The Manager, Liapari Ltd, Vella Lavella,

JANITA LEWIS,
Manager, Liapari Ltd.

At the start of another year, 1978, PIM studies the prospects, good or ill, for the Islands of the South Pacific. Our correspondents on the ground read the signs and came up with forecasts which, in the main, point to a busy year for some countries, financial improvements for the odd one and, most important happening of all for three territories, independence. At the end of 1978, only the French territories, the Condominium of the New Hebrides, Tokelau, and American Samoa — with little Pitcairn away on her own and the United States Trust Territories on the other side of the Equator — will be awaiting independence or self-government. As each country becomes master in its own house and free to look outside the area for new friends, the big powers will seek to develop their interests and friendships in the Islands. Australia and the Soviet Union, in two exclusive articles, spell out their hopes and plans for the Islands.

PREVIEW:

WHAT 1978 HOLDS FOR THE ISLANDS

SOLOMONS, GILBERTS AND TUVALU

For the Solomon Islands, the Gilberts and Tuvalu, 1978 is the Year of Decision. All three will, with the blessings of Britain and some monetary gifts, declare their independence — the Gilberts in June, the Solomons on July 7 and Tuvalu on October 1.

The year is expected to contain some anxious moments for the Gilbertese who have yet to clarify their relations with the Banabans and the future of Banaba, more widely known as Ocean Island.

What must be regarded as a breakthrough, more for the Banabans than for the Gilbertese — the latter having for a long time set their faces against the Banabans' claim for an independent Ocean Island — was achieved in November.

The two parties got together on Tarawa and, eventually, reached agreement on a referendum to decide Ocean Island's future.

The referendum, with Britain expected to foot the bill, will be taken around the middle of 1978. Both the Gilbertese and the Banabans will be asked to decide what, in effect, is history — "Do you feel that Ocean Island was part of the Gilberts Colony?"

To the outsider, it would seem to be a foregone conclusion because there are more Gilbertese than Banabans.

According to Banaban Mr Thomas Teai, "Their verdict will determine whether the island remains with the Gilberts, or becomes separated so that the Banabans can

negotiate a constitutional association with Fiji."

At the same time, Britain will be asked in the event of a "Yes" vote to increase Banaban phosphate revenue from Ocean Island to 75% of the phosphate royalties. At present, the Banabans' share is 15% from most mining leases and 50% from mining on recently-negotiated leases.

Which must mean a loss of revenue for the Gilberts.

The Gilbertese would be allowed to fish in an independent Ocean Island's economic zone and Gilbertese labour would continue to be used on the island.

If the Banabans lose the vote, they will retain land ownership rights on the island, have dual citizenship with a representative in the Gilberts' House of Assembly and the British Phosphate Commissioners' reserve fund will be split between the Gilberts Government and the Council of Leaders on Rabi Island in Fiji, which is now the Banabans' home.

Also the Gilberts will retain its present share of the phosphate royalties until mining finishes in the next couple of years.

Apart from all this, Britain, Australia and New Zealand, partners in the BPC, will be asked to provide money for the restoration of the worked-out land on Ocean Island.

All this will cast a shadow over the Gilbertese celebrations of independence.

There seems to be little else to give the Gilbertese cause to rejoice in 1978. They will still be saddened over the tragedy of the cholera outbreak which took the lives of 18 people. One thing is clear. Much of the year will be taken up with work to clean up areas of pollution, on beaches, in

lagoons, in villages, to ensure there is no return of cholera.

Shipping will continue to be a problem, as it is in many parts of the South Pacific where rising freight rates, caused mainly by waterfront workers' strikes and wage rise demands in exporting countries, force up living costs in places like Tarawa which has become so dependent on imported goods.

Much of what the Gilberts can expect for 1978 seems to be in the pipeline for Tuvalu, until two years ago the Ellice Islands section of the Gilbert and Ellice Islands Colony. The Tuvaluans, all 7 000 odd of them, will let their hair down on October 1, Independence Day, known at present as Tuvalu Day because on that day in 1975 they were separated from the Gilberts.

On October 1 they will become an independent nation within the Commonwealth.

One of their first important dates in 1978 will be a date in February when their leaders hope to go to London to discuss terms for independence.

When the Tuvaluans asked Britain for severance from the Gilberts, they were warned that they would get little of anything that was going, that it wouldn't be a case of dividing up the joint assets. As a matter of fact, all Tuvalu got out of the Gilberts was one small ship.

She'll hope for more from Britain with the settlement terms, but, as Chief Minister Toalipi Lauti pointed out recently, Tuvalu is starting out "with not a single cent in the bank". It should be a year of promise, however, especially if the South Pacific Fisheries Agency really gets going.

With a 200-mile economic zone around her perimeter,

Tuvalu should be able to reap a harvest from the seas, not in fish but in the money she could get to permit the distant fishing nations to operate in Tuvaluan waters.

Australia is also footing a bill to the tune of \$1.36 million for a new wharf at Funafuti, the capital. The size of a couple of football fields, the main islet of the atoll, Fongafale, is becoming built up, with a new Government House, government offices, a bulk store for the co-op and a new church building, not to mention a saloon liquor bar.

So, there's cause for optimism in 1978 with few dull moments.

And, how about the third and biggest of the trio celebrating independence in 1978, the Solomons? July will be a real day of rejoicing now that the future is clear so far as London is concerned.

All obstacles to an agreement with Britain have been cleared with the September conference in London which resulted in a generous grant from Britain which, along with the grants already scheduled, will bring the total handout from Britain over the next four years to \$44.1 million — and none of it has to be repaid.

There are those in Honiara who believe that Britain's generosity was dependent on the Solomons giving way on the business of citizenship for non-Solomon Islanders after independence.

The position of the large Gilbertese and Chinese community in the Solomons is assured along with that of the Europeans. They will all have guaranteed citizenship. They're in no danger of losing their vote and will not require work permits.

PACIFIC ISLANDS MONTHLY — JANUARY, 1979

Land occupied by Gilbertese has also been an obstacle to agreement, but that too has been removed with the Gilbertese, who have title to land, being able to hold on to it indefinitely. This concession does not apply to land acquired in the future. Other non-Solomon Islanders with land have to change their titles to a fixed term of 75 years, which will be the maximum period for leaseholds.

Politically, the government doesn't seem to have many internal problems ahead. Trade union pressure has weakened in that field and Chief Minister Peter Kenilorea has grown in stature. He seems to be firmly in the saddle and is handling the job well.

After independence, there may be some embarrassing overtures from their relations in the North Solomons. Some of the Bougainvilleans are thinking in terms of a closer relationship with the Solomons — even secession from Papua New Guinea and union with the Solomons. The Shortland people would welcome it, no doubt, but the Solomon leaders are not likely to respond, not even if federalism was proposed.

On the commercial front, the Solomons should have cause for satisfaction. It's highly likely they'll have a favourable balance of trade with growing fish and timber exports and, the newcomer, palm oil which, although in its infancy, has already grossed more than a million dollars in exports.

WESTERN SAMOA

Economically speaking, Felise Va'a writes, 1975 was one of Western Samoa's worst years with shrinking exports and an almost-unbearable cost-of-living rise. By 1977, a major recovery was on the way, thanks largely to giant leaps in cocoa and copra prices. Prognostications for 1978 are even better, the 1978 Budget reveals. It contains all the seeds of optimism, with exports, foreign reserves and money supply looking very much brighter.

Estimated revenue for 1978 totals \$22.2 million which represents an 18.4% increase over the \$18.75 million estimated for 1977. Of the esti-

mated revenue, \$10.92 million or 49.2% will be from Customs and \$3.25 million or 14.6% from Inland Revenue. Import duties will yield about \$8.35 million while sales of liquor will gross about \$2.15 million.

Ordinary current expenditure is estimated at \$17.7 million and statutory expenditure at \$1.6 million. This will leave an operating surplus of \$2.9 million.

In addition to this surplus, government expects non-recurrent revenue and foreign cash grants of \$280 000 and National Development Loans of \$2.8 million. Development expenditure of \$5.9 million will be financed from these leaving an estimated cash surplus for 1978 of \$36 000.

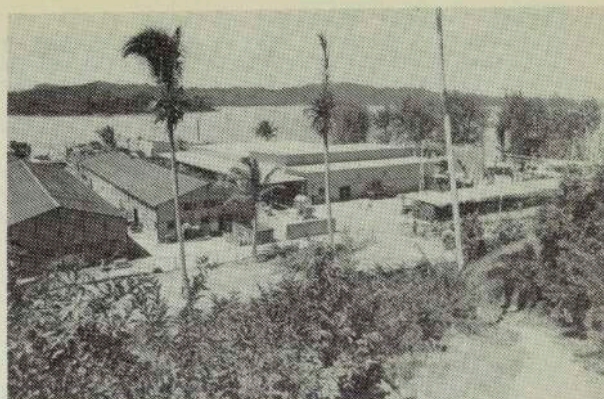
But other development finance is also available from other sources: \$8.6 million from Foreign Capital Project Assistance, and \$6.1 million from soft term loans raised through international lending institutions and bilaterally. Thus, total estimated development project expenditure in 1978 is \$20.6 million, an increase of over \$5 million or 33% over the \$15.5 million development expenditure estimated for 1977.

Vaovasamanaia Filipo, Minister of Finance, says the 1978 development expenditure represents a 50-fold increase over the last 10-year period. For example, for the entire First Five Year Development Plan 1966-1970, development expenditure over five years was WSS2 million or \$400 000 a year.

The minister's optimistic forecasts also embrace export earnings (more than \$11 million in 1977), an increase in foreign reserves, development investment in the public sector and cocoa and copra production.

Aid coming from Australia, New Zealand, the Commonwealth and the EEC is also expected to boost the economy and will be worth around \$8.6 million, at least, in 1978, not to mention the \$6.1 million soft term loans to be raised through international lending institutions and bilaterally.

All in all, Western Samoa can look with confidence to 1978. Prime Minister Tupuola Efi and his ministers will be pulling all stops out to make it a good year. After all, they'll be facing the electors again in 1979.



These buildings will help to ensure a healthy economy for the Solomons in 1978. They are the Solomon Taiyo fishing company's cannery and freezer at Tulagi, the old capital.

FIJI

What's in store for Fiji this year now that the dominion is settling down after the political upsurge of 1977 with its two general elections?

Robert Keith-Reid looked in his crystal ball in Suva. This is what he saw:

It will be at least another 12 months before the country's ability to earn a living shows any sign of a matching performance, according to gloomy remarks in the Fiji Government's Economic Planning Office.

The planners are warning that like 1977, 1978 will be a time when Fiji's economy will continue to wallow listlessly in the wake of the great world recession that began afflicting it in 1975/76.

While the world at large seems to be recovering from bad times the Fiji planners say, it takes 12 to 18 months before the return of prosperity for big countries begins to fill the sails of small third-world countries like Fiji.

Last year was a year when the number of Fiji people in regular paid jobs fell by several thousands as employers cut their work forces by numbers corresponding with the fall in the amount of business around. Practically no new major investment of note came from private enterprise, and Fiji's second, third and fourth most important industries, tourism, gold and copra continued to languish or decline.

The only significant restoration of fortunes occurred in the first industry, sugar, where by the end of the year it was evident that a big government investment in revitalis-

ing sugar production was beginning to pay off and sugar output is expected to hit 330 000 tons, the highest since the late 1960s, and should go higher in 1978 as a massive \$20 million expansion of cane-growing areas and a \$10 million sugar mill modernisation programme advances.

Worries about how far the government should go in financially propping up a failing gold mine on which more than 7 000 people are dependent, and the poor return being received by thousands of copra producers, who are also partly dependent on direct government aid, will be among the big questions of 1978.

So will an alarming increase in Fiji's trade deficit, as the cost of imports soars at an inflated rate high above the nation's capacity to increase its export earnings.

Tourism, whose growth sank to zero in 1976 after heady 20% to 30% growth rates in the 1960s and early 1970s, began a slow recovery in 1977 that is expected to continue at a 3-4% rate in 1978.

But many hotels are in financial trouble due to low occupancy rates and no one is willing to think about building new ones until trade picks up to what it once was.

Foreign investors, those already in Fiji and those thinking of starting up there, heaved a sign of relief when the Alliance Party got back to power convincingly last September having lost control of parliament to the Opposition National Federation Party in April.

The political uncertainty that reigned for most of 1977 caused the cancellation or postponement of many plans for expanding existing indus-

tries or launching new ones. But a guarantee of political stability for the next five years, with the Alliance back in full command, should create a climate of confidence in which investors reactivate themselves.

While private enterprise has for the most part been hesitant about sinking money in Fiji, increasingly large sums of aid finance are flowing into the country from Australia, New Zealand, the European Common Market and other sources.

Pine planting, cattle, fishing, road construction and a score of other lesser schemes being paid for by this money has created jobs for thousands of people who are helping to lay foundations of developments that are expected to become big income earners in the 1980s.

Without this activity Fiji would be in serious trouble. The biggest-of-all aid scheme will start in earnest in 1978, when construction of the first installations needed for a \$100 million hydro-electric power scheme for Viti Levu is due to begin.

Several million dollars a year will be poured into hydro-power through the 1970s and 1980s.

After the hectic political events of 1977 most Fiji politicians are expecting a relatively uncontroversial time in 1978. Apart from having got back to power with an increased majority — 36 out of the 52 seats in the House of Representatives — the Alliance is facing an opposition that since the September election has split into three factions. As such, the NFP is in no shape to give the government much to worry about.

A crucial time in deciding how the economy shapes up during 1978 will arrive in April, when the government, employers and the Fiji Trades Union Congress are due to review an agreement which began operating last May. Under this the unions promised not to press for more than 10% in making pay claims.

Since then, the rate of inflation in Fiji has dropped to below this level, according to the Central Monetary Authority. The question is whether the unions will agree to a new pay limit corresponding with this fall, having been accustomed for some time to collecting hefty and regular increases scaled exactly to quarterly increases in the cost

of living index.

News that the country's birth-rate has in the last 18 months climbed from 28 per 1000 to 31 per 1000 has been dismaying for the government. Since 1960 it had been dramatically slashed from more than 41 per 1000, and this had brought high savings in terms of extra schools and other facilities needed for a bigger population.

The target is to get the rate down to 22 per 1000. The reason for the upturn is not yet clear, although it seems that Fijians are resisting the idea of controlling the size of their families more so than they have done in the past.

Though there may be more people in need of jobs, education and social services, there may not be need for a corresponding increase in policemen. Fiji's overall crime rate dropped by 26.16% from 1976 to 1977, a recording that quite possibly no other country can boast of.

A reorganisation of the police force is the chief factor for the fall, a trend, police predict, which will continue in 1978.

MICRONESIA AND NAURU

Micronesians, too, may regard 1978 as a milestone in their history. It's on the cards that the political status talks which have been held on Guam and on the Hawaiian island of Molokai will end in agreement between the United States and the Micronesians. Agreement will have to come soon as the US trusteeship ends in 1981.

One stumbling block could be the demand for US\$60 million a year "Right of Denial" payment to the Micronesians. They have proposed this figure as "rent" for America's use of their air, sea and land space, at the same time denying the right to other powers.

January 9 will be an important date on the Northern Marianas' calendar. It is the day the new constitution will come into force and all officials will take up office.

There may be difficulties over what the new commonwealth state has power to do.

According to US Congressman Robert L. Leggett, chairman of the House Subcommit-

tee on Fisheries, the act establishing zones does not include the Marianas because, officially, it is not a commonwealth of the United States until 1981. Marianas officials thought the act would apply to them on January 9. One argument against Leggett is that, according to the commonwealth covenant, all federal laws applicable to Guam will also apply to the Northern Marianas on January 9. These laws include the fisheries zone act.

Ponape will fly her new flag in 1978. Maybe, the sight of their flag with its six stars, a coconut shell and palms will spark off new demands for separate status for the Carolines.

Not far away from the Micronesian scene are their cousins on Nauru. The past year on the island has been one of political strife with an election in November, returning to office President Bernard Dowiyogo and his Nauru Party who resigned earlier after a long and heated confrontation with ex-President Hammer DeRoburt and his supporters (see elsewhere in this issue).

Now that the legality of the government has been confirmed, 1978 may be a quiet year, politically, but this depends on Chief Hammer.

The government is expected to bring in a few new important measures in an effort to secure future prosperity, somewhat eroded through falling phosphate prices.

Tourism is beginning to pick up in the Pacific and a little of this might rub off on the Nauruans who, until now, haven't bothered much about that industry. But, the Japanese are touring in ever-increasing numbers and many use Nauru as a stopover.

PAPUA NEW GUINEA

The biggest of the Island countries, Papua New Guinea, intends to use her weight in 1978, not to dominate either the Forum or the South Pacific Conference, but to strengthen the collective influence of all the Islands.

PNG's voice will increasingly mean something in the South Pacific, Angus Smales writes from Port Moresby.

"Friends with every one and enemies of none" was how Sir Maori Kiki, Papua New Guinea's first Foreign Relations Minister, liked to summarise his country's foreign policy.

"Unaligned but very much involved" was another of his catchphrases.

Searching around for some sort of name to give the policy, technical respectability, his office came up with the word "universalism".

Sir Maori is no longer in parliament — he fell victim to an error of judgement in choosing an electorate at the 1977 general election — but universalism is still the name PNG uses to describe its relations with the world.

The name has puzzled some of the countries with which PNG has had dealings, and it's a fair bet that some foreign officials have rushed to their political dictionaries to see if they can find a recognised and established definition.

When Prime Minister M. Somare, visited China just over a year ago, for instance it was fascinating to hear the interpreters throw the word "Universalism" into a string of Chinese language sentences. They took it at its face value as a word, throwing it in without any apparent attempt to find a Chinese equivalent.

In PNG's thinking, universalism means what amounts to a cross between political alignment and isolationism. If a country can't be a world or regional power in its own right, PNG believes that established foreign policies tend to develop in one of two directions. Either the country concerned will withdraw into itself, relying almost entirely on its own resources, or it will hitch itself to something big on the world scene.

Under the name of universalism PNG has set out to do something in between. In practical way it takes what aid, expertise and protection it can get from other countries — but always at what it claims are its own terms and without selling itself.

Mr Somare and his new foreign Relations Minister, Mr Ebia Olewale, believe there is no point in entering bilateral arrangements in which their effective voice would be so small that the arrangement would become meaningless.

There seems no doubt that in immediate material benefits PNG could gain con-

siderably by entering into some alignments or by allowing itself to be internationally wooed, but in a deliberate way the country is steering away from such involvements. It could be argued from all this that PNG has shown more ethics, more realism and more plain commonsense than any other small country trying to take its place in the world.

True enough, PNG can't be knocked for the manner in which it has entered into its international relations and obligations. But at the same time it would be naive to believe that PNG has hit on a new and more honest formula than anyone else, because of certain important qualifications.

For the truth is that PNG is far more aligned than many of its leaders might like to think, although the alignment may not be written in so many words.

Circumstances alone have played a big part in this process. Only a few weeks ago Mr Somare was asked at a press conference in Port Moresby if he would like to see Japan give his country direct material aid without any strings — the sort of aid which Australia extends and which fills a big part of the PNG budget.

Mr Somare dismissed the question as academic. On the one hand, he said, Australia and PNG had "a special sort of relationship". On the other, countries with their own policies and priority commitments couldn't be expected to hand out aid without some sort of attachments, even if the net result were to the benefit of PNG and at PNG's terms.

The situation described by Mr Somare highlights one of the hidden alignments under which PNG operates. They are not recognised as alignments simply because they grew naturally and because they contain no threat to PNG's national freedoms and autonomy. This is not a whitewash of Australian colonial involvement in PNG for the greater part of the century, but it is a matter of fact description of the current situation.

The circumstances of PNG's background, its geographical location, its natural food resources, the systems which it inherited, the systems which it developed, and the political climate of its independence all helped to es-

tablish fertile ground for what PNG now calls universalism.

How universalist can you be if you have outside countries squabbling over you? Or if you are so poor that you have to sell yourself for food and other essentials?

Universalism has grown fairly naturally from a more significant aspect of PNG policies — the belief that stability is essential through a formalised type of government and administration, the safeguards against power-hungry leaders and the recognition of civil rule by the people as a whole.

This outlook, coupled with the earlier background, created universalism. If any real problem faces PNG in 1978, and this could affect its international relations eventually as well as its home affairs, then the problem lies in efficiencies and abilities rather than in attitudes and methods.

The present government recognises the need for proper administration based on what the people want, and so do most of the factions that could conceivably have anything to do with government now or in the immediate future.

There is no cult of the person in leadership ranks, the economy is structured responsibly, agreements and arrangements are honoured at home and overseas, and power is distributed with workable checks and balances.

These attitudes and methods are firmly established, many of them enshrined in the constitution. The possible weakness is the extent to which the young country can effectively administer and maintain the machine which it agrees is necessary and correct. The approach to national management is impeccable — the ability to carry it out has sometimes faltered.

In general, PNG's prospects for 1978 of remaining stable at home and reliable in international affairs are far greater than many critics believed possibly a few years ago, and there are indications that despite universalism PNG's voice will increasingly mean something in the South Pacific.

Much is made of the suggestion that PNG is an outpost of south-east Asia, but PNG itself does not accept this although its only land border is with Indonesia.

PNG sees itself as essentially a South Pacific country,

with links in south-east Asia and with the Asian Pacific seaboard as a whole.

Mr Somare describes his country as "a bridge between Asia and the Pacific". In this respect he has frequently spoken of the useful role which he believes PNG can play by acting as a bridging nation in ideas and exchanges, particularly between the South Pacific Forum and the association of south-east Asian nations.

But he sees the Pacific end of the link as his country's sphere of real influence and the Pacific Islanders as his national brothers.

The Asian end is an area for co-operation and friendship — the practical test of universalism.

NEW HEBRIDES

Nineteen seventy-seven bequeathed to the New Hebrides a lameduck Representative Assembly produced by the non-elections of November 29, and a new political formation calling itself the People's Provisional Government, existing alongside the already labyrinthine governmental structure of the Anglo-French condominium.

The new "government" was declared by the Vanuaaku Party, which, despite its majority support in the 1975 election, decided to boycott the November 29 poll. The party claims that no British or French government officers, no expatriate and no one who works for private business firms can enter its territorial zones without a permit from the "government's" headquarters.

Thus, all ingredients are there for continued tension in 1978.

It will require all the wisdom and restraint of the administering powers, and of the local political parties, to avoid violent confrontations in the coming year.

TONGA

One would have to be a seer to forecast what will be in store for Tonga this year. But one thing is certain. The kingdom will know in 1978 whether it takes its place among the oil-rich nations, or continues to paddle its own canoe — with a little outside help.

Oil rigs were on their way to

Tonga in December, a \$1½ million survey by an American firm having indicated the possibility of an oil strike on three sites on the main island of Tongatapu. An earlier survey by a consortium drew a blank but, according to some experts, drilling was not deep enough.

The experts working on Tongatapu in the latest survey think there may be results by the end of January.

King Taufa'ahau Tupou IV is looking further ahead, however, to the day when Tonga will obtain much of its power from another of nature's gifts — Geothermal energy.

During his tour of Micronesia, the King heard of a plan to explore the possibility of generating power from a volcano on the island of Pagan in the Marianas.

"We've got a better volcano, Tofua," the King told his people, and added that the money expected from the oil wells could be used to finance a geothermal project!

In common with the rest of the Islands, Tonga expects a slight improvement in the tourist industry but will be able to do little to halt inflation.

NEW CALEDONIA F. POLYNESIA

New Caledonia and French Polynesia will spend the year adjusting to the new "statutes" decided for them by the French Government in 1977.

Although their new status is still very far short of independence, the pressures in this direction no doubt continue. This was clearly foreshadowed in the 1977 election in New Caledonia, where for the first time independence was the major issue, with one-third of the elected representatives favouring it in various ways.

While many people in the course of 1977 anticipated that the March 1978 legislative elections in France would lead to radical changes in French policy towards the Pacific territories following a victory of a Socialist-Communist coalition in that country, developments towards the end of 1977, with a growing rift between the two left wing parties, made that prospect less likely.

AUSTRALIA, THE PACIFIC

by Senator John W Knight

The South Pacific has emerged, relatively suddenly, as an important factor in Australian foreign policy.

In 1972, a Liberal foreign minister made a major foreign policy statement which emphasised the South Pacific region as one in which Australia was "developing special initiatives". In the same year, the Leader of the Labor Opposition referred to Australia as "the natural leader of the South Pacific", though this statement was resented by many in the South Pacific as suggesting many of the least-acceptable of traditional Australian attitudes about the region. However, it was significant that the South Pacific was rated important enough to be dealt with in an election policy speech. Thus, by 1972, the process of change was evident and it has accelerated since.

By the 1960s, Australia's relationship with the Islands of the South Pacific was frequently expressed in terms of outmoded perceptions or clichés.

The Evatt initiatives of the 1940s — most notably the Canberra (ANZAC) Agreement of 1944 and the establishment of the South Pacific Commission in 1947 — had provided a basis for continuing development. But this was quickly dissipated in post-war policies which limited the effectiveness of the South Pacific Commission, except for some aspects of its social and economic role.

This is, no doubt, partly explained by the fact that even by 1970 only two of the Island territories of the South Pacific had become independent. These were Western Samoa in 1962 (formerly a New Zealand territory) and Nauru in 1968 (previously administered by Australia).

When considering why the South Pacific matters to Australia — and in recent years it has come to matter much more than previously — the end of colonialism and the independence of the nations of the region is undoubtedly one of the major factors. In recent years, Australia has had

to deal, not with just a few colonial metropolitan powers, but with a large number of new and assertive nations.

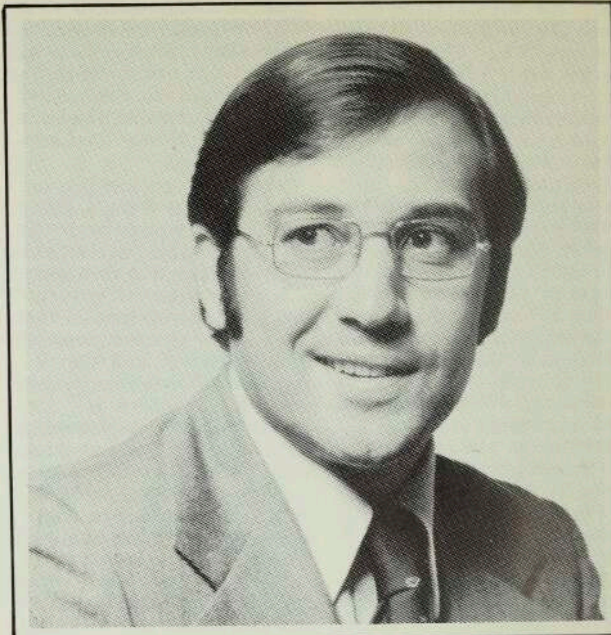
Despite the problems about Mr Whitlam's statement in 1972, it was remarkable that the South Pacific should have been mentioned with such emphasis in an election policy speech by an Australian political leader. To that extent the statement also marked the process of change by then under way.

Since that time there has been an enormous increase in Australia's aid to the South Pacific — to an extent that is sometimes resented, or at least questioned, in Asia. Diplomatic relations have expanded in Fiji, Papua New Guinea, the Solomon Islands, Nauru and Western Samoa, so that Australia now has an extensive official, trade and information network in the region. Ministerial visits to the region have increased and there has been an Australian parliamentary delegation to the region this year.

The Australian Senate's Foreign Affairs and Defence Committee is now completing an inquiry and will soon report to the Australian Parliament on Australia's role in the South Pacific.

Just as the end of the colonial era is one obvious and traditionally accepted reason for Australia's growing awareness of the region, there are other similar traditional and accepted reasons. Nor should it be overlooked that the move to independence in the region had particular relevance for Australia because of its own direct involvement with Nauru and Papua New Guinea.

The other significant factors include Australia's substantial commercial and financial interests in the region — which some prefer to classify as instances of Australia's neo-colonial attitude. There is the strategic relevance of the region of which Australia was made particularly aware during World War II. Elements of this concept tend to remain, but changes in strategic concepts and weapons have made



Senator John W Knight

it somewhat less relevant in this respect.

Recently, some of these factors have merged with the expansion of Japanese trading and financial activities and the display of increasing interest by China and the Soviet Union in the South Pacific, in commercial, economic and diplomatic terms.

All these developments help explain why the South Pacific is perceived to be of significance to Australia. All are valid reasons in explaining increasing Australian involvement in the region. They are the most obvious factors, but there are others which are generally overlooked and which are often of more fundamental significance.

Perhaps one of the most significant is the changing perceptions of the ANZUS alliance, so long considered to be the "cornerstone" of Australian security. ANZUS resulted from the settlement with Japan after World War II. It was, for example, not an "anti-communist" alliance such as SEATO or CENTO, though it is a general mutual defence pact.

Given the changed relationships between the United States and Japan and China there are real questions about its relevance. In any case it is only one element in the extensive relationship between the three allies.

It is of particular significance that at the most re-

cent ANZUS Council meeting, in New Zealand, there seemed to be more emphasis on economic issues and their importance to regional stability, than on defence co-operation.

For example, the communiqué after the meeting on July 28 said: "The Ministers recognised that the health of the economies of the three partners is of concern to each, for it affects their capacity to play the responsive and responsible role that world and regional circumstances demand of them and which is their common desire. They therefore agreed that they would consider their economic relationships and mutual problems within this larger framework."

The ANZUS Council also welcomed the achievements of the southeast Asian countries of ASEAN in promoting economic and social development in their region. It acknowledged that the three ANZUS allies share "a special interest in the Asia/Pacific region". They went on to welcome continuing growth of regional institutions in the South Pacific and their contribution to the welfare of countries in the area.

The ANZUS Council went so far as to comment that "South Pacific countries could expect continued support from the ANZU partners on a bilateral and regional basis. Ministers looked forward to co-operation

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with South Pacific nations in new areas such as the management and development of marine resources."

It seems clear from such statements that the ANZUS partners are now looking to ANZUS as a more important regional instrument to be associated especially with economic initiatives and the wider regional role of the members of the pact.

The ANZUS communique has added significance in that the South Pacific Forum had on its agenda for its August meeting in Port Moresby the question of possible co-operation between ASEAN and the Forum. The Forum communique said the members had "agreed that informal contact on matters of common interest between the Forum and ASEAN should be initiated." However, at the Forum some caution was evident about the possible future role of the United States in the area. Action to establish a regional fisheries agency and 200-mile sea resource zones resulted in a formulation that effectively excluded American Samoa and the United States. It seems significant that no special effort seems to have been made to overcome this anomaly.

In an address to the Forum the Australian Prime Minister urged that Forum members extend their contacts with other international organisations. It is of interest that Mr Fraser expressed caution about the prospect of any major power dominating the region or competition between powers for influence in the area.

Any period of fundamental change carries with it uncertainties. This applies to the role of the United States in the South Pacific and of the significance of the ANZUS alliance and its potential role in the region.

On the question of its defence significance it is interesting that the Australian Defence Minister has recently commented on the uncertainty

of reliance on alliances or more powerful friends.

What is obvious is that attitudes to ANZUS are changing. This is undoubtedly fundamental to Australia's increasing concern with the future of the South Pacific region and Australia's role in it.

The second major factor, which is often overlooked, is the concept of a "new international economic order". In the so-called "north-south dialogue" context Australia (and New Zealand) are associated with the "north", while the South Pacific countries are linked with the "south".

The components of proposed international economic change are, however, of mutual interest and concern: for example, the transfer of resources and technology, the operations of transnational corporations and international development assistance programs.

It is also worth recalling that the ANZUS communique in July indicated that the three allies reviewed developments, including "consideration of the global economic situation" and agreed that "international access to markets and resources was a factor of continuing importance to global and regional stability".

In future negotiations on international economic issues Australia's relations with its South Pacific neighbours could be of increasing significance to Australia. We may be on different sides of many such discussions. A close understanding will be essential if Australia's relations with its neighbours are not to be at times jeopardised in such circumstances.

Friendly and co-operative links with South Pacific countries might also help smooth Australia's difficult path through these negotiations with more distant and, perhaps, less sympathetic nations.

Thus, along with the tradi-

tional factors which have given rise to growing Australian interest in its South Pacific neighbourhood, there are fundamental new elements.

These relate to the changing nature of the ANZUS alliance, and to changing relationships with Japan, China and the Soviet Union. The concept of a "new international economic order", is relevant to Australia's commercial, financial and tourist interests in the South Pacific area.

While there have been traditional developments associated with Australia's increasing interest and concern — diplomatic, political, support for the South Pacific Forum and changes in the South Pacific Commission, aid — there have also been significant new manifestations. These have been suggested in the recent ANZUS communique, the South Pacific Forum's interest in ASEAN and a clear intent by Australian governments to take the South Pacific seriously.

No doubt all of these have been given added impetus by the increasing assertiveness of

the South Pacific countries themselves. In recent years they have expanded their diplomatic ties — and not always in the same directions as in the case of China. Their trading horizons have widened and they have shown their determination to control their own destinies — as in the recent Fiji dock strike.

All of these have helped accelerate changed attitudes in Australia. These changes are part of Australia's adjustment to complex new developments in the international situation. They affect issues as fundamental to Australia's traditional outlook as ANZUS and as vexed as the concept of a future world economic system.

Australia's new approach to its relations with the South Pacific is part of its changing attitudes and assumptions about its own foreign policy and the international situation.

The South Pacific is more important to Australia in that context — and may be a "weather vane" for the future development of Australia's international policies on some of the most essential issues facing the Asian and Pacific region.

USSR, THE PACIFIC

by Alexander Malyashkin

The USSR has two-thirds of its national territory in Asia and an outlet to the Pacific through its Far East region, which is equal in area and about equal in population to Australia. Here is a terminal of what is practically the only year-round Soviet sea route passing through the Indian Ocean to European Russia.

The Far East and Eastern Siberia are the sites of a large-scale construction effort to tap more of the local natural resources, expand timber felling, woodworking, fishing and other industries, build new ports, modernise old ones, and so on. This is what creates, in our view, an objective premise for the Soviet Union's broader involvement in the international division of labour in the Pacific area.

We know of quite a few instances of an advanced nation using its advantages to further its own self-seeking ambitions

in disregard of other people's interests. The Soviet Union is averse to this kind of relationship.

It is not out of any time-serving considerations that the USSR follows the principle of equal terms in its relations with other nations, big and small. This is our strategic policy reflecting the very essence of Soviet society. This principle rests, besides, on the assumption that the objectives pursued by Soviet foreign policy meet the interests of other nations as well as those of the USSR. These objectives are peace and greater international security and co-operation.

To bear me out, here is a case in point related to the region where this journal's readers live. Following the proclamation of independence of Papua New Guinea the Soviet Union recognised

Australian is taking a whole new look at its relations with the South Pacific. John W. Knight, former member of the Australian office in Fiji and, as a senator, a member of the Australian Senate Standing Committee on Foreign Affairs and Defence, backgrounds the developing new approach. The Soviet Union is also taking a closer look at the Islands and 1978 should see a link developing between the USSR and some Island nations. Soviet journalist Alexander Malyashkin of the Novosti Press Agency presents the Soviet viewpoint exclusively for PIM.



The Soviet Ambassador to Australia, Mr A. V. Basov who had been visiting Fiji at the end of November. During the visit he met his Chinese opposite number at the Chinese Embassy at Suva. "It was just a diplomatic exchange," said Mr. Basov. Does his Fiji visit point to the early opening of a Soviet Embassy in Fiji?

Photo: Canberra Times

the new state and established diplomatic relations with it. Here is what the head of the Soviet government, Alexei Kosygin wrote on the occasion to Prime Minister Michael Somare: "Unswervingly committed to the policy of equal relations and friendship among all states regardless of their social systems, and guided by the principles of national self-determination, the Soviet Government proclaims its recognition of Papua New Guinea as a sovereign independent state and willingness to establish diplomatic relations with it."

The USSR proves by deeds rather than words its earnest desire to have good relations with the countries of the region.

The name of my fellow-countryman Miklukho-Maklai has not been forgotten, I hope, although he lived a long time ago. It was way back in the last century that he, citing the case of the people of Oceania, proved the theory about the "superior" and "inferior" races to be utterly baseless. He was the first European to declare that the local natives were capable of setting up a state of their own. This eminent Russian scientist acted on behalf of the rights of

the colonial peoples. But little could have been done for them at a time when men like Maklai were few and far between in face of the colonialist policies of entire states.

The USSR is developing its relations with Fiji, Tonga, Papua New Guinea and Western Samoa. The Soviet Union is keeping up the policy which has helped these states to obtain their independence. This policy manifested itself in the promotion of political, economic and cultural contacts on terms of bilateral co-operation with due regard for the national interests of the countries of Oceania. The Soviet Union has no other objectives to pursue beyond those of maintaining normal relations with the newly independent states. Nor does it look for any one-sided advantages, for concessions, political submission, or military bases.

In the field of trade with these countries, the Soviet Union confines itself to minor one-time deliveries of consumer goods.

There are some other commonly accepted contacts. The Soviet research vessel, the Dmitry Mendeleev, recently made a 105-day cruise around the islands of Oceania. The

botanists of Papua New Guinea gave the Soviet scientists much help in their excursions into the jungles to study local vegetation. In their turn, Soviet botanists presented their foreign colleagues with Soviet floral collections.

Yet in spite of these commonly known facts, some people in the West are circulating fabricated stories about a Soviet desire to draw the newly independent states of Oceania into "the Soviet sphere of influence".

Western powers deliberately misrepresent the objectives of Soviet policy to obstruct the establishment and promotion of good relations between the USSR and the countries of Oceania and to maintain their own exclusive influence in that region. But, according to the United Nations Charter, every independent state can develop its relations with other states as it sees fit. If the Western powers want to prevent the emergent states from independently carrying out their own foreign policies, let them stop covering this up with fabrications distorting Soviet policy.

These fabrications about Soviet policy are, just as they have been on many occasions in the past, something which some people need in order to divert attention from their own deplorable acts and designs.

The lot of Micronesia is a case in point. Under a commitment undertaken before the UN, the United States, which has that territory under its trusteeship, should have laid the groundwork for the granting of independence to these Pacific Islands. What it is actually doing, as the facts indicate, is to prepare for an annexation of Micronesia to meet the Pentagon's plans for using it as a bridgehead. Increased military construction on Tinian island has been reported to be designed for the installation of American nuclear weapons on Tinian. The US has likewise been reported to be considering setting up a base for its latest missile-carrying Trident submarines in the vicinity of the Palau islands.

It is, however, up to the Micronesians themselves, not anybody else, to decide their homeland's future. And this has to be decided in strict compliance with the UN Charter and with the consent of the Security Council, and not at the discretion of the ad-

ministering power.

The Soviet Union is convinced of the need for the people of Micronesia to exercise their inalienable right to self-determination and independence at the earliest opportunity, retaining Micronesia's territorial integrity, and it is willing to contribute towards such a settlement to the best of its ability.

Military preparations will, of course, continue to do tremendous damage to mankind unless the arms race is brought to a halt. There are many ways of doing so, and one of them is by setting up "peace zones".

A number of Asian and African nations have taken the initiative in calling for the Indian Ocean to be turned into such a zone. The Soviet Union has all along been favourable to such an idea.

The way to solve pressing international problems, as the Soviet Union sees it, is not through confrontation and military preparations but through a renunciation of the use of force, through respect for sovereignty and inviolability of frontiers, non-interference in internal affairs and through the development of economic, scientific and cultural co-operation on the basis of full equality and mutual advantage.

States with differing social systems can effectively co-operate, for instance, in the field of trade. In 1976 the volume of Soviet-Australian trade reached its highest-ever point of about \$490 million in value. There has likewise been a notable increase in trade between the USSR and New Zealand. This has been not only a quantitative improvement. Soviet products are technologically not inferior to Western, and, less, as a rule, which is a circumstance of no mean importance for the troubled capitalist economies. It is essential to form a proper judgement of the prospects for the economic development of our countries and their role in the international division of labour not only today but tomorrow as well.

The USSR has, on balance, good relations with Australia and New Zealand in this area. Contacts are developing along other lines as well.

But they could be still better if they were not handicapped by certain campaigns and certain pronouncements of some officials.

Fiji's green gold ... pine timber forests. Hundreds of acres like this patch at Lautoka have gone up in flames in recent weeks because of an acute drought.

WILL LORD INDRA HELP THE BURNING NORTH-WEST?

Farmers and villagers in the "burning north-west" of Viti Levu, Fiji's main island, faced disaster in November from the worst drought in 10 years. The sugar cane crop is threatened. Valuable stands of pine have gone up in smoke. The people pray for rain. Below, Sarita Singh tells the story.

It is eight o'clock in the night. The tiny village is deathly quiet. Despite a full moon and a sky free of clouds and full of stars, there's an eerie atmosphere all around. A row of young pine, the border of a patch of land near a river bank, stand stiffly immobile like victims of a firing squad. No leaf quivers for there is no wind.

Near the river bank stand a group of mostly middle-aged Hindu women forming a protective arch to discourage any night prowlers or peeping toms while three of their colleagues prepare for the ritual in which two women assume the role of bullocks and another of a farmer and plough a piece of land to woo the Hindu rain-god Lord Indra.

No men, not even little boys, are allowed to see the ritual. Photographs are strictly forbidden.

Two huge women strip themselves naked. A rope cord is tied around each waist and harnessed to a steel plough normally pulled by a pair of bullocks. The third woman, fully clad, holds a whip. While they get ready the

group of women look down and pray.

Suddenly, the "farmer" cracks her whip, and the sound is unusually harsh in the stillness of the night. Somewhat startled, the women look up but quickly cast down their eyes meekly. The oldest among them exclaims that Lord Indra would be pleased while the rest pray with a new fervour.

Meanwhile, urged on by the farmer and her whip the pair, slightly bent, sweat streaming down their faces, their large loose breasts hanging out, heave with all their might and manage to get going. They plough a 100 m row.

Hindu women are demurely clad by tradition. In spite of the humidity, they wear ankle-length garb and consider exposure of one's body indecent. But Fiji's rural Hindu women, fed up with the prolonged dry weather and its burdens, are putting aside shackles of tradition to implore the Almighty for help.

The drought, the worst in a decade, began nearly six months ago and has reached crisis point, seriously undermining the country's main

sources of water. It has dried up wells, creeks and rivers. Root catchment tanks have been unreplenished and reservoirs are hard put to supply people with enough water.

At Nadi, about 11.25 km from Fiji's International Airport, the Vatutu intake has become dry because of the shrinking river level, and an emergency pumping station has been installed. The town's other main source at Votualevu is operating normally but officials warn that similar steps would have to be taken there if the drought continues.

The worst hit areas are Fiji's agricultural Western Division on the main island of Viti Levu and outer islands where water is the lifeblood.

Government has already spent \$60 000 in supplying water to drought-stricken families in the West.

Fiji's Commissioner Western, Mr Narsi Raniga, told me they were spending \$1 000 daily supplying emergency water to over 2 500 families. Twenty-five trucks, and several tugs and barges are being used for this.

Mr Raniga said they were

giving preferential treatment to schools, nursing stations and health centres while families pay 5c for 200 L of water.

Severe emergency water restrictions have been imposed in all urban centres in the West and other urban centres in Fiji where residents caught washing cars or watering gardens can land themselves in court. But no one has so far been prosecuted.

Mr Raniga said that because of low water levels in reservoirs supply to high areas and outlying areas were automatically curtailed. And to stop residents from hoarding water unnecessarily inspections are made at random and water pressures are reduced.

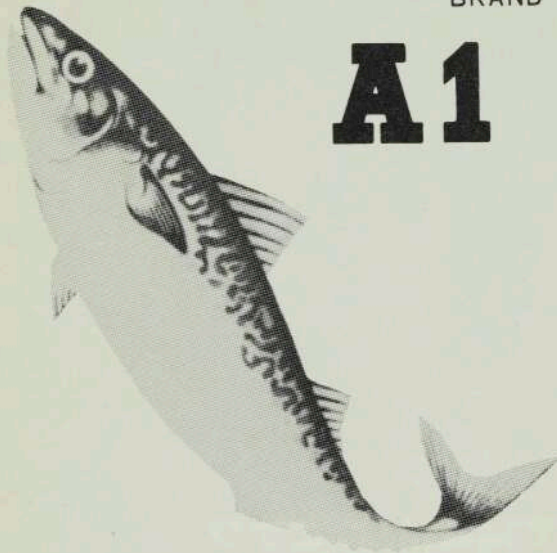
Housewives who, as part of conservation recycle water, complain that because they are not forewarned they are often left with no water or get caught unawares in the shower.

Rainfall during the past six months has been 40% less than normal. Average rain for the August-September-October period was an insignificant 115 mm.

The dry spell has left

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vegetable and flower gardens and nurseries dying. One Lautoka woman who has a passion for growing orchids showed me her garden which she tried to save by using water left from dishwashing. For a while they struggled desperately but died eventually carrying with them the work of many years.

The drought means a widespread crop reduction. Vegetables are scarce in the markets and their quality is poor, but prices have shot up.

It will also hurt Fiji's economy. According to Mr Raniga if the country does not have heavy rain soon, the canecrop for next season will be adversely affected. Already hundreds of acres of cane which were planted early this year lie shrivelled and ruined. Fiji does not have an irrigation system or dams.

Dry weather conditions have led to an increasing number of fires which so far have destroyed several thousand acres of mature cane. The Fiji Sugar Corporation, concerned at the harmful effects of burnt cane on sugar processing, has appealed to farmers to increase their supply of high-quality green cane.

Fiji's "green gold" — the pine industry which the government hopes will eventually become one of the chief sources of revenue — has been another target of fires. Already over 280 ha of the trees, which take years to mature, have been destroyed. The Pine Commission believes that these fires were the result of acts of arson and is keeping guards on constant duty to prevent further damage.

Major victims of the drought have been cattle which have to feed on poor grazing lands which stand desolate with grass that has dried up. Weak with undernourishment and lack of adequate drinking water, many cattle are unable to withstand the heat and die.

Development projects and the building industry are also suffering from lack of water. Town councils early this year had to abandon several civic projects because of insufficient water. Work on buildings under construction or near completion has had to halt until the present situation eases. Factories have had to reduce production but otherwise have been unaffected. Unconfirmed reports say that ships calling at the Lautoka wharf have had to replenish

their water tanks from elsewhere.

In the outer islands families at times have to make do with a pail of water for a week and resort to using coconut milk. Yaqona parties, one of the most popular forms of entertainment in the islands which do not have many recreational facilities, have had to stop, following bans by village heads. "Grog" preparation requires a lot of water.

But there have been no epidemics despite unhygienic practices in the rural areas. People often use the river for their drinking and cooking water, bathing, as a drinking base for their cattle, horses and goats, for washing clothes and bathing, as a toilet and for garbage disposal. The drought has left water in many rivers stagnant but many people fail to listen to officials who have been urging people to boil water before drinking it.

Simple folk in the villages explain that the drought is a punishment for the mounting sin of man. But Fiji's meteorological department has a more realistic explanation. It attributes this to dry anti-cyclonic weather conditions. There have been suggestions that the department use chemicals to make rain. But the weathermen say that Fiji's atmospheric conditions are unsuitable for this.

However, recently, dark clouds have been looming over the West's Evans Range.

Perhaps Lord Indra is about to answer the prayers of those Hindu women. More likely they are an indication that the present weather pattern is about to be broken.

A downpour would literally be Godsent from the heavens.

But Fiji's farmers are rather unhappy. Several told me that if they could somehow be sure that it would rain for a while and then stop they would not worry.

The rainy season, which normally begins in November is well known for the flood caused in the rural areas washing away crops, roads and bridges, causing drainage and soil erosion problems and threatening cattle and homes in low-lying areas.

Superstitious farmers spend sleepless nights in anticipation of a major flood. With their simple logic they argue that because of the drought the country would have more disaster through a large flood.

Rain, or dry, they say the will be the losers.

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FIJI'S RATU MARA

the reluctant Prime Minister

"Wanted: One bright young man (or woman) to train as an apprentice to the Prime Minister of Fiji, with right of succession — if the Alliance Party stays in power."

It's only a flight of fancy but the subject matter exercises the minds of the Fiji people not a little — who'll take over when Ratu Sir Kamisese Mara steps down? After all, he's 57, not a great age for a prime minister, but he'll be 62 at the end of the present Parliament's life. And, he was looking forward to retirement last year, but there were two obstacles — a constitutional crisis with Fiji's future as a harmonious, multi-racial nation in doubt, and the lack of a successor of his calibre.

Five years ago, Ratu Mara told me he intended to step down in 1977 if he could find someone to succeed him. He was, and still is, homesick for his own place, Lau, of which he is paramount chief. He had all sorts of plans for improving the Lauans' lot, but they went into the melting pot in 1977 when he lost the April election.

Now, the Alliance Party is more firmly in the saddle than ever. There's nothing to stop it running its full term of five years, so that he has plenty of time to find a successor. In fact, he's found one — or at least an apprentice — but he's not saying who he is.

We talked recently about his revived plans to leave the political field which he hadn't wanted to play on in the first place.

In his late teens, Ratu Mara wanted to be a doctor. He went to Otago (NZ) University to study medicine but Ratu Sir Lala Sukuna — "the noblest Fijian of them all", and himself a Lauan — had other plans for him.

The young Mara was leadership material, so, much against his will, he was persuaded to leave Otago and go to Oxford where he graduated MA. He added a Dip Econ and Social Admin at the London School of Economics. He was all set for the career Ratu Sir Lala had mapped out for him, and, had he lived, Ratu Sir Lala would have been proud of his choice.

Ratu Mara's path to the top job was the usual one, district officer, commissioner and politician. He entered the Legislative Council in 1953 when it was controlled by civil servants under the colonial regime. His election as Chief Minister in 1967 was an obvious one. The Prime ministership at independence in 1970 was more obvious still. But, I bet, had he not had that strong sense of duty, he might have decided to give it away.

Two years later, having won the first elections since independence he was already looking forward to leaving politics, to live with his own people. He was prepared to

continue for another five years.

"I didn't find anyone in that first five years," he told me. "But, at last I have more than one man coming into my view, and it's quite possible there could be a group who would come forward and produce a leader among themselves.

"What I am mainly interested in is in the next five years to get some young qualified Fijians into politics in time for the next elections, so that they will be ready to come into the stream later on. But, there may be others able to take the burden from me, I am quite sanguine of finding somebody in the next five

years, but I'm naming no names.

"I'm clear in my mind about that. In the next five years we'll find someone. I'll be 62 years of age and, no doubt, feeling old age coming on. My life hasn't been my own for 13 years and less so since 1967 when I became Chief Minister and then, in 1970, Prime Minister.

"For a long time I have thought I'd like to live in Lau during the weekends and come into work during the week. Now that's possible as there's an airstrip on Lakeba, so we can now see the Prime Minister living in his constituency.

"I wish every minister would do the same. The gap between our MPs and their constituents had a lot to do with the result of the April elections. But I think they've learnt their lesson. They've acknowledged their mistakes and confessed their sins".

How is Ratu Sir Kamisese regarded by the people? The answer came through in the last election. Apart from a few ambitious politicians, and very few at that, everyone sees him as the only logical continuing choice for leader. Which is why so many wonder and discuss how they would fill the post if it were empty.

After the April elections, when the Federation Party found government within its grasp, it didn't want Ratu Mara to go. A coalition was its dream. It was prepared to work with Ratu Mara at the head of things.

Now, it's hard to pin down a politician. It might have been a genuine feeling among Federation party leaders, but some thought the party only wanted to ride to power on Ratu Mara's back. He wasn't having that. And no wonder. He was beginning to realise that the electors had made a mistake. They had thought that, whoever got their vote, Alliance, NFP or Fijian Nationalist, Ratu Mara would still be Prime Minister.

"There was quite a clear indication from the people, and it's not merely an assumption, that they didn't know what they were voting for," the

PIM's editor, John Carter
backgrounds the man who vies for the title 'the
noblest Fijian of them all'



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Prime Minister told me. "They didn't expect to have happen what did happen. They knew better the second time and that accounted in part for our success and our return to government with such a large majority."

Papua New Guinea realised what had happened to Ratu Mara in April and Mr Somare's propagandists profited from the lesson when PNG went to the voters soon after. They concentrated in the electoral campaign on the man, Michael Somare, and told the voters that a vote for a Pangu Party man was a vote for Mr Somare as Prime Minister; a vote for the Opposition parties was a vote against Mr Somare. It worked.

The British Tory Party tried much the same thing after World War II, littering the country with posters portraying Churchill and his famous two-fingered V gesture with the legend "Vote for this man". But they fell flat on their faces — which shows the difference in political setups.

Few people have worked harder for the abolition of racial frontiers in a multi-racial Fiji than Ratu Mara, and the emergence of a racial-based political organisation, the Fijian Nationalist Party with its slogan "Fiji for the Fijians" was a blow to his hopes.

It's my belief that the damage that party did in the April elections to his dream of racial harmony was nearly the last straw. I may be wrong, but I think that it was only the conviction of others, as well as himself, that people wanted him before anyone else which persuaded him to continue. Without that conviction, I think that today he would be in Lau and out of politics.

What happened, however, wasn't a bad thing in some ways. The split among the Federation Party leaders, which also helped the Alliance Party, took some of the sting out of the wounds caused by the Fijian Nationalist Party in the inter-racial body.

"The election campaigns left wounds, some racial," said Ratu Mara, "but in the latest campaign, particularly, the wounds were mainly self-inflicted by the Indians on themselves."

"These have been so dramatic as to make interracial ones quite insignificant. I can now see a much better oppor-

tunity to improve our inter-racial relations within the next five years."

But Ratu Mara wasn't always a campaigner for racial harmony. He has never shown even the least antipathy to any race in Fiji and has had excellent relations with all races, but he once had a chip on his shoulder — against the Whites who, in his opinion, carried the banner of White supremacy. Several times he suffered at the hands of such people. I have heard him relate on more than one occasion an incident at the Customs barrier in Sydney a number of years ago in which his racial pride suffered, and there was an incident involving himself and his family when he searched for a house to rent in London during his course at the London School of Economics. Oxford may not have been as kind as it might have been.

A lesser man might have paraded his scars but not Ratu Mara. In Fiji he's all things to all men and will tolerate nothing which is tinged with racist over, or under-tones. The white colonist is to blame for a lot of things, but Ratu Mara, in his dealings with others, doesn't live in the past.

Here is his personal credo from which can be learned something of the virtues which have created a leader of whom it might be said in years to come, as he vies for the position now held in Fijian hearts for Ratu Sir Lala Sukuna, he was "the noblest Fijian of them all".

PERSONAL CREDO OF RATU MARA

The writings or speeches of a public figure won't tell you everything about him but they are not a bad starting point.

This makes *Selected Speeches by the Right Honourable Ratu Sir Kamisese Mara K.B.E.* (Government Printer, Suva, \$5.00) worth buying by people interested in the South Pacific.

They are, as Ratu Sir Kamisese says in a foreword, a distillation of philosophies and policies that guided him and his colleagues as they led Fiji to independence in 1970 and then helped to establish a stable nation from racial diversity.

There are lessons to be learned from Fiji — in Australia and the United States and Rhodesia, throughout Africa and the Middle East and in Northern Ireland, and everywhere else where the problem of living together in harmony and fairness taxes the political ingenuity of people of different races or religions or political creeds.

Ratu Mara's *Selected Speeches* not only give clues to the principles that have guided Fiji. Perhaps more important, they reflect his per-

sonal influence in translating those principles into practice.

It is significant that Ratu Sir Kamisese has chosen to introduce this book with what he calls a Personal Credo.

This begins with a proudly blunt declaration, "I am a Christian — a Roman Catholic", but immediately it talks of the author's interest in other religions, notably Hinduism and Islam, born of living in a nation where so many of its citizens adhere to one or other of those faiths.

Ratu Sir Kamisese reveals that he begins each day with prayer and with a study of some biblical passage. This, he says, he finds with a frequency that borders on the miraculous, has relevance to particular problems that confront him later in the day.

There is nothing of the piously self-satisfied smugness of the bigot in this claim.

Sometimes, he says, "I become impatient, I speak sharply, I suspect motives." But, he goes on, if this happens, "I have a standard to measure by, and I know I am falling short of it."

This indicates a humility rare in people of power. But Ratu Mara is conscious of the perils of high position.

"The more power and authority we are given the more need for us to remain humble, to be ready to admit shortcomings, to be ready to learn, and to be tolerant of others," he says.

There is a paradox in this attitude.

Humility and tolerance and an essential goodness are important sources of the place of authority which Ratu Mara has gained in Fiji and in significant world councils. But these very qualities make it difficult for him to face those agonies of decision, especially when old colleagues have to be set aside, that leadership, especially political leadership, demands.

In Fiji, the results are not always to the national advantage — something well illustrated before the second general election in 1977, when the Alliance party put Ratu Mara in a position where he could pretty well have

Ratu Sir Kamisese in London with the late Mr Anthony Crosland, who was Britain's Secretary of State for Foreign and Commonwealth Affairs at the time of their meeting.

Photo: COI, London.



How to pamper a neglected skin to a softer, more youthful look



Many women have turned to the remarkable benefits of a tropically moist oil blend to help avoid accentuation of tiny surface lines on the complexion.

THERE comes a time in your life when, for the first time, you begin to notice that your complexion no longer possesses that beautiful petal softness and vibrant glow that epitomises the beauty of youth.

Tiny surface lines and a tautness of skin are some of the first signs that can warn you that you have been neglecting your skin. As you grow older, this can become progressively more noticeable because the tiny oil and moisture-giving glands beneath your skin begin to reduce their supplies. This is entirely normal and it means that the natural fluids can, be supplemented with a scientifically developed tropically moist oil blend to help restore and maintain their vital balance so that your skin can achieve a softer, smoother and more supple appearance.



A MORE NATURAL SOFTNESS

Every day smooth on the tropically moist Oil of Ulan

because it actually simulates the actions of the skin's natural oils and moisture within the outer skin layer, known as the stratum corneum. This area of skin, which is made up of hardening skin cells, must be conditioned in order for your complexion to show any improvement in texture and appearance.



Oil of Ulan moist oil blend penetrates quickly into the stratum corneum where it boosts the dwindling supplies of the skin's own natural fluids. Every day you should smooth a light film of this beautifying fluid over the entire face and neck both in the morning and again at night—paying particular attention to the wrinkle prone areas around the eyes and mouth.

Conscientious care with your Oil of Ulan each day helps assure a neglected and lack lustre complexion of a noticeable new softness and smoothness which can continue into your later years.



written his own ticket in the selection of candidates — and therefore, as it turned out, of most of the elected members of Parliament and so of the Cabinet material available to him.

In the event, the selection of candidates was passed on to a committee of seven and exposed to pressures that led to a number of choices that could hardly be called the best available.

But part of Ratu Mara's Credo is relevant. "We must be ready to listen at all times ... It is only through dialogue that one can find real and lasting solutions."

This belief of his is basic. It shows itself repeatedly — perhaps nowhere more emphatically or more usefully in a mixed society than in his attitude to race relations.

"Race is a fact of life in Fiji," he said at a dinner to mark the centenary of *The Fiji Times* in 1969.

"There are differences of background and outlook; of colour, culture and religion. These are not things to be swept under the table where we can pretend they don't exist. They are things to be faced up to squarely by men and women of goodwill of all races. No race has a monopoly of virtue. All races have good and bad among them."

"Differences can be honestly held but men, women and children of all races have much in common, not least the desire for a better life for all the people of Fiji. It is in such things that we can find a common purpose and a common goal ... While recognising that there are things on which we differ, let us respect and tolerate the other man's views."

Here is the foundation of the political structure which, in my view, is a major factor — perhaps the most effective and practical one of all — in Fiji's stability as a nation, despite its multi-racial and multi-religious composition.

The country's system of electing members of the House of Representatives puzzles outside observers sometimes, but it is based on a principle of high importance — that each major racial group will be *guaranteed* at least some voice in the making of national policy.

So Fijians, Indians and General Electors (Europeans, Chinese and all others who are neither Fijian nor Indian) start off by choosing parlia-

mentarians from among members of their own group.

These are the Communal members.

Then the three groups vote together for three more representatives, one Fijian, one an Indian and the third a General Elector, in national constituencies that combine the communal groupings in proportions that reflect population numbers.

The net result is a guarantee that constitutionally fixed numbers of Fijians, Indians and General Electors will make up the parliament.

The number in each group can be varied if population or other changes make this desirable, but the essential principle remains — that each racial group is *guaranteed* representation.

There is nothing unique in the principle behind the system.

Guaranteed Maori representation has long been a feature of New Zealand's parliamentary structure and the constitution of India provides an assurance of some parliamentary seats for representatives of "scheduled castes and tribes".

There are valuable by-products of the system in Fiji.

It is established custom for each of the major racial groups to be given places on boards or committees, official or otherwise.

The more responsible employers seek in staff recruitment to achieve, to at least some degree, the racial balance which is a declared aim in the civil service.

Official invitation lists are consciously drawn up to ensure a similar distribution.

There are those who claim that this creates polarisation and that such race consciousness perpetuates divisions in the community.

They underestimate the effect of continual, conscious deliberate efforts to see that no group is left out.

Fiji hasn't become a heaven on earth. The political system and its by-products haven't miraculously closed all gaps of tension, but they have helped to reduce the danger of such gaps widening into unbridgeable chasms.

That in itself is a pretty considerable achievement, for which Ratu Sir Kamisese Mara, by the example and precept well illustrated in his Collected Speeches, can take no mean share of credit.

— L. G. Ushe

New Caledonia's tourist boom

Some French humorists have suggested that since the Caledonian tourist industry is on the upswing, the easiest way to overcome the nickel slump would be simply to raise tourist charges. And since the Japanese have cut the price on nickel ore shipments from New Caledonia by 14%, an equivalent rise in tourist charges has jokingly been suggested as a counter-balance. At the moment, overseas visitors are being offered particularly attractive rates in Noumea, with a seven-day stay, ex-Sydney, costing around \$300 including hotel room and airfare.

The Noumea visit of the French Minister for Tourism, Mr Jacques Medicin, planned for December 1977, has aroused growing enthusiasm for tourism. Visitor arrival figures reached a record level in 1977, soaring around 15 000: as nickel grows tarnished, tourism glows.

Recent activities enlivening the visitor industry have included the "Safari Caledonien" annual motor rally in October and the "Carnaval" in November, which has now also become an annual affair. These events were surrounded by numerous other inter-island sporting contests and in exchange of visitors between two old penal settlements of the Pacific, New Caledonia and Norfolk Island.

The exchange of residents between Noumea and Norfolk was arranged by a special charter of F27 Fokker Friendship by East-West Airlines, Australia, over the long All Saints weekend in November. While the Caledonians made the acquaintance of the descendants of the Bounty mutineers, the Norfolk Islanders were able to experience the interesting contrast of an island that has developed in the French tradition.

Part of that tradition has blossomed in many parts of the world, including the Caribbean, where the islands of the French Antilles have exported many migrants to New Caledonia and with them comes a revival of the colour and rhythm of the "Carnaval".

Noumea's latest and third

"Carnaval" lasted over two weekends in November, honoured by "Miss Carnaval" and her attendants. Festivities included a quest for the most handsome "Mr Muscles" — the top contenders were all Polynesians. A colourful procession of decorated floats paraded through the streets of Noumea where various entertainment stalls were organised.

The Carnaval was accompanied by varied sporting contests and preceded the previous weekend by the island's eleventh annual "Safari Caledonien" motor trial. Twenty-nine drivers were at the start for this gruelling event which was won by the Australian team Ross Dunkerton-Beaumont in a Datsun. In addition to the imaginable hazards of the rough dirt roads through the Caledonian mountains, drivers had to change course at the last minute in the south of the island when a nickel operator inadvertently blocked the road with a great load of dirt from the mines.

The dust-clad Safari cars and drivers were not the only colourful scene in Noumea towards the end of the year. The local TV station planned a special colour premiere for Caledonian addicts to "the small screen" "le petit ecran". A special Christmas variety show was filmed around Noumea in colour, featuring local groups of jazz musicians and dancers, from Tahitian to Melanesian and modern ballet. The spectacular local backdrops included Coconut Square in Noumea's central park, the open-air theatre "Theatre de l'île" on Nou peninsula, foreshores of the Caledonian lagoon and the beautiful gardens of Mme Henriette Pentecost on *Rocher a la voile*, Sailing Rock Point, overlooking Anse Vata beach.

Strip Jack (and Jill) Naked in Apia

The management acted quickly when \$US2 200 went missing from the Bank of Western Samoa in Apia. Staff were ordered to remain on the spot and police were called. Policemen and women unceremoniously proceeded to strip a dozen male and female clerical staff in a search for

the missing money. It wasn't found.

The strippees were angry. One woman claimed the cops hadn't kept the matter to themselves, and that one person had pointed her out in the street as someone who'd been stripped in the bank. A man whose wife had been stripped complained that they'd suffered later when people asked her embarrassing and humiliating questions.

The bank management kept mum on the incident. So did Police Commissioner Sir Angus Sharp, who said he was waiting for a report from the Criminal Investigation Branch.

Don't get bitten by a Fiji gee-gee

A tourist has written an indignant letter to Fiji's Ministry of Tourism complaining about the lack of facilities in his hotel for treating his wife who'd been bitten by a horse when she went to pat it.

Inquiries at the reception desk produced nothing more effective than a packet of band-aids.

Mr Ken Oates, chairman of the Fiji Visitors Board, squirmed. He would only say that hotels were required to keep first aid kits for staff, so there should certainly be some help available for guests. In the meantime, don't get bitten ...

New tie between PNG, Aborigines

A new strand in a growing network of relationships between Australian Aborigines and independent Papua New Guinea was formed last year. Speaking to an Australian National Press Club luncheon in Canberra in November, Mr Galarrwuy Yunupingu, chairman of the Australian Aborigines' Northern Land Council, said:

"Two months ago I met Father John Momis at a conference of Pacific peoples in Honiara, Solomon Islands (PIM, Dec. p19), and he invited me to Papua New Guinea, where I met ministers of the government in Port Moresby. Father Momis is a traditional owner of Bougainville Island, where in 1967 Conzinc Riotinto signed an agreement negotiated by the



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Australian Government to mine copper. In 1974, after independence, the agreement was renegotiated by the Papua New Guinea Government, with the advice of international experts.

"The new agreement extracted from the company far more justice, in money, control and safeguards for the people of Papua New Guinea.

"Today, the Northern Land Council is employing one of these same international experts, Mr Stephen Zorn, of New York, who was with us in Darwin last month in the Ranger talks on uranium development. One of our honorary consultants is Dr Ross Garnaut, an Australian in the National University at Canberra.

"Let me remind you that Aboriginal people would prefer to be able to do this professional work for themselves. But, for reasons you might think about, we don't have our own experienced professionals yet."

PNG girls' gusto for Rugby League

Women's rugby league is the fastest growing sport in Papua New Guinea. The game got started in 1976 and there are now 13 teams playing in the Port Moresby city area alone. The girls play the game hard and fast and, with their entertaining style of play, are drawing big crowds of men, women and children.

The girls are well turned out in jerseys, shorts, football socks and boots. As the game warms up spectators near the touch lines have to keep their wits about them as boots are discarded by girls unused to them and hurled from the field.

When a player is laid out following a hard tackle, one usually expects to see a little man race on to the field carrying his life-saving bucket of cold water and sponge. Not so in PNG women's rugby league. The job is effectively performed by a stout matron or two. One would expect that there would be hair-pulling,

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scratching and biting when tempers are lost on the field. Not a bit of it. The girls are as capable of a right cross followed by a left upper-cut as any male player.

What part do men play in PNG's latest spectator sport? There aren't any qualified female referees yet and, anyway, the girls think it guarantees impartiality to have a man on the field to blow the whistle.

If ever women's rugby league becomes a South Pacific Games sport, the rest of the South Pacific nations had better look out. The PNG girls will be hard to stop.

A Solomons "sub" that wasn't

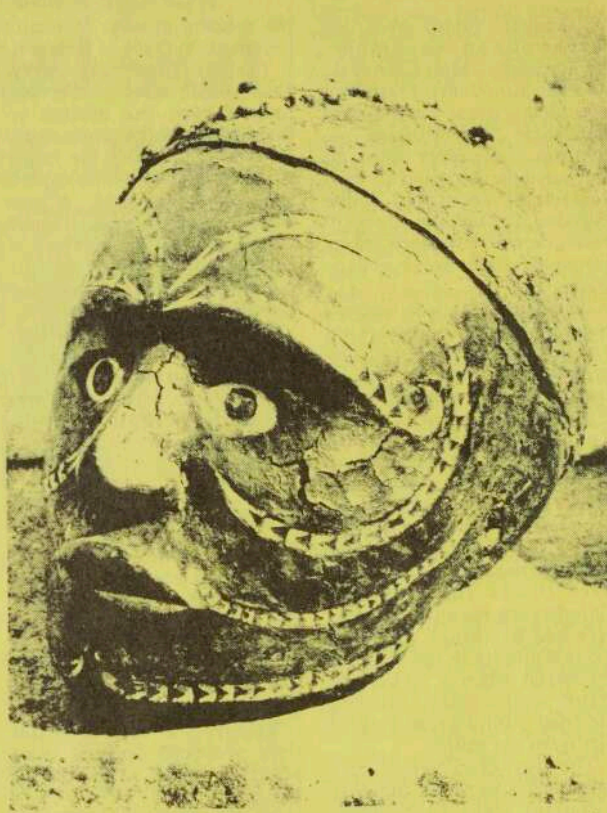
Four fishermen from Baolo village on Santa Ysabel, Solomon Islands, thought they were dreaming when a "submarine" appeared as they were fishing offshore at 3 am one morning. It appeared out of the sea about 200 metres from their boat, and lit up the sea with a powerful searchlight.

One of the fishermen, old enough to remember what submarines looked like during the fighting around Guadalcanal in World War II, had no doubt as to what it was. The fishermen paddled like mad to reach the shore. They looked back to see the "submarine" move closer to breakers from the reef, and then turn away to join three ships further out to sea.

Later, a crew member from a Solomons Taiyo fishing mother vessel explained in Honiara that the sighting must have been of the lights attached to the ship's longline. It was launched near the end of Choiseul, and reached as far as Santa Ysabel, where, as he spoke, it was still being dragged around the vicinity to catch large fish. The lights are attached to every buoy and they are illuminated when the line is being pulled and submerged. When the line is afloat, the lights go out.

"Decolonising" place names in Solomons

The Solomons legislature voted unanimously last year to "decolonise" place names with the approach of independence. What this means is



A priceless artifact, a human skull ... comes back home to the Solomons.

that, where possible, the Solomons government will seek to replace names given by the British during the colonial period with more appropriate Melanesian names. Most speakers who took part in the debate stressed that it would be in keeping for an independent Solomons to have its own place names, and that this would help to build up a sense of national identity. However, it is likely that one name will stay — Henderson Airfield, named after an American Marine pilot, a hero of the Battle of Midway.

West Solomons raids over land

Roviana people in the Western Solomons, well-known for head-hunting activities in the past, took the field again late last year, when nearly 200 people turned on an exchange of village raids.

Sparked off by a land dispute, the first incident saw 100 men taking part in a fight at Jericho village, New Georgia Island. Four men

were injured. The second raid saw the destruction of four houses in Enoggae village.

Forty-nine people were later fined \$110 each, and one man was bound over to keep the peace for one year, at Munda Magistrate's Court. A further 75 people were fined at the Gizo Magistrate's Court for unlawful assembly following the Jericho fight.

Solomons head comes back

A priceless artifact was returned to the Solomons Islands late last year. A highly prized trophy of the old head-hunting days, it is a human skull, plastered with putty nut to reconstruct the living person's features, and inlaid with mother of pearl. Its hair is made of hibiscus tree fibres. Nothing is known of the skull's origins except that it is from New Georgia in the Western District, and was given by the people of New Georgia to a Dr W. L. Allardyce early in the 20th century.

Dr Allardyce presented it to the Fiji Museum who have now in their turn sent it as a gift to the Honiara Museum.

Many such pieces of Solomons history are in private collections all over the world, but this is the first to have been returned.

How to beat a cyclone

The old belief that there's nothing to be done about natural disasters such as typhoons and volcanic eruptions needs updating: something can be done, even if not yet very much.

A new publication "Guidelines for Disaster Prevention and Preparedness in Tropical Cyclone Areas" proves that carefully planned measures, functioning through an efficient disaster prevention and preparedness system are of great value when a tropical cyclone strikes.

The publication is arranged in four parts: the first gives a general account of tropical cyclones — or hurricanes and typhoons, as they are generally known in the Pacific — and the associated river flood and storm surges, and gives special attention to warnings and their dissemination; the second concerns longterm preventive measures aimed at forestalling disaster resulting from the "big blows", and covers in particular disaster legislation, risk evaluation, land-use control and building codes; the third section describes the planning of disaster preparedness, with particular emphasis on the practical steps to be taken both before and during an emergency; lastly, the publication deals with the aftermath of the disaster, in particular rehabilitation and resettlement measures required in the social, economic and other fields following a disaster.

The booklet is a joint effort of the Economic and Social Commission for Asia and the Pacific (ESCAP), the World Meteorological Organisation (WMO), and the League of Red Cross Societies (LRCS). It forms part of worldwide activities under the WMO tropical Cyclone Project.

A group of New Zealand scientists, for their part, are actively engaged in develop-

ing early warning systems for volcanic eruptions and earthquakes.

It is still impossible to predict exactly when major earthquakes and volcanic eruptions will occur, but Dr John Latter, a seismologist with the Geophysics Division in Wellington, has explained how he and his colleagues are tackling the problem.

"The idea," he says, "is to install a chain of warning devices some distance apart, beginning from the volcanic crater. These devices are so sensitive that they will detect earth movement hundreds of miles away."

"Just before an eruption occurs, there is often a violent shake in the earth. If this happens and all warning systems indicate the same readings, then it is assumed to be an ordinary earthquake. However, if the installed devices near the crater show a higher reading, then immediate precautions must be taken against a possible eruption."

Dr Latter visited the New Hebrides in 1967 and looked at Yasur Volcano on Tanna, Lopevi, and Ambrym. He said it would be very useful to have a seismic network on these islands, but costs had so far proved prohibitive.

Saving a piece of Marshalls history

Dr Edward Jelks, American historical archeologist, is supervising the stabilisation and documentation of the Debrum plantation house on Likiep Island in the Marshalls.

Built in the late 19th century, the Debrum house is the only surviving copra plantation house of its period in the Marshalls. It still contains letters, photographs, furnishings, tools and records of the early copra business during the German and Japanese administrations.

Located on isolated Likiep Island, the building has been fighting a losing 90-year battle with the tropical climate. Water seeping through the badly leaking roof has rotted supports and threatens the valuable documents and artifacts within.

The stabilisation project,

sponsored by the Trust Territory Historic Preservation Programme, is designed to repair the structure to prevent further deterioration, and to microfilm all historical documents for future research.

The US coastguard gets tough

A US federal court has made its first-ever conviction under the 1971 Safe Boating Act, which prohibits grossly negligent voyages.

Terry Nugent, of California, set out on a trans-Pacific voyage from California last August, disobeying a regulation that declared his vessel unsafe for the trans-oceanic trip. After capsizing twice and drifting for 40 days, Nugent switched on his emergency radio beeper and was rescued following an extensive search effort which was estimated to have cost the Navy about \$US104 000. Nugent was given a suspended six-month gaol term and a suspended maximum fine of \$1 000. He was also placed on a year's unsupervised probation.

Coastguard Rear-Admiral James Moreau expressed satisfaction with the decision and pointed out that the law was strictly designed to protect the individual, as well as save the public taxpayers' money. He also said that he hoped the court's decision would discourage any similar type of adventure as well as make it clear to people who feel that their vessel may be unsafe that they can go to the coastguard to establish its safety or otherwise.

Copping the cuffs on Niue

A labourer in the Public Works Department of Niue was well and truly caught playing around with the law when he took it into his own hands recently.

Spotting a police van parked outside the department for repairs he decided to investigate the handcuffs dangling on the side of the door. But he failed to take into account the rather set ways of the law, and found himself firmly clipped to the door of the police van for more than two hours before being freed by police.



The varied faces of PIM

PIM's new size won't really be new to a number of PIM's long-time subscribers. If they check their file copies they'll confirm that this month's PIM is hardly different in format from the PIMs they got before August, 1951. That was the month PIM went to the smaller crown-quarto size that has been its familiar dress in the Pacific for the last 26 years.

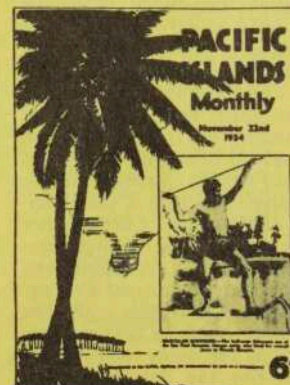
Besides these two sizes there has been only one other size for PIM — the one it started its life with in August 1930, and which lasted 15 issues, until December 1931. This was a large newspaper format (issue No 1 is shown above). Each issue contained 12 pages and sold for sixpence.

PIM's cover design has changed far more frequently than its format in 48 years, particularly in recent times. Easily its most famous design was the one depicting the twin green coconut palms which threw their shade over every

cover picture for 30 years. Many of our readers reacted angrily when we chopped down those palms in 1961.

Full colour covers have been used on PIM only over the last 12 years, since December 1966 (if you overlook the two that appeared in 1931, and regrettably discarded by PIM's founder and editor, R. W. Robson, because of the expense).

R. W. R. today lives in active retirement near Sydney, aged 92.



TROPICALITIES

Fiji to make it hot for illegal fishers

A warning to commercial fishermen: keep out of Fiji waters when the 200 nautical mile zone is declared, unless you hold a licence. A bill to go before Fiji's parliament provides for fines of up to \$100 000 on foreign vessels illegally inside the zone. But the fine could be \$200 000 if a court decided to fine both captain and licensee. In addition, there could be confiscation of the ship, its fishing gear, apparatus, cargo and stores. Licensed ships may be fined up to \$25 000 for licence breaches.

Enough to give potential offenders the Fijitters ...

Pandora's box of Pacific history

The most exciting Pacific maritime find of recent times is the discovery of the bones of the Royal Navy frigate *Pandora*, which was wrecked off the Australian coast, about 80 to 100 miles off Cape Glenville, near Cape York, in 1791.

An expedition headed by Stephen Domm, of Sydney, found the wreck on November 16 with the help of an RAAF Neptune Marine reconnaissance aircraft from Townsville fitted with a magnetometer. The magnetometer pinpointed metal in the wreck, possibly the cannon. The *Pandora* was found almost buried in sand.

A stone water jar 70 cm high, some brass pintles from the rudder and part of the bilge pump were among the first items recovered. The Australian Government promptly declared the *Pandora*'s remains to be an historic shipwreck, to protect it from would-be treasure hunters. An archeological survey will be made.

The *Pandora*'s treasure is not gold, but history. The *Pandora* was despatched from England to run-down and arrest Fletcher Christian and his fellow mutineers of the *Bounty*. It got neither Christian nor the *Bounty*, but 14 mutineers were arrested on Tahiti and were being returned to England in the frigate when she foundered. Four of them were among the many men drowned. For the details of that



Goodies from the Solomons, shells, artifacts, lovelies, all figured in a "Come to the Solomons" exhibition by Solomon Exporters, Air Pacific and Kings Travel at Air Pacific House, Brisbane in November. There was another display at Waltons in The Valley, Brisbane.

unhappy piece of Pacific history, see p10.

Previous searches have been made for the wreck. Some years ago a man claimed he had found it and offered the "Pandora's bell" for sale, but his story was a hoax.

No layin' 'em out in Lae cricket

The Lae Cricket Association, Papua New Guinea, has introduced a new disciplinary rule: a club will lose its match points for the day if any of its players start a fight or take part in a fight during the match.

"It's hardly cricket, and we shouldn't have to mention it," the Association apologised in announcing the rule in November. But the President, Mr Arua Rarua, said tempers had run high at a recent match and some sort of warning to clubs and players had become necessary.

Fijian food fiesta

The Fiji Hotel Association took up the challenge of the Minister of Tourism, Mr Tomasi Vakatora recently and entertained him and his guests to a Fijian lunch at the School of Catering.

The uninitiated, writes a Fiji gourmet, might have thought it was marrow soup, fish fingers, roast pork and rice pudding. Not so. *Waibuta Papukeni* — a rich creamy bowl of steaming gold pumpkin, *Ika vakaliga ni marama* — succulent slivers

of reef fish dipped and fried in coconut batter to a crisp golden brown; *Vuaka vakapainapiu* (tender tranches of pork cooked with pineapple and capsicum and launched in a boat of pineapple itself), served with rourou, tapioca and okra; then *vakaloma vinaka mai na Tebara* (selected Rewa rice baked in milk with eggs).

If you weren't satisfied with that you could have had *Waibuta Kai* (batabata) chilled fresh water shellfish soup; *kakana draudrau* (platter of assorted local vegetables), *Murg* — masala-spiced curried chicken served in a coconut and *Vudi vakasoso* (banana in special caramel sauce).

Canapes before lunch were made of Fiji pineapple, fish and fried dalo (taro). The coffee was admitted to be imported, but it need not have been. As for the wine, we got by on the Riesling — very well in fact. Very well indeed. I almost believed the story of the man who told me he caught prawns in the noose of a sasa by putting it over their tails and then letting it swim back and catch itself on its feelers.

A feast fit for a king — and the solitary lovely queen.

So it can be done, and very well done; and with normal kitchen facilities and in a reasonable time.

One swallow doesn't make a summer; but a few more swallows of that *vudi vakasoso* should be enough to convince the most doubting tourist — and hotelier — that the Fijians have something.

A flag flies on Ponape

Ponape in the Carolines has decided to fly its own flag, the first of the districts in the United States Trust Territory to do so.

The flag has a light-blue background with six white stars similar to the six stars of the Trust Territory's flag which represent the six districts of Micronesia. But Ponape's stars are for the six islands of the district — Ponape island, Kapingamarangi, Mokil, Ngatik, Nukuoro and Pingelap. With the stars are a halved coconut shell used as a sakau (kava) cup and doconut palm leaves. The leaves, on a white back, symbolise the people's dependency on the coconut palm.

Brassy, but she got the brass

Crude but effective are the methods of blackmail used by one woman shopper at the Nukualofa market, Tonga.

She was recently observed buying vegetables, offering \$2 in payment, accepting her change, and walking away. A little later she was observed again arguing with the vendor, saying he hadn't given her the change of her \$2, and threatening to call the cops unless he did so. On the principle, "Anything for a quiet life", the vendor caved in and gave her a second lot of change.

When an eyewitness to the whole affair remonstrated with her, she treated him to an icy stare and headed off.

Lottery gift bounces back

Jose Camacho Tenorio (Joeten), the Territorial Party's candidate in the election for Governor of the Northern Marianas, made a grand gesture in November. He gave a brand new Datsun four-door sedan as the big prize in a lottery to raise funds for a new church at Grapan on Saipan.

Who won it? Luis T. Camacho, father of Dr Carlos Camacho, the Democratic Party's candidate in the election. The car probably carried stickers later, calling on voters to elect Dr Camacho as Governor.

For seven years, between 1966 and 1973, Percy Chatterton contributed a monthly column of comment to PIM, called successively "To the Point" and "Footnotes". Its discontinuance was due to the problems which arose when his wife contracted an illness which terminated in her death in 1975. He has now accepted PIM's invitation to start again, and here is the first of his new series. He comments: "Whether I have been wise to agree to writing it is something which PIM readers will have to make up their minds about as the months go by."

'In my heart I know I am not a Papuan'

The four years which have passed since I wrote my last "Footnotes" article have been eventful ones in Papua New Guinea, being the two years immediately preceding and the two immediately following PNG's attainment of independence. For myself I had always been in favour of early independence, and the experiences of the last four years have not led me to think that I was wrong. True, there are some things going on around me which trouble me deeply. But taking a broad view, Papua New Guinea has made its debut among the free nations of the world in a way of which it may well be proud, and which other emerging nations may well envy. If in this column I may sometimes voice my concern about PNG's progress, it will be against this backdrop that I would wish my words to be read.

My wife passed away just a month before Independence Day, and almost immediately I was faced with the problem of whether or not to apply for PNG citizenship. I had always thought of myself as likely to be one of the first to do so. But I had been deeply disturbed by the attitude of the Constitutional Planning Committee on the question of naturalisation; and indeed, if their original recommendations had been adopted, I should have had to add another two and a half years to the 51 I had already spent in the country before becoming eligible for citizenship. In the event, the more liberal views of Prime Minister Somare prevailed, but the sour taste of the CPC proposals remained. I did not want to be a citizen on sufferance.

For this and other reasons which I need not go into here I decided, after much heart-searching, not to apply for citizenship. I have had no cause to regret my decision, and indeed the suspicion with which many birthright citizens seem to regard their naturalised fellow citizens makes me glad I made it. I am happy to find that I can give my British passport an occasional affectionate pat without any lessening of my love for this land and its people; and if any of them have been shunning me as a "foreigner" I haven't noticed it.

Indeed, I find myself wondering whether there isn't something a bit phony about the whole exercise. Is it possible for someone from a completely different cultural background really to identify himself or herself with the outlook and aspirations of the people of this country,

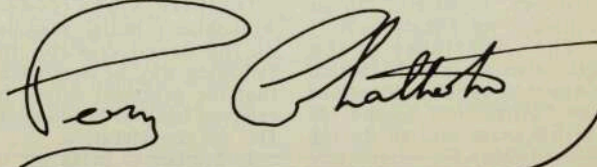
however much he may admire them from outside? I have often been told by local friends, "Oh, but we think of you as a Papuan"; so often, in fact, that I have sometimes almost been persuaded that it was true. But in my heart I know that I am not a Papuan, and never can be, however much I might wish to be.

I have always been against the concept of dual citizenship and still am. But I wonder whether Papua New Guinea would not have been wiser if it had made its conditions for naturalisation quite tough, while being more liberal in allowing non-nationals to take part in the public and commercial, and even in the political, life of the country. To those who say that this would be to allow non-nationals to get more than their share of the cake I would point out that the present system has produced a situation in which the ratio of "naturalised" to "automatic" citizens in the country's chief decision-making body, the National Executive Council, is out of all proportion to the corresponding ratio in the country at large.

Be that as it may, my decision not to apply for citizenship has saved me from what would otherwise have been a very real temptation, namely, to try to make a come-back to the PNG political scene at the 1977 elections. Under the electoral law, I would have been eligible to stand for any one of five different electorates. I think that I would have had a fair chance of success, and I would probably have been able to make a useful contribution to parliamentary debate. But I would have been blocking the way for some eager and able young Papuan anxious to embark on a parliamentary career, and this would have made no sense at all.

In this initial article I am introducing myself to some PIM readers and re-introducing myself to others, and so it has taken on a personal tone which I shall try to keep in the background in future contributions. My aim will be to comment on general trends in Papua New Guinea rather than on particular events. If these comments are sometimes critical, they will be so against the background of a continuing loyalty to this country and a continuing confidence in the sanity and wisdom of its people, particularly of the common people of the villages and shanty towns, towards whom my trust and affection will never fail.

AFTERTHOUGHTS





FENCING IN THE MICRONESIANS

Several major issues surfaced in the first round of renewed Micronesia-US negotiations in Molokai over the future political status of Micronesia. The negotiations ended in late October, after three days of meetings. They are to resume no later than January 5, 1978.

In a key development, the Micronesians presented a proposal to the US demanding specific compensation for denying the ocean area of Micronesia to any third nation for military purposes. For this "denial right," the proposal called on the US to pay \$60 million annually to be distributed among the six island districts on an even basis.

Through eight years of earlier negotiations, the US has held that denial of Micronesia to other nations is worth a "great deal" to the military, but it has been unwilling to put a price on it.

"The concept of military denial is like a fence," commented a Micronesian negotiator. "The US intends to put a fence around Micronesia, to keep other nations out and Micronesians in. We believe that we will accommodate the US need to deny our lands, waters and sky to others for a period of time, but the value of this accommodation should not be ignored or hidden."

Captain James Elster, of the office of the Assistant Secretary for Defense for International Security Affairs, articulated the US position against military denial payment. From a military perspective, he stated, "Denial is worth a great deal to us, particularly with our global defence interests and responsibilities. However," he added, "I'm not willing to put a price on it."

The importance of the Micronesian islands (which lie as close as 500 miles east of the Philippines) to the US military was evident during World War II, when they

were taken from the Japanese in some of the bloodiest battles of the war. At the close of the war, the island of Tinian in the Marianas was used to stage the atomic bomb attacks on Hiroshima and Nagasaki. Now, since the US withdrawal from Indochina and the possible removal of US military bases from the Philippines, Okinawa and elsewhere, Pentagon planners see Micronesia and Guam as the fallback defence line to Asia and the key to a continued US presence in the Pacific.

The most unsatisfactory base posture for the US has usually occurred, according to Elster, where the host country has tried to establish a landlord-tenant relationship. "I know of several cases where the demand for rent was seen by the U.S. Congress as an outright form of blackmail..."

Ambassador Peter Rosenblatt, President Carter's personal representative to the negotiations, stated bluntly, "The concept of denial... is unworthy of discussion."

Commenting on Elster's reference to blackmail, Stuart Beck, the legal counsel for the delegation from the Palau Islands, said: "When one extends the concept (of blackmail), one must, of course, accuse (the Micronesians) of being the blackmailers." Referring to the fact that the US has subjected the Marshall Islands and its people to nuclear testing and radiation contamination, Beck concluded: "The history of Micronesia will render fears of blackmail to be groundless."

In response to the US position that no price can be put on denial, Beck said: "We came up with what we deem to be a solution to the problem of pricing — we named a price. If that price is unacceptable we would deem it appropriate for the US to make a counter-offer." If no offer is forthcoming, he maintained, then putting Micronesia on the open market would be the best way to deal with the problem of setting a price.

Despite Ambassador Rosenblatt's initial response on the denial concept, the following day he announced that the proposal would be referred back to Washington, DC, for consideration.

In a move to bring the is-

land groups together, all districts agreed that there should be an all-Micronesian entity in the post-trusteeship period. Despite disagreement regarding the nature of this entity, observers close to the negotiations saw this as a major accomplishment because Micronesia is currently represented in the negotiations by three different status commissions: the Congress of Micronesia Commission on Future Political Status and Transition representing the central districts of Ponape, Kosrae, Truk and Yap; the Palau Political Status Commission; and the Marshall Islands Status Commission.

In a move that recognised the Marshalls and Palau status commissions, in July of this year, the US proposed a new "two-tier" negotiating format. On one level this new format would include all the issues that will be negotiated on a multilateral (all-Micronesia) basis and the other level would include issues such as defence land requirements and economic assistance in individual districts to be negotiated on a bilateral or district basis.

Through eight previous rounds of negotiations with the US which began in 1969, the Congress of Micronesia's negotiating team represented all the districts of Micronesia and produced what is known as a draft "Free Association Compact." This draft, although initialled by both the US and Micronesia, has never been ratified. The free association status would give Micronesia internal self-government, but would hand over authority on foreign affairs and defence of the islands to the US.

The US hopes these renewed negotiations will simply

Adrian P. Winkel, the new HiCom.



"modify" but not substantially change the existing draft Free Association Compact, according to a position paper presented at the negotiations. On the other hand, the Micronesians, particularly the Marshalls and Palau status commissions, intend to completely renegotiate sections of the compact.

Among other provisions in the compact, the military denial right is given to the US — free.

The American negotiators, under the new Carter administration, intend to complete the negotiations within the next eight months to stay on schedule for termination of Micronesia's US Trusteeship arrangement by 1981. This termination date was set arbitrarily by the US and has met sharp criticism from the Congress of Micronesia Commission on Future Political Status and Transition (CFPST).

"Our position is and has been that the end of the trusteeship period should mark the accomplishment of the purposes of the trusteeship," stated Bailey Olter, speaking for the CFPST.

"There are many fundamental respects in the economic and political development where it cannot be said objectively that the purposes of the trusteeship have been accomplished," Olter continued.

"I am speaking of modest accomplishments, not of unrealistic goals. For example, putting in place basic infrastructure... facilities of a productive nature which are necessary to sustain economic development. I am speaking also of providing the means for a sound development programme that can make Micronesia economically viable in the foreseeable future."

While few agreements were reached between the Micronesians and Americans, according to one Micronesian negotiator, they were encouraged by the direction the negotiations had taken.

Ambassador Rosenblatt said that except for the military denial compensation issue, which the Palau and Marshall Islands groups have said they will not back down on, he is hopeful of an early conclusion to the talks.

— Gifford Johnson

POLITICAL CURRENTS

EXPERIMENT IN LOCAL GOVERNMENT

From the Gazelle Cafe came the booming beat and wail of one of Papua New Guinea's most popular songs of recent years — "Mississippi" by the Dutch group, Pussycat.

As has become his habit, the clerk to the East New Britain Provincial Assembly trotted the 40 metres through the trees and grass to the cafe to make his also habitual request to the cafe to shut down Rabaul's only jukebox.

Waiting for his return, the Speaker and Members of the Assembly shifted in their hard chairs, not greatly put out, but conscious of their still new dignity. They were, after all, waiting to hear details of the brand new provincial government's first budget — K1.375 million to spread around 150 000 people living in the top half of the island of New Britain. It was to cover the six months to the end of 1977 when a calendar financial year begins in PNG.

The wail of Pussycat suddenly died. The everyday sounds of the chatter and traffic noise of the Rabaul food market right outside the Assembly building resumed as the background to the Pidgin explanation of the budget by the clerk.

In the grubby open-sided Assembly "chamber" — high roofed, bare concrete floor, half walls of open concrete brick, and views of frangipani trees six metres high with almost violently varied colours from yellow through to red — there is one dominant feature: The incongruous Victorian Speaker's chair.

It was given in the 1960s to a "progressive" local government council on the Gazelle Peninsula of New Britain by the people of Sydney, Australia. The chair came from the old Paddington Town Hall when Paddington was absorbed into the City of Sydney and the chair could no longer serve as the rostrum for Paddington's mayor.

The three-metres high, carved cedar relic of past mayoral splendour, with its cathedral-style cedar canopy, stuffed and black buttoned red leather seat and arms, and tall rostrum over which the Speaker almost must peer, will soon be housed in a virtually new air-conditioned building.

The old chamber will be walled and divided to accommodate the Assembly, public gallery and news reporters' gallery in one part, and conference rooms in the other. Cost will be about K120 000 when other office renovations are counted.

With this big change will go the present observers, who, very much

in local style, crowd about one of the four open corners of the Assembly.

Will the mainly older men feel as much at home when they can no longer squat on the plain concrete floor, the elders with backs against the bricks, dressed to a man in their Tolai "uniforms" of belted lap-laps of some plain material?

Will they continue their contemplative smoking of newspaper-wrapped cigarettes? It is even less likely that they will ease the boredom of slumbrous debate with the chewing of betel nut when they can no longer take a short walk to the garden surrounds to squirt the vivid red nut and crushed lime from their stained mouths.

At present, the rural feeling is strongly retained with Members all — including the one nominated woman Member — taking part in this ritual of *buai* chewing. For is not Rabaul the town where betel nut is the cheapest in the country?

Gone too will be the plainly visible mark of the Gazelle, the coronous dust or volcanic rock powder which floats in still, to smother the surface of the old chair. The dust is the ever-present reminder that Papua New Guinea's loveliest town is built in an ancient volcano crater and is ringed by other volcanoes, dead and alive.

Local government began on the Gazelle. It also began to die there. The "progressive" local government councils imposed by the Australian administration on the prickly sensitivities of the Tolais collapsed in the face of civil disobedience in the form of refusal to pay the council taxes. The Mataungan Association and other groups formed to collect the tax money for their own ideas of development.

Now, years later, under provincial government, the acceptable concept of community governments is taking root. In August, the first of about 20 was declared in the undeveloped Duke of York Islands, within sight of Rabaul.

Provincial government is the monument to the compromise the government of Michael Somare has had to make in its two-year grind since independence to hold Papua New Guinea together.

Unity in diversity. The well-known concept, it is hoped, will apply. And urging the acceptance of Provincial Government by all 20 provinces by the end of this year is the former secessionist leader of Bougainville, Father John Momis, now Minister for Decentralisation in the new Somare government.

Provincial government has been forced, virtually, on the Somare government by the provincialism



Fr John Momis ... all for decentralisation.

which still dominates politics in this country. The undignified spectacle of the addition of ministers to the new national government after the original ministry was announced resulted from insistence on regional representation in Cabinet.

In East New Britain, the last to hold out as a local government council has been the Rabaul Town Council, pig-headedly held together by John Chipper. His flint-covered heart and scratchy tongue are known also for their devotion to what he sees as the town's good. Now, when he thinks it will work, he is giving in to the pressure of years from radicals to work with other town leaders in forming a community government.

Relevance and contact with the people appear to be the main advances from old to new local government, although it is yet to be proven. Some look at community governments as merely a new name for councils which will still operate mainly through the executives. However, provincial government holds the promise of more control by the people of the provinces over development and change.

— Denis Fisk

POLITICAL CURRENTS

Home-grown governor for the Samoans

American Samoa took a major political step forward when the territory's voters elected their first governor and lieutenant-governor in late November.

The winners of the run-off election, Peter Tali Coleman, governor-elect, and running mate Tufele Li'a, lieutenant-governor elect, obtained 3 326 votes. Their opponents, Lutali A.P. and Fofu Sunia got 2 627 votes.

Though the winning margin was quite comfortable, it was not a run-away victory as some observers had predicted. In fact, in the first election held two weeks earlier, Coleman and Tufele won by a much bigger margin — 2 358 votes against 1 270 for Lutali and Sunia, 955 for Fuimaono Asuemu and Lutu Tenari, 833 for Galeai Poumele and Salave'a, 387 for Leiato Tuli and Su'a Scanlan, and 54 votes for Luis Lagarejos and Jake King.

In electing Coleman, the

voters of the territory have elected a man of very wide administrative experience. Born in American Samoa on December 8, 1919, of an American father and Samoan mother, Coleman received his education in Hawaii and the US mainland. He graduated



Governor-designate Peter Coleman.

BS in economics from Georgetown University in Washington (DC) and later in law from the same university.

After leaving college, he worked as Pacific Area Analyst for the Department of the Interior 1951-52. Then he worked as public defender and planning officer and customs collector in American Samoa from 1952 to 1955. In 1956 he was appointed attorney-general and in this position so distinguished himself that the following year, the Eisenhower administration made him governor.

He remained in this position until 1961 when he was replaced by the Kennedy administration and sent to the Trust Territory as an assistant administrator to the High Commissioner.

Later, he was made Deputy High Commissioner remaining in this post until several years ago.

Coleman will replace H. Rex Lee as governor, the very man who replaced him in 1961 and whom the Carter administration had picked as the territory's last appointed governor.

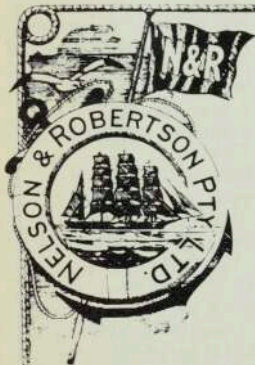
Lieut.-Governor, Tufele

was born in Manu'a on September 1, 1940 and educated in American Samoa and the San Diego Junior College in the US. Returning to Samoa, he headed the Public Works Department office in the Manu'a Islands.

Governor John M. Haydon appointed him Commissioner of Public Safety.

With Coleman at the helm, American Samoa can expect an orderly process of government. His main problem will appear to be bringing order out of chaos in government finances. He will also have to redefine the territory's new relationships with the United States and with neighbouring Western Samoa.

But, judged from past experience, Coleman's administration is probably going to be a fruitful one. He may be just the man American Samoa needs, especially in redefining the issues as viewed from the point of view of a Polynesian and Samoan in a Pacific world which is disenchanted with colonialism and neo-colonialism and enamoured with nationalism, regionalism and internationalism. Felise Va'a



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One thousand five hundred and ninety-nine Nauruans went to the polls on November 12 to elect 18 members of the Nauru Parliament. Head Chief Hammer DeRoburt, ex-President of the Nauru Republic, who was voted out of office in December, 1976 by the new Nauru Party, an alliance mainly of younger Nauruans, because he refused to energise his Cabinet through an infusion of younger blood, had challenged the new government, alleging that it was unconstitutional. The Nauru Party accepted the challenge and went to the people. PIM's editor, John Carter, who arrived in Nauru when the smoke of battle was thickest, tells the story.

Nauruans vote to "legalise" a palace revolution

Tuesday, November 15, was a sad day for Nauru's Head Chief Hammer DeRoburt. He had persuaded himself, and others, that he was the rightful president; that his eclipse 11 months before and the defeat of his government were unconstitutional acts.

The people, he argued over the months, had voted for 18 members of the Nauru Parliament and, because there had never been any other suggestion since May, 1968, that anyone should be President, they expected he would be re-elected.

The Nauru Party, headed by ex-Ballarat (Victoria) College boy and law student Bernard Dowiyogo (31), was just a little self-conscious over the matter, though being in no doubt that theirs was a constitutional government.

"Let the people decide in an election with a clear-cut issue," demanded Hammer DeRoburt and his Opposition. So the Nauru Party stuck its neck out and went to the people. The people decided — "Go back and govern".

The House was as before when Nauru's fifth Parliament met in the afternoon of November 15 — nine Nauru Party members with one independent member sitting with them, and eight others, Hammer DeRoburt and seven supporters. The public gallery, glass-partitioned off from the chamber and fitted with a public address system, was full. It holds about 80.

It was all over in under the hour. Independent David Peter Gadaraoa was re-elected Speaker. He is a Nauru Party supporter — at present — and, in the event of a tie, can use a casting vote. Nauru Party member Leo Keke, a barrister, became Deputy Speaker. There were no contests. The ex-Deputy Speaker, Derog Gioura, was a casualty of the electoral battle.

Then came nominations for President — first nomination, Bernard Dowiyogo; second nomination, Hammer DeRoburt. Both accepted nomination.

It was all so matter-of-fact. The ballot papers went around. Five minutes later Bernard Dowiyogo was again President of Nauru by nine votes to eight.

There was some desultory applause from the gallery — full of young Nauruans and three greyheads, Europeans.

The president congratulated the Speaker on his election and all the members for their success in the elections and added: "I hope we all work for the benefit of the Republic of Nauru."

And that was that. Head Chief Hammer DeRoburt said nothing. The people had had their say.

Isolated, only 26 miles below the Equator, Nauru says little to the outside world, at least about its politics. The news of the dissolution of Parliament in October was slow in leaking out. What had caused it was far from clear.

Maybe it was an accident that PIM failed to receive several copies of the republic's only news sheet, the government-run Bulletin, which is now published fortnightly.

One Australian newspaper suggested the government resigned because of financial difficulties. Actually, apart from some criticism over the government's plan to borrow more than \$22 million overseas, there were no financial difficulties preventing President Dowiyogo and his government from continuing to govern.

The sole reason why the President dissolved Parliament was to seek a mandate from the people in the face of the implacable opposition of the ex-president.

True, the Opposition twice walked out of the Committee of Supply meetings, leaving it without a quorum. Government members walked out once. But the government had the answer to that problem — a new Supply Act passed on June 9. It was intended to give parliament full power in financial matters and, in the event of more antics in Supply, to bypass the committee.

The Opposition challenged the legality of the new Act in the Nauru Supreme Court — and lost.

Parliament could have passed the Appropriations Bill giving effect to the provisions of the Budget, the Nauru Party having a majority of one. The Appropriations Bill reached its third, and last, reading.

Then the government resigned.

There had been uproar in the House. Several times there was violence, tables overturned, chairs dumped on tables, banging and thumping. And above it all the cry from the Opposition that everything the government did was illegal.

Even the public gallery, inside its sound-proofed bubble, kicked up a commotion.

"What could we do?" one Nauru Party member asked me. "Our legitimacy was in question and had been ever since we came to power. Everything was questioned because the people didn't know that the president would be changed. To be constitutional wasn't enough. Had we legality to govern?"

"That's why we put our heads on the block, knowing the popularity and ability of the former president."

"On the results of Saturday's elections we stand. Now we can go ahead and govern. Nauru has found us 'not guilty'."

What happens now?

The issue has divided the

Nauruans and there has been a lot of ill-feeling. But the Nauruans have been divided before — a century and more ago when inter-tribal warfare prevented a population explosion.

There is a chance, however, that all, or almost all, will accept the result of the elections and that party politics — in Nauru to stay, I think — will lose their sting. A lot depends on Head Chief Hammer DeRoburt. He's a busy man and hasn't broadcast his feelings about the result.

He can no longer accuse the government of being illegal. He may bide his time until the next election, in three years' time, if nothing untoward happens.

There will be arguments. Hammer DeRoburt is still Head Chief. He is still powerful, exercising that power from the million dollar-plus Civic Centre where he presides over the Nauru Local Government Council. He suffered, as did many of his supporters, at the hands of the Japanese who shipped him and so many other to Truk in Micronesia as slaves of their war machine. Only half — about 700, including Hammer — came back.

He fought the governments of Britain, Australia and New Zealand and the gnomes of high finance who had robbed the Nauruans for so long of their only treasure, the phosphate. He fought for Nauru's independence and won.

For that, and for his many sterling qualities, they made him President in May, 1968, and twice re-elected him. He rode high all the time, imperious, reluctant to delegate, ready to supplant parliament and overrule cabinet decisions when they didn't please him.

All that ended in December, 1976, but the Head Chief wouldn't accept the fact. He

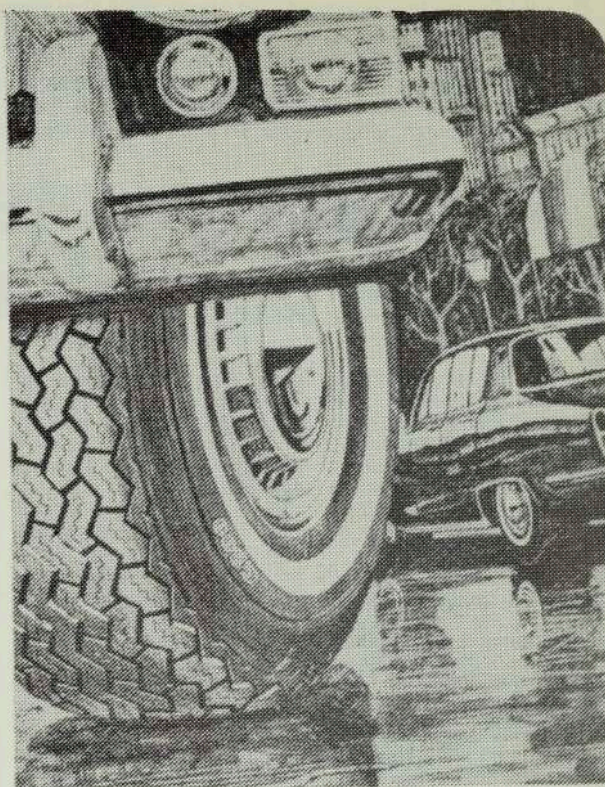
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was 20 when he went to Truk. He was 46 when they made him president and he's still young enough and vigorous enough to continue fighting.

But what do the people think? They still think he's a great man. Until last October, the majority thought he was the only leader Nauru had. Now, they think that, in the matter of running the country, perhaps the younger ones have better ideas. They are all well educated, they have the support of their peers and, what's more, even some of the older ones, the ones who suffered in Truk with Hammer, think he should now hand over the reins.

A large section of the church-going population, Protestant and Roman Catholic, was outraged a few months ago over Chief Hammer's conduct at the funeral service in the Protestant church for Mr Austin Bernicke, one of the old guard and one member of Hammer DeRoburt's cabinet whom the Nauru Party wanted to replace.

Head Chief Hammer gave the funeral oration and chose the occasion to attack the government, alleging that their demand for Bernicke's replacement had upset Mr Bernicke and caused his death.

"I think the election has been a good thing," one old Truk veteran told me. "The Head Chief shouldn't have done many things, like causing trouble in parliament."

The result of the elections conveyed that feeling, and the elections brought one major change in the people's thinking. The fight became less like a company directors' struggle and more like elections as they are fought overseas.

"Electioneering is low key," PIM reported after the December incidents which shook the island to its phosphatic core and unseated its first president. They certainly weren't low key this time.

There were 52 candidates for 18 seats and 1 599 Nauruans, out of an estimated population of 4 411, voted. Only Nauruans can vote. All people 20 and over had the vote and it's compulsory.

In the 1976 elections, in the Ubenide constituency, Bernard Dowiyogo polled second highest, after Buraro Detudamo, who was reckoned to be one of the most powerful of the leaders. This time, Ber-

nard Dowiyogo was way ahead — 172.6527 points value of votes, with Lagumot Harris, of the Nauru Party, second with 111.7637, Buraro Detudamo third with 107.6857, and Kenan Adeang, another Hammer supporter, fourth with 107.0424.

In his constituency of Boe, Hammer DeRoburt had 123.7500 points, with Kenas Aroi, a Nauru Party man, in the second seat with 86.2500 points.

There are eight constituencies, Ubenide returning four representatives and the others two.

As for electioneering, some candidates held campaign meetings, distributed leaflets and, in general, acted like any overseas politicians — even to offering bribes.

One candidate, who didn't win, had some leaflets printed and distributed promising free drinks, free cinema seats and free holidays in Fiji.

The government may take a tough line over some breaches of electoral regulations. It is believed irregularities can be proved against one successful Hammer supporter. In which

case, there may be a lawsuit and, perhaps, a Hammer man unseated, making way for another Nauru Party member and a larger Nauru Party majority in parliament.

Secure in the knowledge of its legitimacy, the Nauru Party government is expected to get tough if attempts, other than by parliamentary means, are made to thwart its desires.

A whisper reached me which, if true, could spark off another bitter struggle.

The Nauru Local Government Council is second only to parliament. Headed by the Head Chief, it has gone on its way, running many of the republic's financial affairs, including the Nauru shipping and the co-operative stores.

No financial statement, no balance sheet is ever published. Even parliament doesn't get one.

One job the Nauru Party government is sure to set itself is to legislate for final control of the council's affairs with publication of its financial affairs.

Head Chief Hammer will probably fight that tooth and nail. But the young legislators

want to control all that they have the power to control and do the job they promised to do — to ensure that, with a more modern application to the Nauruans' problems, the future, when the phosphate has run out, will be a bright one, for those several hundreds who, contrary to what the outside world believes, are less fortunate than some of their neighbours, and haven't dollars running out of their ears. Some Nauruans have no land from which to draw profits from phosphate.

Maybe, the government will plan for a viable substitute — when the phosphate runs out — other than a skyscraper in Melbourne, an airline which flies at a loss and ships which bring little wealth. So far, tourists are only tolerated on Nauru.

Head Chief Hammer built the Menen Hotel, as good as many overseas, to house the large crowd which came there in 1975 for the South Pacific Conference.

So far, most of its guests have been Japanese who tour the South Pacific in droves as Pilgrims for Peace — one such party was there in November.

Using garbage, of which Nauru has a lot, all imported, the Nauru Phosphate Corporation is filling in some of the worked-out areas. Already, vegetation covers large stretches on the plateau. One reclaimed area is a sportsfield.

There'll be nothing to stop them from earmarking areas for use in a tourist industry, for a swimming pool or two, a couple of extra hotels and some duty-free shops.

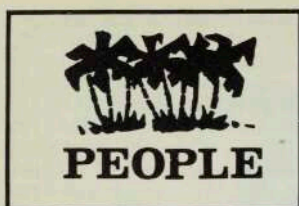
And, by the way, the co-op shops are in a scandalous state — empty shelves, clothing in great disarray, despite an appeal to customers to replace everything and not to handle some of the more fragile goods.

When the imported workforce of around 3 000 goes home, there'll be no "Chinese Location", or Gilbertese settlement. There'll be more room for tourists — and the climate's not at all bad. For one thing they don't and can't, have a hurricane.

Nauru could flourish as a tourist resort, and in years to come, that's what it might be — with a huge statue looking out to sea of Nauru's builder and champion of freedom, Hammer DeRoburt.

For the family album ... President Dowiyogo, his wife and two of their children.



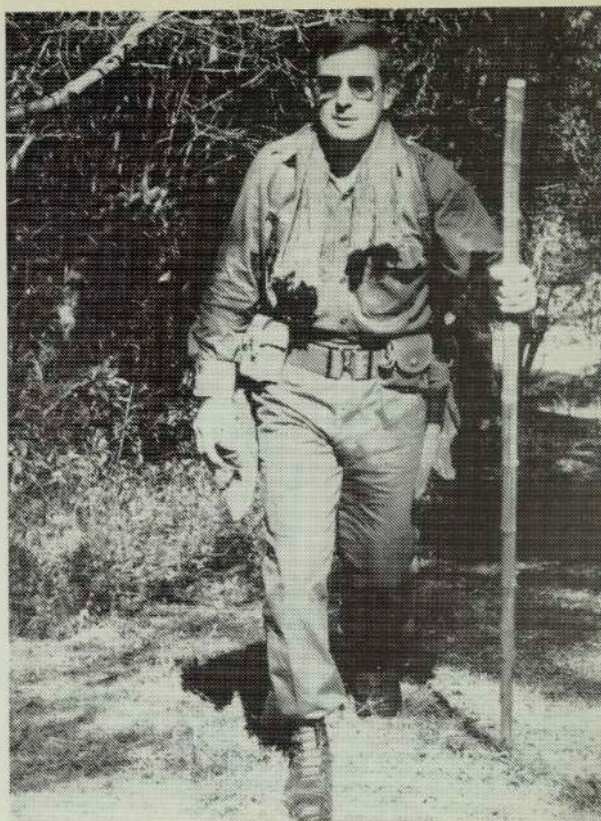


Aggie Grey, Apia hotel proprietor, who is known throughout the Pacific, celebrated her 80th birthday on October 31. More than 600 guests attended her birthday party in Apia. Lady Liku, of Fiji, a friend of Aggie's, presented her with masi, mats and ula. The guest of honour danced with the best of them, and was heard to say she could still dance the siva and always would, "as long as I'm able to take two whiskys and get on my feet".

Dr Bonifacio C. Dazo of the Philippines has been appointed the World Health Organisation's regional adviser on communicable diseases for the Western Pacific. Dr Dazo replaces Dr Takeshi Okuno (Japan), who is retiring.

Fiji's highly successful top cop, Police Commissioner John Yelland, resigned in November. He was due to return to his native England in February after his notice period expired. Mr Yelland was offered a further term of two and a half years, but had received an offer of a senior police post in the UK. As his future career lay there he could not afford to refuse it.

With staff in hand (as in the picture), Lieut-Col Pat Marshall-Cormack of the Australian Army walked the famous Kokoda Trail in Papua New Guinea with five companions, three other army officers and two PNG police inspectors, in late November. They carried two plaques commemorating battles along the trail when the Australians, and Papua New Guineans halted the Japanese advance on Port Moresby and their objective was to place the plaques at two appropriate points where hundreds of soldiers perished during the fight which ended with the first defeat of the Japanese in PNG. With Lieut-Col Marshall-Cormack were



Captain Joe Shephard and an old friend.

Lieut-Col J. H. Taylor, Major L. Lawrence, Major M. C. McCallum and Sub-Inspectors Geoffrey Vaki and Lua Vanua.

The Solomon Islands' Minister for Home Affairs, Mr Hilly, and Attorney-General, Mr Donovan, have visited Papua New Guinea to study its provincial government set-up. The independence constitution of the Solomons due to come into force in July, emphasises the handing of powers to provincial governments and area councils.

Ms M. J. Anstee, assistant administrator of the United Nations Development Programme in New York, visited Papua New Guinea late last year. Ms Anstee visited several UNDP-assisted projects in the country. These included the site of the Telecommunications Training Centre in Lae, crocodile farming projects on the Sepik River, and the UNESCO Print Shop in Konedobu. Ms Anstee, with the rank of Assistant Secretary-General, is one of the highest ranking officials of the United Nations.

Captain J. S. (Joe) Shephard, whose name often appeared in PIM's pages in the 1950s, was a recent visitor to Sydney from Papakura, near Auckland, where he now lives in retirement.

From 1954 to 1960 he was senior TEAL (now Air New Zealand) captain on the Coral Route from Suva to Papeete, via Satapuula, Western Samoa, and Aitutaki in the Cook Islands. In those days the fortnightly Solent flying-boat service was French Polynesia's only regular air link with the outside world.

Captain Shephard became something of a legend as route captain, being to aviation in the area what some of the more famous sea captains were to South Pacific shipping.

He resigned from TEAL in 1961, soon after converting to Lockheed Electra turbo-prop aircraft to join the International Civil Aviation Organisation staff in Montreal. He retired from IACO about two years ago to settle in his native NZ.

The third Pacific Islander to be awarded the Baton of Honour of the Hendon

Metropolitan Police Training School, United Kingdom, is Cadet Officer Sinilau Kolokihakaufisi, 25, of Kolofou, Tonga. The honour signifies distinction in the general course for overseas police officers. Tonga's Minister of Police, Mr 'Akau'ola won the award in 1964, and the Assistant Commissioner of the Fiji Police Force, Mr Mosese Tuisawau, in 1967.

PNG Parliamentary Opposition Leader Sir Tei Abal faces a huge claim for compensation for the death of a police constable, Michael Laken Piakau, killed when his motor cycle was in collision with Sir Tei's car in November. The constable's tribal leaders in Enga Province, where Sir Tei also comes from, have demanded payment of 800 pigs and more than \$90,000.

As Sir Tei and the constable are from separate clans, failure to settle the claim could result in a tribal payback fight for which the Highlands are notorious. The money is for material compensation, the pigs as a transfer of a status symbol.

Mr Jack Healy (PIM, Nov., p27) spent only two weeks as general manager of Polynesian Airlines, resigning suddenly because of "unexpected circumstances". It is understood the reason was his wife's serious illness. Mr Healy, an American, went to Polynesian Airlines from Tafuna, where he had been airport manager. Mr Terence Betham, assistant general manager and executive vice-president, has been appointed acting general manager of the airline.

It's refreshing to find that, sometimes, some top poppies in the fields of officialdom have eyes for little things well below the affairs of state level. Such as that very effective Australian High Commissioner to Papua New Guinea, Mr Tom Critchley. He was around Bailebo in the Amazon Bay District one day and noticed some farmers taking latex from their rubber trees to the factory — in buckets and, sometimes, walking several kilometres to get there. He also discovered that the farmers had built their own school but it wasn't

strong on furniture. Mr Critchley has a small "discretionary aid fund". Now, it's short of more than a few kina, and the farmers, since October's end, have been riding to the factory on new bicycles fitted with 45-litre tanks behind the saddle. More than that, the school is now furnished with desks, tables and blackboards made at Port Moresby's Koki Vocational Centre and assembled at Magarida Vocational Centre. Mr Critchley got the idea for the bicycles from his years in Malaysia, and he thinks Papua New Guineans could make more use than they do of the bicycle. It's expected that he will be moving on soon. Papua New Guinea would be sorry to see him go.

Sir Sydney Frost, the retiring Chief Justice, "played an important and historic role in constitutional changes in Papua New Guinea," according to PNG's Prime Minister, Mr Michael Somare, speaking in Port Moresby in November, at a farewell to Sir Sydney.

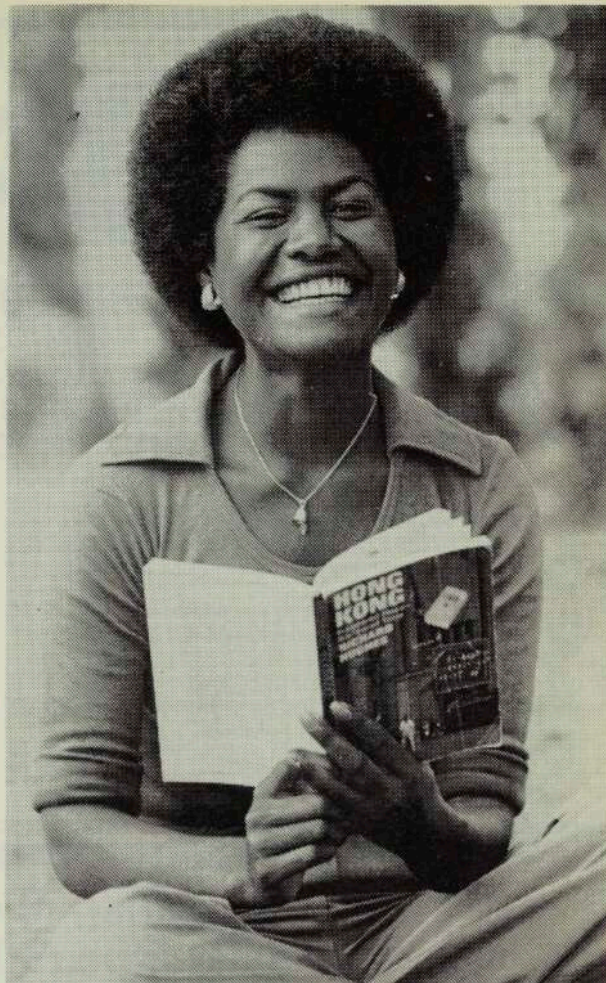
Sir Sydney, 61, formerly of Melbourne where he was a Victorian county court judge, has been a member of the PNG Bar for 13 years. He was Chief Justice when PNG entered political independence and played an important role in constitutional interpretations and in assimilation of the new constitution.

Mr Somare said that one of the delicate requirements of the judiciary in PNG was the application of the right balance between traditional and imported law. Each had its place in modern PNG society, and Sir Sydney had shown a keen insight into applying this balance. Sensitive issues were involved, but Sir Sydney had approached them in a manner which had been invaluable.

Sir Sydney had also maintained the stimulus for social change which was so much the function of a good system of law and the courts. Mr Somare said: "Sir Sydney has well earned a place in the records of our nation in all aspects of the development of the judicial system."

The new Chief Justice will be the present Deputy Chief Justice, Sir William Prentice.

Is the Bougainvilleans' threat to secede from Papua New Guinea about to raise its



Angelyne Tukana, 21, chosen as Miss Air Niugini in 1976 was the airline's entrant in the 1977 national Miss Papua New Guinea quest. Born on Buka Island Miss Tukana has been flying with Air Niugini as hostess on F27s since 1975 and graduated to Boeing 707s in September 1977. The winner of the 1977 Miss Papua New Guinea quest was to be announced on December 17.

head again? A recent straw in the wind was the warning sounded by an ex-Bougainville MP and president of an activist group, Mr Raphael Niniku, at November's end that new problems were being caused because of "trouble with Redskins" — the dark-skinned Bougainvilleans' nickname for the lighter-skinned people in other parts of PNG.

Mr Niniku, president of Napidakoe Navitu, complained that Bougainville was increasingly becoming a dumping ground for unwanted people from other parts of PNG. Bougainville islanders, he said, were in fear of being attacked by the migrants in urban and semi-urban areas. They could not walk into town for fear of being abused or terrorised by drunken non-locals.

As much of the trouble is caused by migrant workers, the Miscellaneous Workers Union, representing Bougainvillean and migrant workers, is expected to call for restrictions on migrant workers' movements and on migration to the island.

PNG's Minister for Justice, Mr Delba Birio, has approved an arrangement whereby Dr Alexis Sarei, Premier of the North Solomons Province, will perform the marriage ceremony for anyone who has no church affiliations or religious beliefs. Dr Sarei wants seven days notice of a ceremony. Maybe there'll be a rush for the honour of having the knot tied by the premier — and who better than Dr Sarei, who was a Roman Catholic priest!





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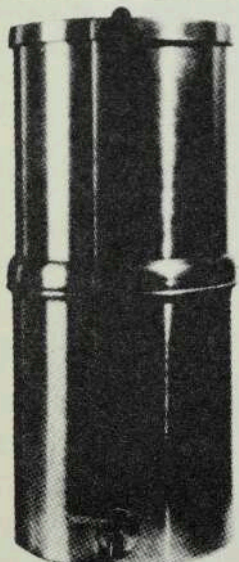
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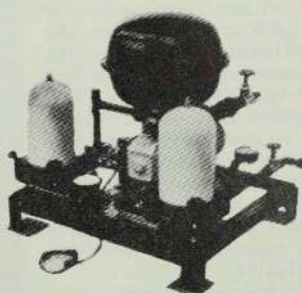
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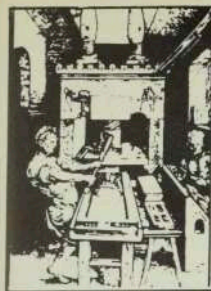


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FROM THE ISLANDS PRESS

From "This and That" the New Zealand Anglican diocesan missionary committee newsletter.

The first scripture publications ever to be written in Tokelauan have been released by the Bible Society of the South Pacific. "Jesus Power" is a scripture comic telling the story of the growth of the early church as recorded in the Book of Acts.

From the Arawa Bulletin

Mr Benkenansi was also replying to criticisms made recently by the Provincial member for Arawa, Mr Denis Sareke, that people have often been cheated by sellers of fresh food at the Arawa Market. Mr Sareke said a lot of people in Arawa have complained to him about the quality of fresh food, especially potatoes in baskets being arranged cleverly so as to hide the bad ones underneath the good ones on top. Mr Benkenansi said his Community Government has met and discussed the problem and a resolution has been passed in favour of setting up a separate market for the people of North Nasioi.

From the Marianas Variety

The other night, Kimo, Lono and myself were enjoying a happy hour down at the Big Z discussing which was the most powerful group in the world. I thought it was the US military especially the 7th Fleet. Lono thought it was the Arab bloc because of all the petrodollars they had to spend. Kimo stumped us both. He said "The environmentalists, of course!" "Please explain yourself," I asked. "Well", said Kimo, "who stopped the superport project in Palau, despite the petrodollars involved?" "The environmentalists," Lono said brightly. "And who is fighting the construction of an ammunition wharf at Orote Point in Guam?" continued Kimo. I hadn't heard about that. "Yes", said Kimo, "the environmentalists are claiming that the noddie tern and brown booby are endangered species and the wharf would finish them off." "Brown boobies are an endangered species in Guam?" I exclaimed in mock horror. "No, no, the bird you booby!" "Oh", I sighed in relief. Then I remembered something terrible. "Did you know," I said, "that the Marianas Duck on Tinian is an endangered species as well? Does that mean that there would be no military..." I couldn't continue. It was too horrible to contemplate "That's right!" interjected Kimo, "now you see who is the most powerful group in the world?" Lono and I shook our heads in agreement.

From the American Samoa News Bulletin

The Department of Agriculture announced today that African snails have invaded the Tafuna area, despite a six-month battle by department officials, public health crews and volunteer groups to control the spread of the giant destructive pests. Director Pamerika L. Tauiliili said the snails, which were originally spotted in the Satala area and later spread into other villages on both Tutuila and Manu'a, have infested about 10 acres of land surrounding the Van Camp sludge-dumping area in Tafuna. "Residents of this area are asked to help the Department of Agriculture stop the spread of the snails by reporting any sign of the giant snails to the department by calling 633 5276 or stopping by the Agriculture Office at the Fagatogo Market Place," Tauiliili said. "This new discovery is a serious threat to agriculture, as Tafuna borders the major agriculture areas of Ili'ili to the west and Pava'ia'i and Faleniu to the north."

From New Hebrides News

Issuing a new currency involves the taking of many decisions, for example, shape, size, design, and denominations of the coins and notes. Another most important matter to be decided is which overseas currency the new currency will initially be linked to — the French franc (the country which takes most of our exports); the Australian dollar (the country from which we buy most of our imports); or some other currency with which we have no trading connection, but which might afford certain advantages, such as the US\$. Although currency remains very much an alive political subject, and the present dual currency causes considerable inconvenience to customers and shopkeeper alike, it is unlikely that any early decision-making process could be set in motion at least until the present political difficulties have been resolved.

From the Norfolk Islander:

Some impressions given to us by Judy Jarvis who, with husband Keith, flew to the States by Qantas Jumbo 747 ("Qantas service terrific") and came home in the new Norfolk Island Airlines Super King Air from Wichita, USA... Places visited on their trip: San Francisco: "Just like we see it in the movies. We did go through Chinatown there and were fortunate to go when we did as 10 minutes later there was one of those mass killings we read about, five people killed, 11 injured. They were visitors to San Francisco — quite unexplainable."

Mr John Rao, secretary, Central Board of Health, Suva, in The Fiji Times on disposal of a dead dog:

If a dead dog is found on a road or on the public footpath and if the ownership cannot be ascertained it would have been reasonable for a public-spirited person to bury it.

From a story written by a Western Samoan student on New Zealand, reprinted in Savali, Apia:

I asked myself a question: why I'm here? I missed all the things I shared with my friends in Samoa, especially my parents. This is a very beautiful country, really eccentric. As a result of my new adventure, I start to forget my parents, but thank goodness I was not dominated by these new foreign ideas, I still want to be with my parents. I have friends in New Zealand, but no brother. A child depends on his parents, but to me I have no one to depend on, I'm just like a log in a big ocean...

From Stan Ritova's Here and There column in The Fiji Times:

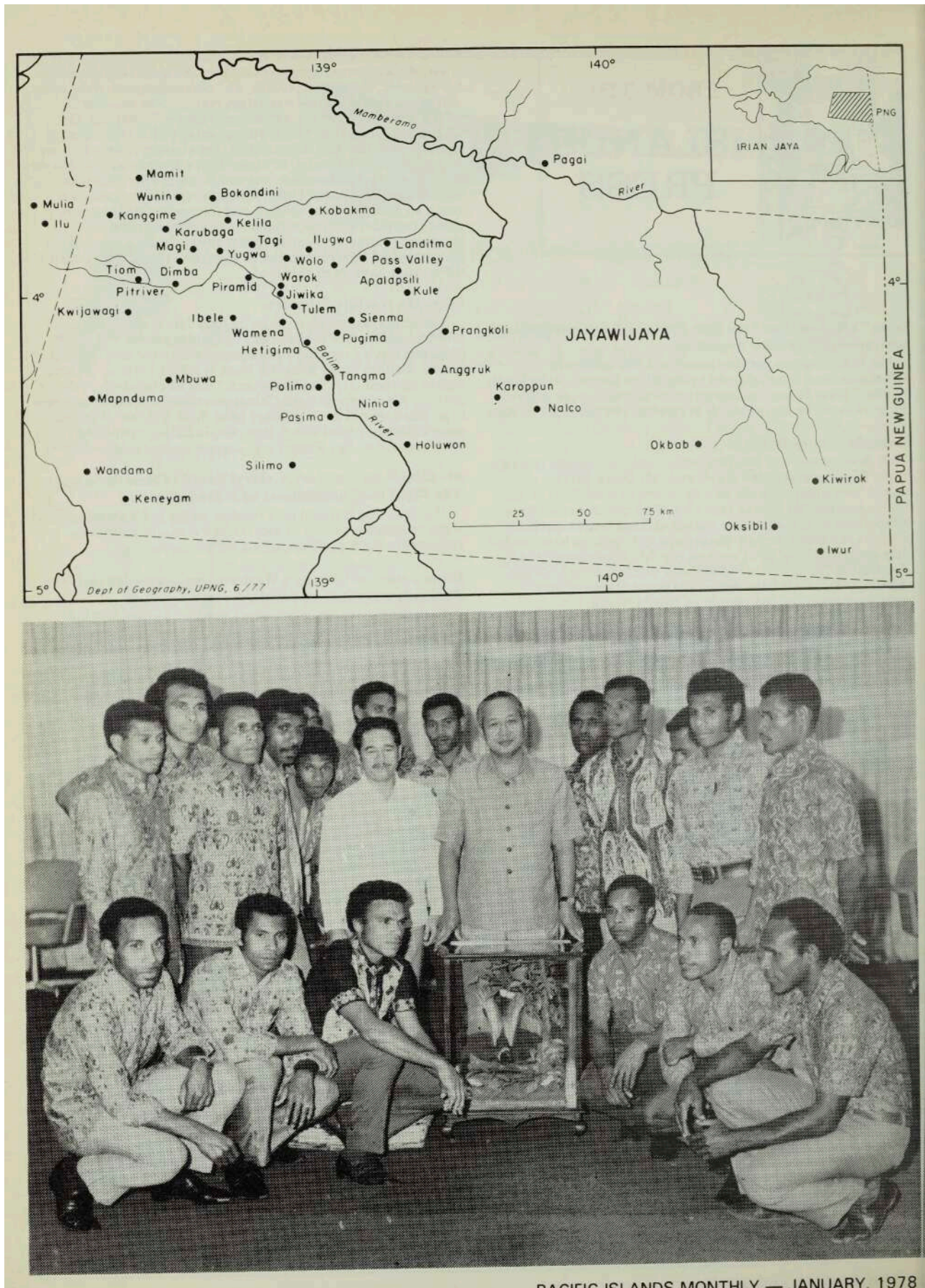
A friend of mine, a member of a well known European pioneering family, was propositioned in one of Suva's main streets the other day. He did not detest the idea but he was curious. The approach was made in a busy street by a 20-year-old, or thereabouts, who had all the requirements that an ageing gentleman would desire. "Would you like a woman?" he was asked in English and without thinking he replied in the woman's language, "How much?" Realising that my friend was a local she scooted for her life.

From the Pacific Edition of Off Duty, a monthly magazine distributed to US military personnel:

The government of Spain had joined the island of Guam in seeking the canonisation of Fr Diego Luis de San Vitores, the "Apostle to the Marianas." Fr San Vitores, a Jesuit priest, was martyred in 1672 on the beach of Guam's Tumon Bay — now a resort hotel strip — after a native Chamorro chief objected to his baptising an infant in the Roman Catholic faith. If canonised, Fr San Vitores will be the church's first saint from the Western Pacific area, north of the equator...

From a leading article in The Fiji Times:

Motorists convicted of careless driving, particularly where it involves a death can expect a hefty fine, suspension of driver's licence and even a prison sentence. The captain and senior officers of the (wrecked) Tabilai have been found guilty of carelessness in the control of the vessel. But all they received was a reprimand. They could take another vessel to sea tomorrow.



IRIAN JAYA — Jayapura, capital of Irian Jaya, today offers all the amenities of a large Indonesian town, with some important bonuses thrown in. Dr R. S. ROOSMAN, senior lecturer in Indonesian Studies at the University of Papua New Guinea, reports on a recent visit.

JAYAPURA IS NO LONGER A FRONTIER TOWN

I recently went back to Irian Jaya to gather the latest data on this Indonesian province for the 1978 edition of the Pacific Islands Year Book.

When I spoke about my proposed visit to the Indonesian ambassador in Port Moresby, Major-General Roedjito, he was sympathetic to the idea and provided me with a letter to the Governor of Irian Jaya. In a bureaucratic country like Indonesia an introductory letter with the "Garuda" stamp, Indonesia's State seal, is an effective passport to the complex world of Indonesia's officialdom.

I made my visit at an interesting time: several incidents had recently occurred at the Irian Jaya-PNG border; as a result of troubles in Irian Jaya's highlands, numerous West Irianese had attempted to cross the border. Also, not long before, a "secret" meeting had taken place between PNG's defence commander Brigadier-General Ted Diro and West Irianese rebel leader Seth Rumkorem in Moem barracks in Wewak. Ted Diro was reprimanded by the PNG Cabinet. This led to a chain of controversial reactions from various Papua New Guinean politicians.

It was said in PNG that the meeting had been secret, but there had, in fact, been no secrecy about the meeting. The Indonesian embassy had been officially notified of it by the PNG Government. Rumkorem had reportedly been told at the meeting "to stay away from Papua New Guinea so as not to jeopardise the friendly relations between the two countries".

Coinciding with the large-scale border trespassing was the sighting of "Indonesian warships" from the border village of Wutung. "Navy boats on regular patrol duty," said Mr Siregar, the Indonesian Embassy's information

officer. Near-panicked people in PNG could easily interpret such news as "Indonesia is on the verge of invasion". This is largely due to an Indonesian phobia dating back to the 60s, when President Sukarno's agitations against the Dutch mounted into his takeover of West Irian and its incorporation into the Indonesian republic. Border incidents have remained sensitive issues in Papua New Guinea ever since that time.

As I landed in Irian Jaya at Sentani airport, I found people in festive mood. The next day was the end of the fasting month of Ramadhan. The Idulfitri festivities celebrating the end of Ramadhan were about to commence. In Indonesia, where about 80% of the population adheres to Islam, a public holiday is declared on the first of the month of Shawal, which follows Ramadhan. In Irian Jaya's administrative centre, Jayapura, the public servants hail from all over Indonesia. Alienation could easily occur among them due to their different cultural, religious and political backgrounds.

This is one of the reasons why certain religious traditions, such as Idulfitri, have become institutionalised as national holidays. It was noteworthy, for instance, to see how on the first of Shawal several hundred white collar workers in Jayapura, many of whom are Christians, congregated in the new provincial government building, and joined their Moslem colleagues in celebrating Idulfitri with congratulatory speeches, sharing a festive meal and listening to recitations of Koran verses and Moslem tambourine music. All this demonstrates "the spirit of tolerance in line with Pancasila, Indonesia's State philosophy which is based on the Five Principles of belief in God, humanity, national uni-

ty, democracy and social justice".

People in Irian Jaya are concerned about what is presently happening in the Jayawijaya and Paniai highlands. Fighting broke out early this year, which possibly could set back the Repelita II (1974-79) development programme for five years. The Repelita I (1969-74) was full of experiences from which to draw lessons.

Acub Zainal, Irian Jaya's governor from 1973 until mid-1975, put the emphasis on urban development in coastal towns such as Jayapura, Biak, Sorong and Merauke. Impressive government buildings were erected as showpieces while the rural areas, where most people live, were rather neglected.

The Koteka operation to replace the penis gourds (koteka) of the highlanders with the wearing of shorts had failed, and was ultimately abandoned. Then the Task Force moved into the highlands to teach the villagers how to cultivate new vegetables in order to improve their daily diet, mainly of tubers, and furthermore to stimulate a desire to earn money. But food habits proved too strong.

In Wamena, Irianese village women sold "European" vegetables, such as carrots, tomatoes, cabbages and potatoes which they themselves never ate. Flying out these vegetables to Jayapura proved too costly an operation, so they piled up at Wamena market with no prospect of being sold except to the small community of Indonesian public servants in Wamena.

Primary schools were opened in the highlands, and parents were encouraged to send their children to school. However, upon graduating, the students could find no jobs.

The Irianese student or trainee has to compete with the numerous migrants who are coming from technically more advanced provinces of Indonesia, and it seems quite inconsistent that, on the one

hand, the government tries to develop skills among the local Irianese, but on the other hand does nothing to limit the influx of these migrants, many of whom are skilled in precisely the techniques that are being taught in Irian Jaya.

The position is aggravated by the tendency of Indonesian bosses and managers, in administration, private business, and domestic services, to give responsible positions to members of their own clans. Even labourers are being recruited and imported from areas as far away as Manado (Northern Celebes), Ujung Pandang (formerly Makassar in the Southern Celebes), Buton Island, Ternate and the Moluccas.

Highlanders are not accepted as army recruits since they have the tradition of chipping off their ears or finger joints when their relatives die, thus rendering them unfit for military service. There were also cases of highlanders being made to work without being paid.

These and other reasons have created an atmosphere of discontent which had been brewing for several years. Recently it erupted into violent opposition with highland warriors, armed with axes, spears, bows and arrows, attacking the army and police.

In one sector Acub Zainal had more success. His ideal of making Irian Jaya a national sports champion was realised when the Irian Jaya Persipura soccer team came second in the 1975 All-Indonesia national soccer championship, being defeated only by the Jakarta team.

Acub Zainal's latest showpiece is the newly finished 6-billion rupiah (\$US15 million) three-storey provincial government building at the waterfront, the construction of which drained the provincial treasury into a deficit. This prompted Jakarta to replace Acub with the present Governor Sutran.

Sutran, a veteran army officer with long experience in Irian Jaya, has, in contrast to his predecessor, directed him-

On facing page: Top: Map of areas near border with Papua New Guinea most subject to Irianese unrest — area is shaded in top right hand corner map. Below: Indonesian President Suharto (centre) and former Governor Acub Zainal with the highly successful Irian Jaya Persipura soccer team.

PACIFIC ISLANDS MONTHLY — JANUARY 1978

self primarily toward rural development. Previously a district commissioner in Trenggalek, one of the poorest areas in Eastern Java, Sutran managed to bring prosperity to this deficit area by growing cloves, a much wanted commodity for the national cigarette industry.

Now all the administrators in Irian Jaya are instructed to plant clove trees in their areas. In addition, Sutran favours the import of as many Javanese farmers as possible to be resettled in the empty spaces of Irian Jaya in order to stimulate the local Irianese to copy new agricultural methods and learn new manual skills.

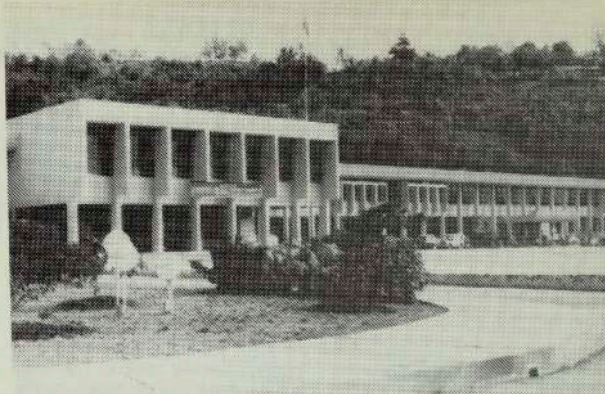
Sutran's policy seems also to be giving the Irianese the chance to be responsible for their own affairs. Four out of seven district administrators of the province are Irianese.

Many department heads in his office are Irianese: E. Paprindej, Deputy Governor; L. Runbiak, head of the Economic Bureau; W. P. Bonay, head of the Development

Bureau; A. Mampioper, head, and M. B. Ramandey, deputy head, of the Public Health Bureau; F. J. Djopari, deputy head of Personnel, and A. Manggara, head of the Bureau of Material Supplies.

In the Bureau of Administration the following Irianese are heads of the following sub-bureaus: S. Wanma for Administration; E. Mayor for Town Development; D. Rumbiak for Village Administration; A. Demotokay for Population Affairs, and J. D. Mambrasar for Security. In the Bureau of Legal Procedures W. C. Rumanum heads the Department of Organisation.

Under W. P. Bonay the responsibility for promotion of village development is given to W. Mariawasi. Under F. J. Djopari the Central Personnel Office is headed by Karel Urbinas, and under A. Manggara, Herman Wayoi and Koos Urbinas are heading the Supply and Distribution Departments. Under A. Mampioper and M. B. Ramandey, the Social Department is



New office building of the Provincial Governor, Jayapura.

headed by Silas Tokoro, the Department of Religion, Education and Culture by T. Mansawan, and the Public Health Department by Theo Wainuri.

Even Sutran's bodyguards are Irianese. He aims also to have Irianese as representatives for Irian Jaya at both national and international conferences. It remains a matter for speculation as to

how much Sutran's policy will be appreciated by either the Irianese or the other Indonesians.

In one interview he showed his caution with the remark that in Irian Jaya "one should not expect direct and immediate results from his work, but only anticipate long-term benefits". He has also said that he would "immediately step down if his agricultural



Jayapura's big mosque, striking sign of Indonesia's presence.

approach fails". Despite the simplicity of his personal and family life, Sutran is known as a tough administrator with a wide knowledge of rural Irian Jaya.

In June 1976, when I last visited Irian Jaya, a tremendous earthquake struck the Balim (formerly spelt Baliem) valley in the Jayawijaya highlands, leaving a large and still undetermined number of villagers dead, buried beneath landslides.

When I returned to Jayapura on this visit, I saw that the provincial capital had been given a facelift. From the new provincial government building, at Dok II, with its air-conditioned offices, one gets a scenic view of the islets in the Yos Sudarso (formerly Humboldt) Bay, with the native outrigger canoes powered with outboard motors passing swiftly by. Then there is the recently finished modern sports area, which must be one of the achievements of Acub Zainal's dream to promote sports in Irian Jaya.

Since mid-1977 Irian Jaya

has had television. Its relay station is situated in the Bhayangkara up-town area where police personnel are housed, while the TV tower stands high on nearby Polimaque Hill. TV shows in Irian Jaya are merely programmes relayed from Jakarta via the national Palapa satellite, and are shown only for a few hours after 9 p.m. At present, reception is only possible in Jayapura and Biak. There are plans to extend the TV network to eight more places in Irian Jaya.

For the past two years Jayapura has been growing fast, in terms of population, business and administration. People from Java have joined their relatives, already settled in Jayapura, to try their luck. Many have started catering businesses. As they are ready to accept modest earnings, the prices in Jayapura's restaurants and eating stalls are kept down. Most of the thriving petty trade and retail business is in the hands of Southern Celebes traders, who were in Irian Jaya even

when the Dutch were still there, and Chinese from Jakarta who monopolise the department stores on Yani Boulevard, Jayapura's "Broadway".

In general, the number of Irianese engaged in profit-making business, even in the form of small private enterprises or petty trade, remains extremely small. Part of the reason for this stagnation is that the Irianese are not given the opportunity to develop their business talents and initiatives, as they are usually barred or gradually pushed out by the more dynamic and cunning Macassan, Buginese and West Sumatran traders who have almost taken over the entire world of small trading in Irian Jaya. Competition is so keen that, in rural towns such as Nabire, even Chinese shopkeepers are gradually moving out due to the increasingly incoming Macassan traders.

Only a small number of Irianese can be seen selling inside the concrete Pasar

Sentral (Central Market) in Jayapura's Hamadi sector. They are still in their traditional places, squatting outside the building, selling their meagre produce. Retail stores, repair shops, eating stalls, restaurants, bars, nightclubs, minibus transport, small hotels and inns are all run either by Indonesians or Chinese coming from outside the province.

Even outside town, in the profitable activities of crocodile hunting and logging, in which the Irianese could have played an active and leading role, again it is either the Chinese or Macassan who takes the initiative of organising swamp and jungle safaris and financing the enterprise, while local Irianese merely function as labourers. In the remote villages they are often paid in kind, with tobacco for example.

In the light of this static situation of the native economy the West Irian Joint Development Foundation lends money, preferably to Irianese, to finance small-



Governor Sutran, fourth from left, with Moslem congregation celebrating the end of the Ramadhan fasting at Jayapura's Mandala Stadium.

PACIFIC ISLANDS MONTHLY JANUARY 1978

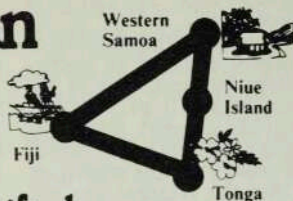
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scale enterprises in such fields as crop-growing and cattle-breeding. Small loans are also made to Irianese fishermen for the purchase of outboard motors to be attached to their primitive outrigger canoes to increase their catch.

Among the educated Irianese there is a common desire to join the public service with its regularly paid salaries, and the chance of being sent outside their home region. "It is better to marry a public servant than to eat taro (= marry a villager)" has become a popular saying with

Jayapura is no longer the frontier town of the past where people felt like outcasts and lived with the insatiable yearning to buy a ticket to fly straight back to Jakarta. One can now enjoy the amenities of a large Indonesian city, but in a better atmosphere with less pollution, less traffic and less interference from government regulations.

Parents no longer have to send their children to Java for their primary and secondary education which is now standardised to Jakarta requirements.

Apart from the "Bird of Paradise" (Cenderawasih) University in Abepura, tertiary education has been expanded with four colleges; the College of Accountancy and Office Management, the College of Local Administration, and the Protestant and Catholic theological colleges.

Collecting data for the

Pacific Islands Year Book in Jayapura meant running for a fortnight from one office to another, meeting officials who were as eager to know about "the other side of the border" as I was eager to know about Irian Jaya. I was bombarded with questions every time I entered an office.

I was also invited by the Rev Williem Maloali, a native of the Jayapura area, to speak before the Irian Jaya Parliament, of which he is chairman. The following questions were asked by its members: in what respect does Michael Somare's point of view toward Indonesia differ from Maori Kiki's (Minister for Foreign Affairs and Trade in the previous PNG government); what is the aim of the Papua Besena movement; how does PNG's policy of self-reliance work out in practice; how much is Australia's annual financial aid to PNG; what is the volume of PNG's annual imports from Australia; what is the lot of the West Irian refugees in Papua New Guinea; how much do people in PNG know about Indonesia, and how to improve friendly PNG-Indonesia relations?

In reply to the last two questions I suggested the parliament should organise cultural exchange programmes between Irian Jaya and Papua New Guinea, and invite the Papua New Guinea parliament to come over to Jayapura, to see things in Irian Jaya for themselves.

Irian Jaya's Deputy Governor E. Papirindej greets Moslems on occasion of Idulfitri celebrations.



PACIFIC ISLANDS MONTHLY — JANUARY, 1978



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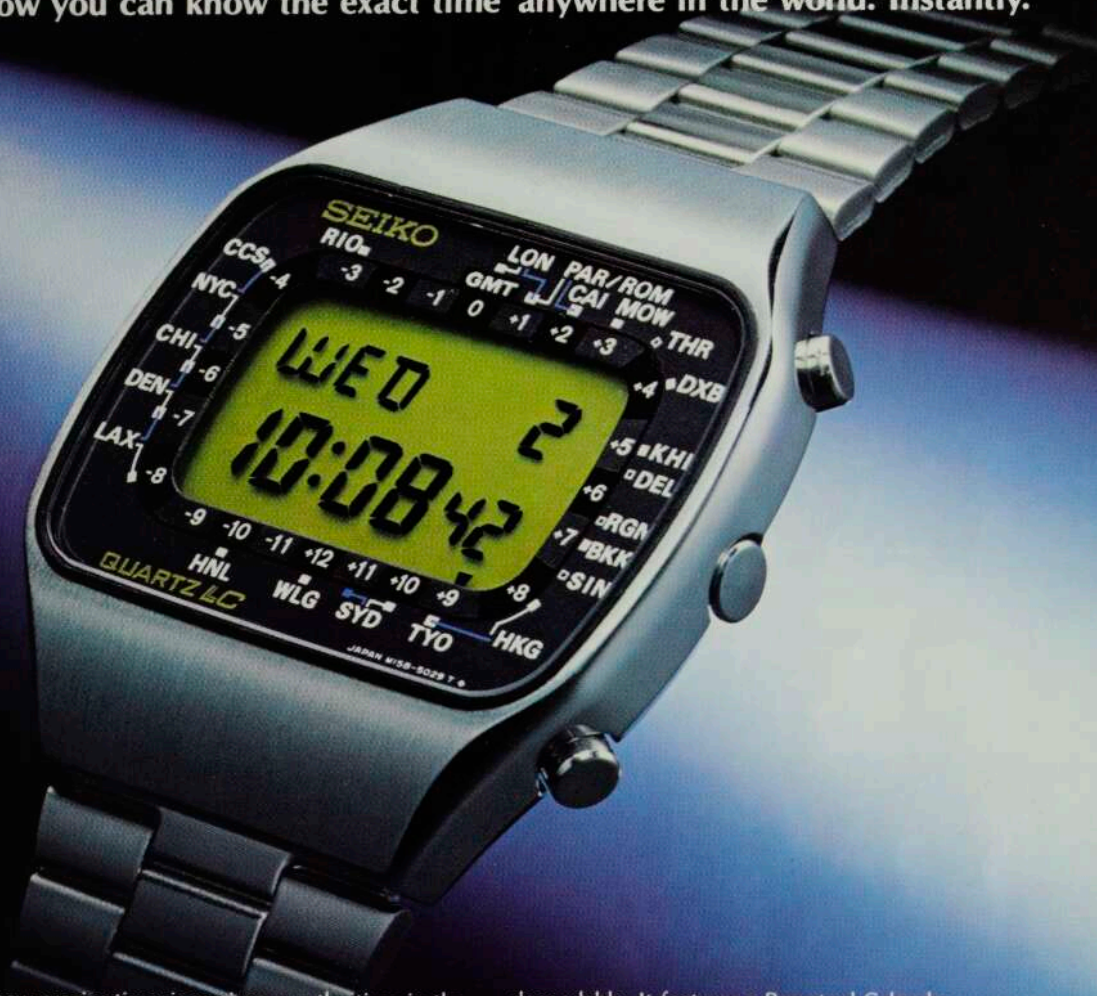


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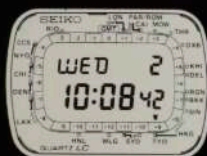
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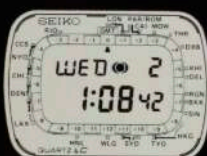
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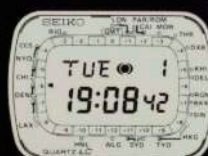
dependable. It features a Perpetual Calendar pre-programmed for 28, 30, 31-day and leap year months until the year 2009. It is water resistant, and features built-in illumination for reading the time in darkness. The Seiko World Timer, just one of the outstanding timepieces in the new Seiko Multi-Mode LC Digital Quartz Collection. Seiko Quartz. 



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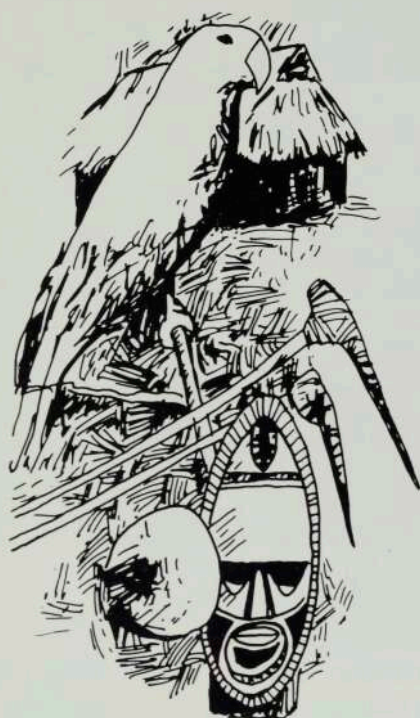


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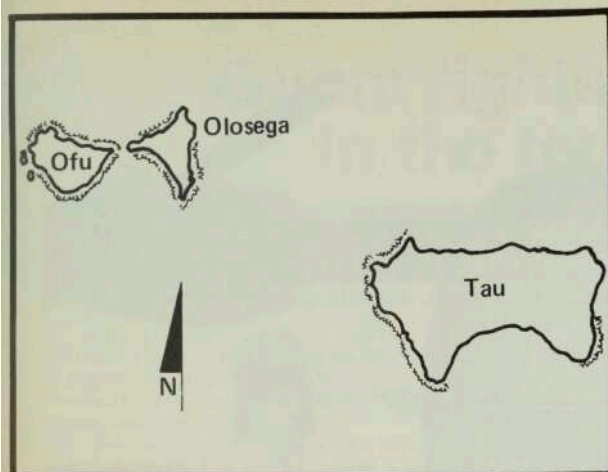
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A ROAD TO PROSPERITY

To build or not to build? That is the question concerning the construction of a proposed vehicular connection between the islands of Ofu and Olosega, Manu'a Island group, American Samoa. At present, the 500-foot strait separating the two islands is crossed by wading, swimming or small boat. A bridge or road across would provide a safer and more efficient crossing and could also serve as a catalyst for some long-range changes in the present way of life on these two islands.

A vehicular connection between the islands would reduce the relative isolation which surrounds Olosega, exposing the village communities more readily to Westernisation. This exposure will undoubtedly affect the islanders' lifestyle and customs as those on Tutuila, the main island of American Samoa, have been affected.

With the increased ease of importing goods to and from Olosega, the present subsistence economy could gradually change to a cash economy. It is speculated that the opportunity to export agricultural goods to Tutuila's deficient Farmers' Market would also open up.

As the government of American Samoa is placing more and more emphasis on developing tourism, the proposed structure would be a starting point for a possible resort area on Olosega, which would also further a cash economy.

The past several years have brought a continuous decrease in the population of the Manu'a Islands, primarily due to increased migration to Tutuila. This has resulted in urban congestion and environmental problems, particularly in the heavily populated Pago Pago Bay area. Linking isolated areas more closely to urban centres is seen as a way to lure former residents back to their villages, easing the congestion of the urban centres, while at the same time making the attractions of the "city" available to the villagers, i.e., cash-paying jobs, modern conveniences and better medical and educational facilities.

Aside from the cultural effects, any structure built between the islands will destroy portions of the existing reef, increase vehicular traffic (whereas there are currently only 10 vehicles on both islands), and provide a visual impact of a sort now unknown to these islands.

In short, in linking together the islands of Olosega and Ofu, the Manu'as could take a giant step forward in time, with all the shortcomings and advantages that have sprung from the 20th century. Or, the Manu'as could remain as they are, preserving traditional Samoan customs and lifestyle, allowing the old and new to co-exist within the islands of American Samoa.

— Robin Pierson in Pago Pago

Bright ideas for copra-drying on Niue

Niue has hit upon an ingenious scheme for drying its copra with great savings in fuel and manpower, both at a premium on the island.

For about a year now, it has been using the waste heat from its diesel-fired powerhouse at Tuila to dry the green copra, considerably simplifying the whole copra-cutting process and inducing more people to tackle the task.

With about a third of the energy from the 200 kW generators thrown out of the radiators as waste energy, the Niue Development Board started viewing the powerhouse as a giant heater and experimented in harnessing it.

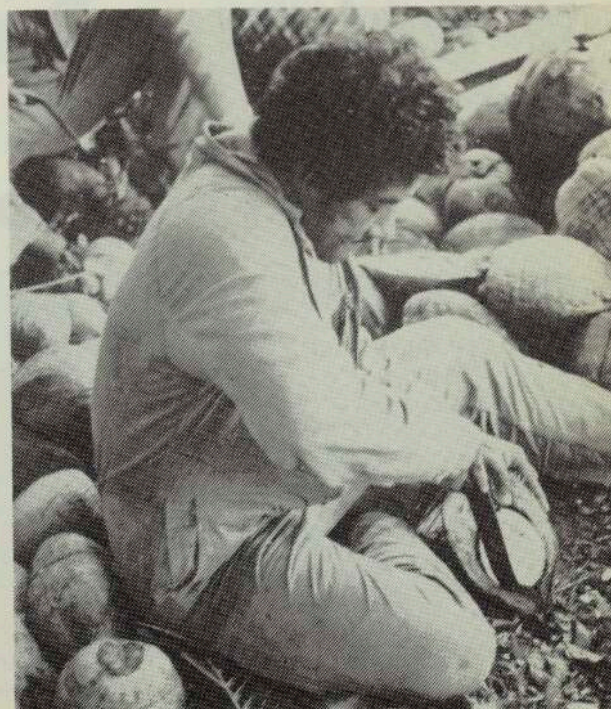
The result was the board built a tunnel-like shelter over the radiator fan with one side of the tunnel consisting of a row of doors through which oven trays, measuring about 1 m by 2 m can be pushed. The green copra is collected from the villages and loaded on the trays for drying, cutting out the laborious task of keeping a furnace stoked for about two days to dry the copra in the village.

Nearly half of Niue's copra

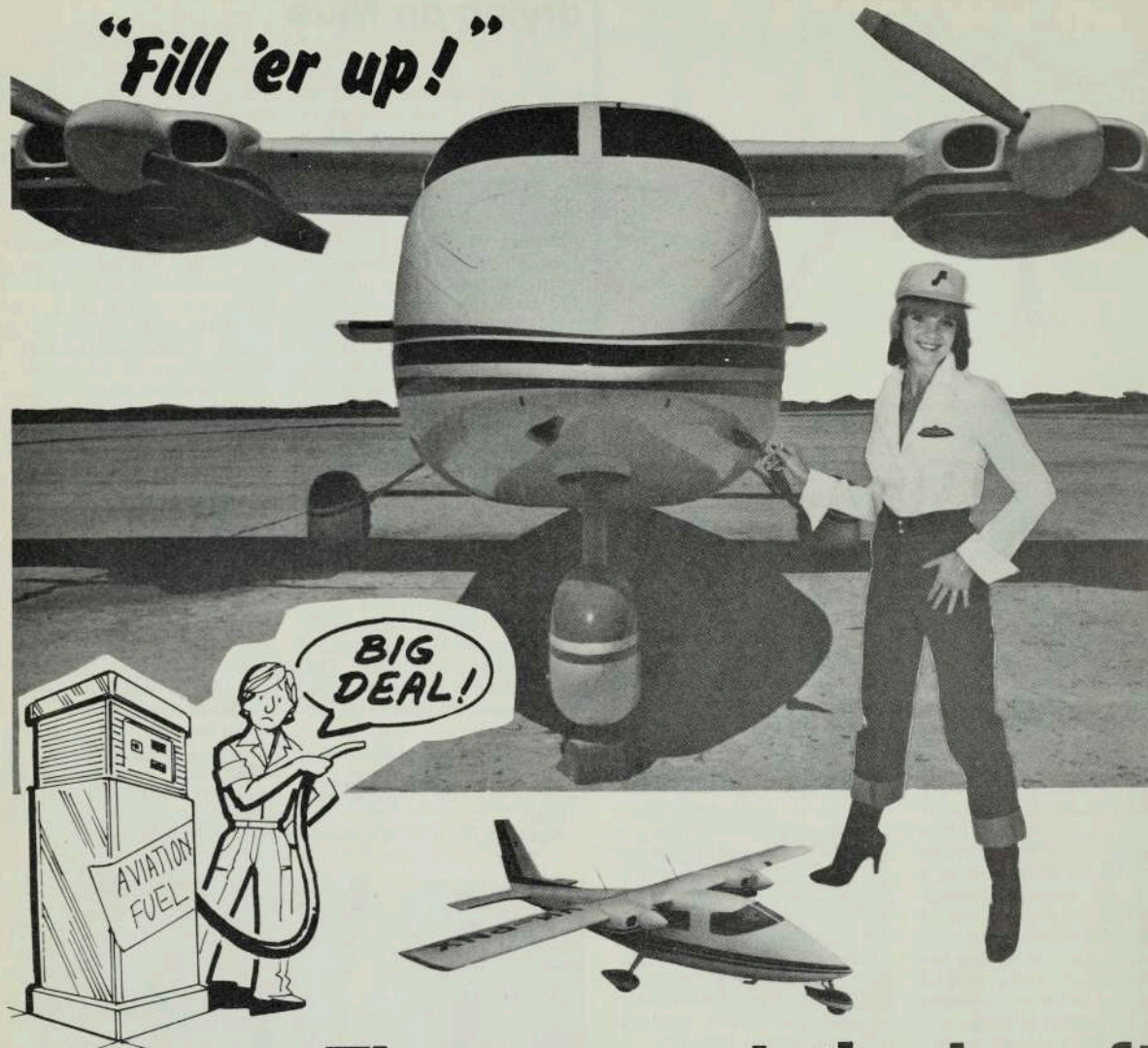
crop, about two to three tonnes a week, is now dried by the powerhouse in this way and, with the benefit of this being rotated around the island, everyone has a turn to use the free drying service about every three weeks.

As well as the obvious saving in fuel, a great advantage of the scheme is the saving in manpower, which is in considerable short supply on the island. It has even resulted in an increase in copra production, along with the rise in copra prices, as some people, who could previously find no time for cutting and drying copra, are now cutting it for the powerhouse processing.

Although well satisfied with the scheme so far, the NDB is keen to further increase its efficiency and has enlisted the help of the New Zealand Department of Scientific and Industrial Research, which is to do a feasibility study on building a bulk bin drier around the waste heat. This would mean further savings in labour as the copra could be loaded and unloaded at the drier directly from a truck instead of on to the series of oven trays as at present.



A Niue islander cutting copra.



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Guam fights for its place in the tourists' sun

Over the past 10 years about one and a half million tourists, mainly Japanese, have spent almost \$US600 million on visits to Guam. But facing competition from other destinations such as Hawaii, the Philippines and Bali, Guam as a tourist resort is facing an "identity crisis". DAN GIBSON reports from the spot on the problems, and on what the Guam Visitors Bureau plans to do about them.

For 10 years now, Japanese tourists have been hopping on daily flights to Guam from Tokyo, primarily lured by an abundance of sun, sand and sea.

But confronting a sagging tourism industry, and now competition from neighbouring Saipan, Guam leaders want to add to that "sun and sea" image.

Since that first Pan American World Airways flight brought 179 Japanese tourists 10 years ago, a total of 1 439 000 tourists — primarily Japanese — have visited Guam, spending about \$575 million according to official estimates.

But tourism officials say Guam's potential isn't being tapped, and hotel managers, facing hordes of empty luxury rooms, agree.

"The identity of Guam in Japan until now has only been sun, sea and sand," says Marty Pray, Guam Visitors Bureau manager. But other destinations — notably Hawaii, the Philippines and Bali — offer the Japanese that same attraction plus more.

Guam, Pray says, must also develop a better image to compete. The GVB is pumping most of its \$300 000 advertising budget into Japanese magazine advertising designed to boost unique Guam elements: local legends, the Chamorro village fiestas and the Latte Stone, the prehistoric structures of the ancient Chamorros.

GVB is working with Dentsu Advertising Ltd, Japan's largest advertising firm with more than 5 000 employees. The two have isolated segments of the Japanese population they want to lure to Guam — primarily young married couples, with single women as a secondary target.

A survey here showed 70% of Japanese tourists to Guam to be honeymooners, indicating that Guam is fairly successful in luring that group from Japan. The Guam vacation is comparatively inexpensive next to Hawaii, yet still offers the visitor a taste of the US.

Ironically, in GVB's celebration of the 10th anniversary of tourism, one such couple was chosen to win prizes and special services. But the couple turned out to be unmarried. They were "very good friends who

were thinking about getting married," Pray said. "This is the third honeymoon couple in 15 months selected and two have not been married."

No matter, he adds. "Two unmarried people bring just as much money to Guam as two married people."

Another survey showed that tourists view Guam as more expensive, but friendlier, than they had envisioned. That "friendliness" is another part of Guam's future image.

The new image may be paying off. For the first seven months of 1977 there has been a 31% increase in Guam's total visitors. This year apparently will be better than 1976, but still down from 1975, figures show.

But hotel managers say Guam is still a long way from healthy. They say some hotels may soon close because Guam — with 2 000 first class hotel rooms — is overbuilt. With low occupancy rates, the hotels must also fight high fuel and maintenance costs while keeping rates within reach of the Japanese middle class traveller.

And through the years, Guam has been the only entry point for Japanese visitors travelling into Micronesia to Saipan, Truk, Palau and other islands. No more.

Continental Air Micronesia started daily direct services between Tokyo and Saipan on October 1, after years of delay in winning route approval from both US and Japanese aviation officials.

While that development will undoubtedly serve as a boon for Saipan's seven hotels — two of which are not yet opened — it is unclear what effect the direct flight will have on by-passed Guam.

Air Micronesia will have three of its Tokyo-Saipan flights go on eastward to Hawaii, stopping in Truk, Ponape and Majuro en route. And three of its flights will go southward to Palau. The new route means a decrease in flights to Guam from Saipan from 28 to 25 each week, according to Air Micronesia general manager Gene Hassing. A month before the new service was to be initiated, Hassing said 60% of seats available in October had been pre-sold.

The direct Tokyo-Saipan route "will mean initially a slight drop in the amount of money Guam is earning," GVB's Pray concedes. But he thinks the route eventually will improve overall traffic.

Guam hasn't done badly in the last 10 years and will do better in the future, Pray believes — or at least hopes.



General view of Agana, capital of Guam.

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Islands face big problem in wooing Japanese tourists

Trading between most of the Pacific Islands and Japan generally ends up in Japan's favour simply because Japan produces more of what the Pacific Islands want than vice versa. But tourism is one area which can help offset adverse trade balances. Although the Japanese economy has been stagnant, thousands of Japanese still go overseas for their annual holidays — to Europe, America and the Pacific Islands.

The Island groups south of the equator can match anything Micronesia offers if they are prepared to set their minds to it. So far tourist entrepreneurs have geared themselves to cater more for American, Australian, New Zealand and, to a limited extent, European tourists. They have virtually ignored a huge market practically on their doorstep.

There are a few signs of awakening to this market, however, chiefly with Japanese prodding. By 1980, about eight million Japanese are expected to spend their holidays abroad, and by 1985 the figure could be 25 million according to several forecasts and surveys. With the Pacific getting about 10% of that number there would be another 2.5 million people clamouring for the services the Pacific tourist industry can offer.

As it is now, the Pacific tourist industry just could not cope with that number. Adequate air services and accommodation go hand in hand

and are badly needed. Allied with them is the development of facilities to keep the Japanese tourist occupied during his holiday. Generally, the Japanese tourist wants to do things. He is not so interested in lying on the sun-baked sand beside a tropical lagoon.

He likes a game of golf, he wants to know how people live, in what way is his holiday place different

from his own land. He will have money to spend on good living, but he won't waste it. While many of the shops throughout the Pacific are stocked with Japanese goods, sold duty-free to tourists who are attracted by the possibility of a bargain, to expect him to buy these would be like carrying coals to Newcastle.

True, he wants a bargain, duty-free, perhaps like Scotch whisky. This attitude means the Islands shopkeeper needs to do a bit of rethinking about his stock. He will still need the Japanese goods for his American and Australian customers, but he will have to carry prestige goods such as Swiss watches, German binoculars or French perfumes for the Japanese.

Hotel-keepers and restaurateurs will need to look at their menus, particularly if they wish to attract Japanese guests, which would not be a bad thing at that. Services must be of a high standard for the Japanese tourist wants the best he can get for his yen. The word will soon get about if second-rate rate or shoddy services are offered.

Japanese interest in the Pacific as an area for holidays goes beyond providing hotel rooms, entertainment and services. It also extends to investment. There is already Japanese money in some Pacific tourist developments, and there could be a lot more if a convincing case is put before potential investors.



A market selling "mino", a simple straw cape worn by many people in snowbound areas during the Japanese winter. The Japanese long for the warm sunshine of the Pacific Islands, but there are many problems to be solved by Island countries before Japanese tourists will visit them in larger numbers.

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TRAVEL

A nightclub in the Cooks, fruitier than a banana

The Banana Court, sprawling and brawling, is at the site of the staid old Rarotongan Hotel in Avarua. It has more atmosphere and colour than any other steamy pub I have seen in the Pacific for a long time.

The Court is presided over by a huge but gentle Cook Islander named, appropriately, Apollo. (The Rarotongans pronounce it **Aporo**.)

I joined some friends one Friday night to watch the spectacle. It was a picturesque and fragrant gathering — imaginative **el katus** (flower crowns) of every possible blossom and colour combination dotted the smokey dance floor. A really terrific band played pulsating Tahitian-type rhythms with electric instruments. It was a huge melee of myriad sound, muffled only by the closely-packed, warm bodies crowding in on the dance floor.

When the crowd thinned out, my friends headed for the Trailways and more dancing. I was tired and Apollo volunteered to drive me back to my hotel within 20 minutes. I asked him if he enjoyed his job as manager-cum-bouncer. He leaned for-

ward, huge palms pressing on the table. "My dear," he smiled at me — heavy features thick and fleshy, a huge gingerbread man! — "after 30 monotonous years as an accountant," he boomed, "I was delighted to shift! They asked me to take it, I didn't look for it."

Apparently "they" is the Cook Island Tourist Authority which manages the place. And Apollo is the right choice, he loves working in an atmosphere where there is never a dull moment. I thought, as I watched him trying to gently pry a drunk from a chair. He had wrapped himself around it like a child looking for his mother's breast, and passed out cold.

The 20 minutes I was supposed to wait for a lift grew longer. An hour passed and a few crises. For one, we had to let out Bimbo, Apollo's pet poi dog, who had been locked up in error in one of the little ante-rooms of this pseudo Greek-Polynesian Theatre. Another 20 minutes — I was still waiting while Apollo was sweeping out drunks and floors. And then, rather embarrassed, he gave me the news that he

had no gasoline in his car.

"I'll just rouse this chap," he offered, "he'll give you a lift." Heck, it was the nursing drunk who still couldn't be pried loose from that chair.

That was the clincher. A hurried goodbye and I rushed out the door in a huff wondering how in the world I would ever get back to the Rarotongan Hotel, 15 minutes and a light century away from the Banana Court.

Out of the shadows a local girl, tall and curvy, dashed out behind me, riding on the sweet scent **tipani**. "I don't know who you are, or where you came from, but not to worry, we'll get you home. We'll just get the police to drive you back!"

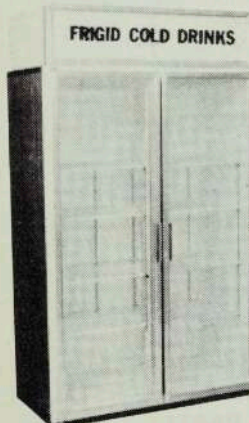
I followed her like a little puppy dog. We only had to walk a few yards to the conveniently-placed police station. Five limpid-eyed, Rarotongan gendarmes were standing around doing nothing. It was no problem getting me a lift home. A handsome chap from Aitutaki delivered me safe and sound at 1 am, telling me en route that nothing terribly exciting happens in Rarotonga.

One cannot store one's youth in a stone jar. Go and visit Apollo and the Banana Court. Just be sure you have your own transport home.

— Sheree Lipton



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'UIHA, ISLE OF HEALTHY FAT FOLK

The tendency of Tongans to obesity has been the subject of international attention from two widely-different directions in recent times.

A team of Japanese scientists is in the midst of a three-year survey of the health of the inhabitants of the island of 'Uiha, in the Haapai Group, the least affected of all Tongan islands by the effects of civilisation.

Focus of their research is to learn why the 'Uiha people, while uniformly obese, are free from such adult or geriatric diseases as high blood-pressure, heart ailments and diabetes.

The islanders examined were 50 men and 58 women, including two in their 80s and nine in their 70s.

The men were on average 175.1 centimetres (5 ft 9 in) tall and 81.4 kilogrammes (13 stone) in weight, while the women were 161.5 centimetres (5 ft 4 in) tall and 74.2 kilogrammes (11 stone 7 lb) in weight.

None of them was found to be suffering from diabetes, and their electrocardiographs registered no heart disorders.

Their nutritive condition was found to be perfect.

The scientists said that even old people who were overweight still worked hard.

Scientific curiosity about the subject doesn't appear to rate very high among New Zealand immigration officials.

According to Tongan medical-social worker, Leopino

Foliaki, a number of Tongan citizens have been refused permanent residence in New Zealand because they are "too fat".

He told a medical seminar at Auckland University: "New Zealanders consider obesity one of the greatest diseases. But we like to see our people strong and muscular, and able to resist violence."

"Another obese Polynesian", a doctor will think as an Islander walks through his door. Islanders like putting on weight . . . yet Islanders are being rejected for permanent entry because they are overweight."

He dismissed as inconclusive a European argument that fatness shortened the life span.

"You complain that people will drop dead at 65 from being obese. Why not drop dead at 65? You've served your time . . ."

But the Tongan health picture is not all rosy, according to Senituli Koloi, Tongan Wesleyan minister. He says he has observed much stress and illness among the 40,000 people who have consulted him during his six years work as a counsellor and faith healer. The main cause, he says, is poverty.

In an effort to alleviate this, he has set up a shop in Auckland's Ponsonby Road which will provide a market for Tongan produce — handicrafts and vegetables in particular — and also a new meeting place for the city's Tongan residents.

NUKUALOFA CLUB, TONGA'S FOSSIL OF COLONIALISM

A bloated dragon of racism is satiating its ravenous appetite by declining admission of indigenous Tongans into the prestigious Nukualofa Club in the Tongan capital. The private club has traditionally been a convenient retreat for expatriates from countries like Australia, New Zealand and Britain.

Of the club's membership of over 80, fewer than 20 are Tongan nationals. Of those 20, several had to apply for membership twice. At least one Tongan was blackballed twice before he was accepted into the inner sanctum. Some gave up after being blackballed once, others weathered the initial humiliation and succeeded after the second try.

A prospective member of the Nukualofa Club first has to be sponsored by two active members, at which point he may avail himself of the club's services, such as the bar, billiards room and library.

His guest status normally lasts for three months. His application for membership is then voted on by the general membership. (The male gender is used throughout since the club is open only to males, a principle sure to be challenged sooner or later by feminists!)

The criteria for becoming a member seem fuzzy. A long-time member put it this way: "Ideally, a

prospective member should be solvent, of good moral standing and character, and be generally accepted by the rest of the members."

Several of the Tongans who have been blackballed recently would seem ideal candidates in all aspects but one — being acceptable to the majority. This has caused some bitter but revealing remarks by some of the "rejects". 'Epeli Hau'ofa, holder of a PhD from Australian National University (and a Nukualofa Club reject), says only Tongans in a powerful political and economic position could become members.

"Otherwise, these prospective members can make it uncomfortable for them," said Mr Hau'ofa, now a Nukualofa resident after many years of overseas study and practical experience. "The Nukualofa Club is probably the most exclusive private club in the entire South Pacific."

Mr Hau'ofa is regarded in Tonga as an intellectual, and one who does not hesitate to speak his mind openly, without fear of disagreeing with expatriates or anyone else. This latter characteristic seems a major handicap to becoming a member. Other rejects from the club include Sione Tualau Mangisi, Chief Establishment Officer for the Tonga Government, and Lisiate 'Akolo, a senior officer of the Tonga Development Bank.

A member who asked to remain

anonymous said rejects from the club either did not know or just did not want to "grease" or kowtow to the *palangi* (European) members, thus losing when their application came to be voted upon. "You must always agree with the *palangis*," he said, "laugh when they joke and pat them on the back always. After you've been voted in, you can start doing more of what you really want."

Of course the balloting is done in secret, and no one accepts the blame for the large-scale blackballing of Tongan applicants. The *palangis* are said to blame the Tongan members for not wanting more Tongans to join, since more Tongan members would erode the existing members' elitist status. This is a hollow argument since the Tongans total vote is less than 20 out of 80 — hardly a majority.

"The Nukualofa Club should be preserved as a living fossil of colonialism in the South Pacific," says Mr Hau'ofa — a particularly ironic remark since Tonga never was a colony.

The solution? Is there a solution? Should the club openly declare its doors closed to all Tongan nationals except for a select few? These are questions only the most powerful club members can answer. Meanwhile, in the "friendly islands" setting of Tonga, the Nukualofa Club's dragon of racism continues to burn prospective Tongan members with its fiery breath.

— SIO MAGISI in Nukualofa

A NEW SLANT ON THE COASTWATCHERS

It's taken more than 30 years to tell the stories of the wartime Coastwatchers, and they are not all told yet, but a new book from American author Walter Lord, *Lonely Vigil*, gets close to completing the records. It's certainly the most thoroughly-researched and documented account since Eric Feldt's authoritative *The Coast Watchers* was published in 1946, and it adds a new dimension — a Japanese viewpoint.

The Coastwatching Service was developed by the Royal Australian Navy after World War I. It was aimed at reporting any suspicious movements on Australia's unguarded coastline in time of war, and with the advent of the Pacific War in 1941 the service was extended to more than 100 coastwatching stations established outside Australia in a 2 500 mile crescent of islands stretching from the western part of New Guinea through the Solomons to the New Hebrides.

The reporting stations were equipped with two-way radio and staffed part-time by volunteer spotters — planters, traders, missionaries, government officials. They reported to control stations at Port Moresby, Rabaul, Tulagi (then the chief port of the British Solomons) and Vila, which in turn worked to the Australian headquarters of this unusual network at Townsville, northern Queensland.

The man in charge at Townsville was the legendary Commander Eric Feldt, RAN, who through personal contact had largely built up the string of volunteers. They were Islands personalities like himself, for Feldt had worked before the war in commerce and in government in New Guinea, knew his men and was respected by them. It was Eric Feldt who was best equipped to tell the Coastwatchers' war-time story, although his 1946 book was never republished in exactly the same form because his account, having been written very close to events, was too forthright in its criticism

of some troops (not Coastwatchers).

Later, a number of Feldt's men, H. J. Murray, J. K. McCarthy, D. C. Horton and Malcolm Wright gave details of their particular experiences in books of their own, and from time to time there also appeared, mostly in the pages of PIM, numbers of other detailed accounts of the work of men like C. W. Seton, Martin Clemens and the irrepressible Ken Dalrymple Hay.

Walter Lord (*A Night to Remember*, *Day of Infamy*, *Incredible Victory*, etc) decided in this new account to concentrate his considerable writing and research skills on recording the Coastwatching activities in the Solomons, and since he includes Bougainville in that geographical area, the scope of his story is well worth the effort and expense that took him 40 000 miles over several years, digging into archives, examining private diaries, interviewing surviving Coastwatchers or their families while he got it all together. He also had the ad-

vantage of hindsight, with the authoritative war histories that have appeared.

The work of the Coastwatchers on Bougainville and the Solomons, who for the most part were forced to operate deep within Japanese-occupied areas, was probably the most spectacular, the results more rewarding. The Solomons' Coastwatchers helped the Allies get a foothold on Guadalcanal and then helped keep them there while they widened it and advanced, despite determined counter measures by the Japanese which for months kept the opposing forces balanced. As Admiral Halsey put it in a line which has been repeated a thousand times since, "The Coastwatchers saved Guadalcanal and Guadalcanal saved the Pacific."

All the names are here in Walter Lord's book and their stories — some stories, but many more told for the first time — Seton, Hay, Horton, Clemens, Paul Mason, Jack Read, Father de Klerk, Reg Evans, Henry Josselyn, "Snowy" Rhoades, John Keenan, Donald Kennedy, Geoffrey Kuper, Hugh Mackenzie, "Wobbie" Robinson, Jacob Vouza, Nick Waddell, Sgt Yauwika, and dozens of others. The illustrations, mostly from private albums, enhance the stories, and Lord's appended list of his in-

BOOKS



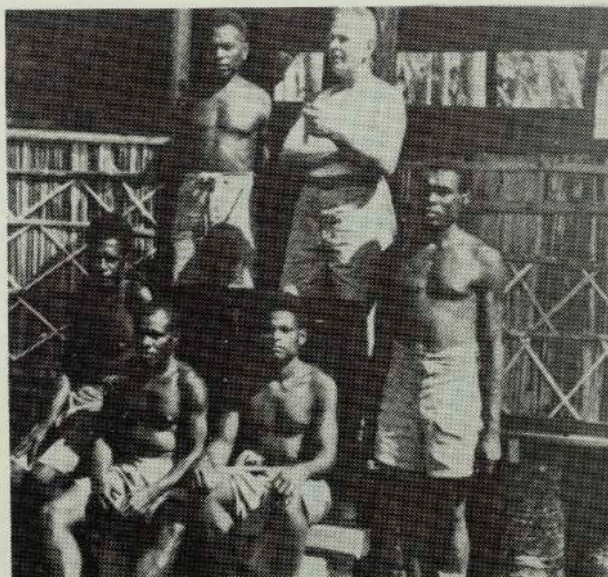
formants is an historical record in itself.

It's an unput-downable narrative, but the special value of *The Lonely Vigil* is that it places the work of the Coastwatchers in perspective against the continuing backdrop of the larger battle that was waging for ownership of the Pacific — thus a war history within a war history. The battles of the Coral Sea, Cape Esperance and Savo, the desperate, lengthy struggle for Henderson Field, the daring tactics employed by the Japanese in running reinforcements down The Slot nightly aboard fast destroyers (the "Tokyo Express"), the brilliant aerial ambush of Admiral Yamamoto, are told here in their right order. It is in recreating the trials of strength that Lord has made good use of Japanese informants, so we get a rounded view of cause and effect.

Among the many new details we get the stories of Father Albert Lebel whose work and initiative was responsible for the evacuation of American nuns from Bougainville, and of Corporal Frank Nash, the only American Coastwatcher behind enemy lines in the Solomons. Painstaking interviewing has brought out new information from the more celebrated Coastwatchers whose stories, one would have thought, had been told.

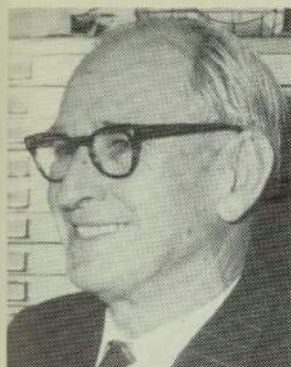
Yet perhaps all the stories will never be told, as I was reminded by two rare errors in Walter Lord's highly-readable book.

The picture on p 44 of Paul Mason "photographed with Wang You, one of the many natives he worked closely with on Bougainville", depicts in fact Paul Mason with the popular former Bougainville trader Wong You, proudly Chinese and later a naturalised Australian. Wong is not mentioned elsewhere in the book, but some years ago on Buka, Wong told me how he had a sticky time when being interrogated by Japanese on-



Eric ("Wobbie") Robinson with five of the natives who worked with him. Taken on Guadalcanal shortly after their evacuation from Bougainville, July 1943.

— Courtesy John R. Hubbard.



Eric Feldt, after the war.

Bougainville about the whereabouts of Mason, who was then hidden with his radio in the hills.

Wong wasn't giving any answers, but when the interrogation began to get desperate it was stopped by Tsunesuke Tashiro, a Japanese political affairs officer, who had arrived with the Japanese forces, having worked in Bougainville before the war. Tashiro knew both Wong You and Mason and he told the interrogator, "This man has known Mason for 20 years; he has known you for only five minutes!"

Tashiro is named in *A Lonely Vigil* as Tashira, and the few references to him tend to identify him as an unsympathetic hound-dog, but in fact Tashiro had the reputation of being "a good bloke". Paul Mason told me once that he believed Tashiro would have been quite capable of having him tracked down on Bougainville, but obviously didn't try too hard. And Bishop Thomas Wade revealed in a letter to PIM after the war that Tashiro had sent a friendly message to him when the Japanese had arrived in Kieta in 1942, warning him to get out while he could (Wade stayed put).

Tashiro returned to the Pacific after the war, and in 1960 I met him at Santo in the New Hebrides, where he was construction manager for the South Pacific Fishing Company. He asked me whether I thought there was any chance he could permanently settle in Australia.

Lonely Vigil is both an important and exciting narrative of a colourful period in the Pacific War. — Stuart Inder.

(*LONELY VIGIL COASTWATCHERS OF THE SOLOMONS*. By Walter Lord. Published by Viking Press, New York. \$US12.50.)

Study of violence in Papua's Mountains

Papua Besena, the separatist movement, wants to send home all people from the former UN Trust Territory of New Guinea living in Port Moresby because, so Miss Josephine Abaijah and her followers allege, the "Chimbus" are aggressive and often violent, quite different from the peaceable Papuans.

If it were not for its price of \$30, the Somare Government would probably widely distribute *Bloodshed and Vengeance in the Papuan Mountains*, by C. R. Hallpike. Alternatively, at a much lesser cost, it could send out an extract from a report made in 1955 by R. T. Galloway, then assistant district commissioner at Tapini, showing that at least 44 murders, three manslaughters, three suspected murders and 32 other crimes of violence had been committed among the 3 000-odd people of the Goilala sub-district during the previous six years. This was about four times the rate of violent crime in New York, then the highest in the world.

Chris Hallpike, an English anthropologist who worked in 1970-72 among the Tauade, one of the groups in the Goilala area, argues that the traditional pig feasts and other gift exchanges have been the main factor in the destruction of the people's original clan organisation, have atomised their society, and are "intimately associated with the high level of violence". If Hallpike is right, the then Tauade are very different from other groups in Papua New Guinea, not only in their conduct but also in respect of its cause and effects. (With unusual candour, the author writes that "social anthropology might be defined as the study of lies that natives tell to anthropologists, especially anthropologists who work with people like the Tauade".)

French Catholic missionaries and Australian government officials have been in the Goilala area since 1911, but it took over 20 years before a police camp was set up at Aporata. Four years later, in 1938, the Fathers started their main station at Kerau.

It took many government patrols, over many years and often with bloodshed, before some stability of law and order was achieved. It took even longer for the Tauade to see the government as more than "Just another, even if rather strange, fighting force, actuated by motives beyond the grasp of ordinary mortals". Over the years, officials and missionaries established primary schools and encouraged the people to grow cash crops, but there is little to show for it.

The Tauade did, however, play an active part in the development of tracks and bridle paths (the missionaries introduced horses and mules), so that one wonders whether the author may not be somewhat pessimistic in his assessment of their response to pressures from the outside world. Mr Louis Mona, their

MP, is now Minister for Defence and, no doubt, urging and helping his constituents to get into the mainstream of their nation.

The author observes that the Tauade, in spite of their display of pride and self-assertion, "do not believe themselves capable of creating any new institution, whether social or material" — all has been created by the culture heroes. If so, then one must look to their young men away from home, mostly in Port Moresby, for whom urbanisation may well prove to be the catalyst in the move from traditional self-destructive violence toward taking part in constructive national development.

This is a very good book, with few blemishes, e.g., two patrol officers who were dismissed for unlawful acts, and one of whom was gaoled, were not respected by the Tauade as people, but because they seemed to have adopted so many of the violent ways so dear to the hearts of the Tauade; the first government school was started in 1954, not 1962.

The greater part of the book will not interest anyone except anthropologists, but the first two chapters are of considerable general interest. Indeed, those two chapters deserve to be read by every Papua New Guinea politician and public servant entrusted with changing a situation in which a group of people, the Tauade, "far from regarding the imprisonment, as opposed to the execution, of murderers, as a liberal and humane policy, consider it an exasperating and inexcusable weakness." — Harry Jackman

(*BLOODSHED AND VENGEANCE IN THE PAPUAN MOUNTAINS. THE GENERATION OF CONFLICT IN TAUADE SOCIETY*. C. R. Hallpike. Published by Oxford University Press, Melbourne. \$30.00)

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BOOKS

A MOMENT OF JOY OUT OF SOGERI HIGH

Over the years I have seen a great number of year-books, school magazines and other records of school achievement produced to bring the merits of schools to the notice of their own supporters and the wider general public.

In general there is a sameness about them which tends to deaden the visual senses, team photographs, school boyish/girlish poetry, rather forced short stories and a mass of in-group anecdotes and school "jokes".

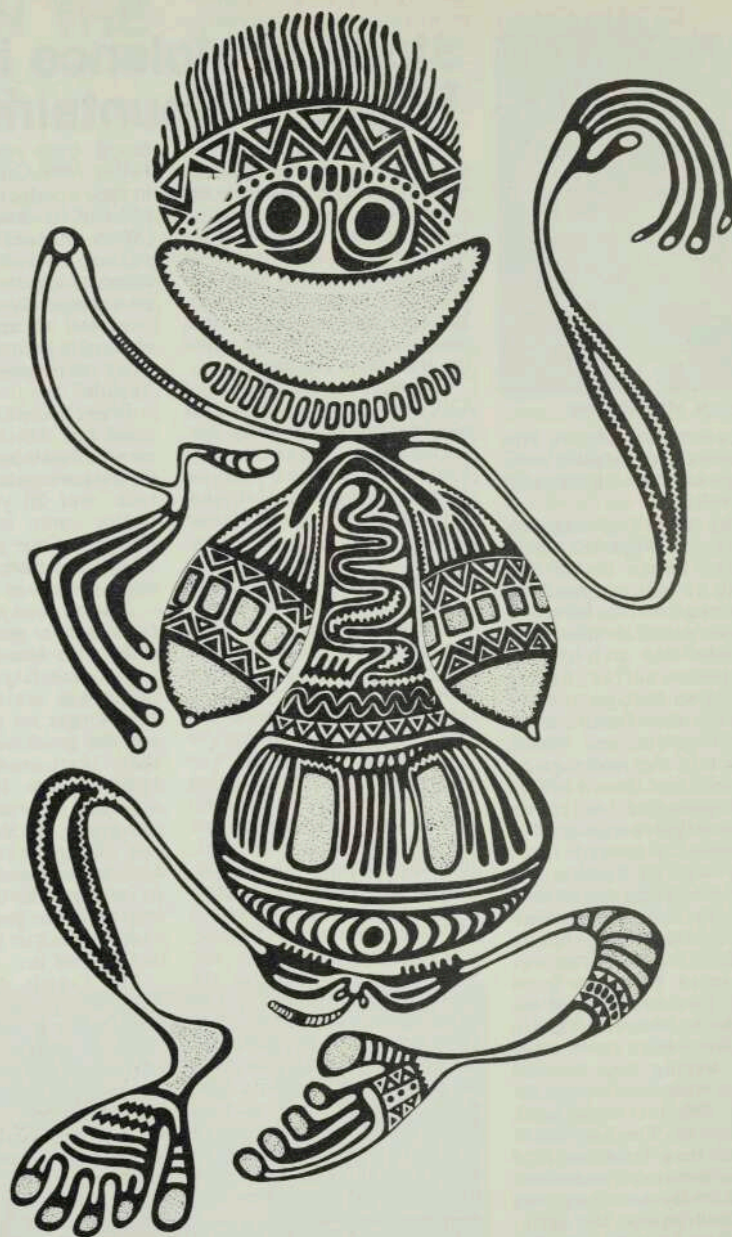
In very few instances do the printers of these outpourings give to them a stamp of authority. They do not say they are associated with productions which enhance their trade. I have also had the pleasure, sometimes of a very doubtful nature, of looking at the art-work being produced by schoolchildren.

Often I have the impression that the spontaneity that is characteristic of the visual artistry of small children is "taught" out of them by the time they come into adolescence and should be at a psychological moment in time when they should be expressing, in both written and visual forms, the emotional and social transitional forces they are experiencing.

Among all these schools I have seen in the artistic setting, two in particular have left an indelible impression upon me. One was the Indian High School at Phoenix, Arizona, where the pupils, drawn from many of the Indian tribes are producing dynamic art work, which commands so much attention that it wins national awards with regularity.

Now I can say that I have had another moment of joy, for I have been able to experience the impact of the outburst of artistic attainment which is emerging from Sogeri National High School in Papua New Guinea. I want to report on four items which have now been made available for general distribution.

The pupils at Sogeri National High School aged 16, 17 and 18 years of age, are obviously being guided in their visual arts work by teachers who are sympathetic



Powesiu Lawes is 18 and a talented artist. He comes from Loni Island and hopes to train as a doctor when he leaves Sogeri this year. His design depicts the legend of a widower who, unable to feed his children or find a new wife, asks his ancestors to grow breasts on his chest. This was done and from his children grew the many clans of Kambutso Island.

towards the preservation of the traditional art-styles, yet who are prepared to encourage their pupils to adapt those forms to move with a modern Papua New Guinea and to produce graphic art-forms which are exciting in their use of colour and symbolism and which presage the development of the modern art forms of their country.

Tairu was published by the

school, having been compiled and edited by Barry Ison, and it was a commemorative booklet which was given to the important personages attending the independence ceremonies.

The young people of the school have retold stories associated with rituals from the 20 provinces of Papua New Guinea. In his foreword Michael Somare says "In the harmo-

ny and co-operation of these students, who represent every province of this land, is reflected our hope for the future; for what we achieve will be through our nation as a whole, whose identity is unmistakably Papua New Guinean".

The students have done as their Prime Minister has urged. In story, verse and design they have said, in as vital a way as possible, that Papua New Guinea is marked by enormous diversity, yet it is possible to discern that there are unifying forces at work. This publication, like two others, has been most competently printed by the local Hebamo Press, with clever use being made of sepia design work on a good quality yellow paper.

Pukari, which appeared in 1976, says of itself that the students "relate their traditions, interpret old designs, comment on their society, create new ideas, for that is the way of Pukari". *Pukari*, being the "voices of New Guinea".

In its basic layout *Pukari* is very similar to *Tairu*, with Barry Ison again being the compiler and editor. But, on this occasion, the production was in the hands of the Tofua Press of San Diego. There may be very good reasons for the book being published in the United States. The printing has been competently done, but I feel that the Hebamo Press has well enough demonstrated the capacity of presses in Papua New Guinea to produce work of the highest quality; that it is a great pity to see work, which is so closely identified with Papua New Guinea, being produced outside the country.

Now for two other items, which have elements of uniqueness about them and which merit accolades in their own right.

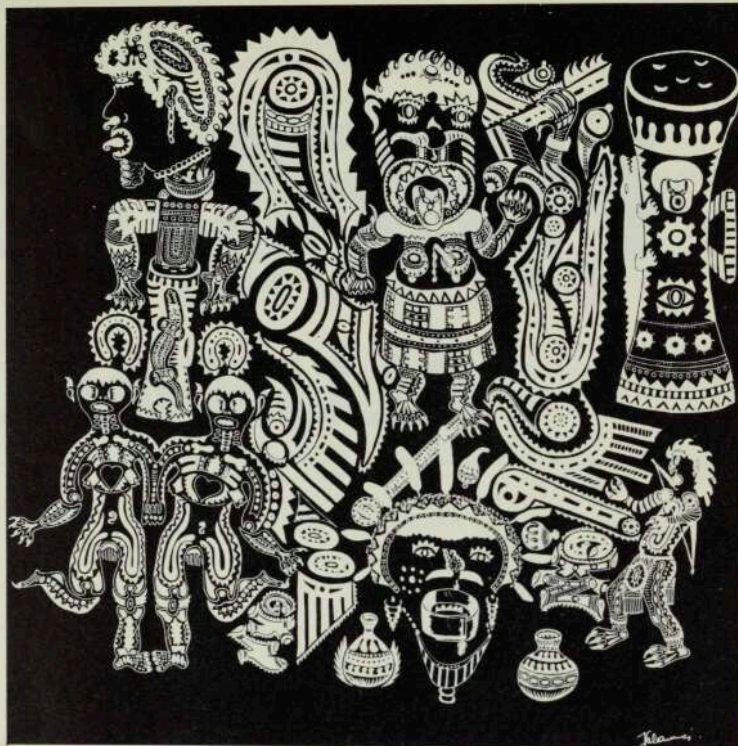
Jean Holtham has edited *Iseda Miusiki*, which is a book of songs composed by students at Sogeri.

Hebamo Press and a team of song-writers and artists at the school have come together in a most happy way to bring out a variety of musical experiences — songs about home, patriotic songs, *Turn back boy*, a musical play, love songs, spirituals, *Paul* — songs about St Paul's life — melodies without words, and chord reference charts.

The same dynamic graphic art work adorns the pages and all the notation and words have been done by hand — a genuine students' effort, yet a music teacher friend of mine has commented most favourably upon the musical merits of the songs and various other pieces.

I am sure that many pupils, living on islands throughout the Pacific and in the metropolitan countries will benefit greatly from delving into the contents of *Iseda Miusiki*.

Last, and far from least, there is



Kere Naime, 17, from Pinu village in the Central province of Papua New Guinea, based his design on a legend of a boy who is insane and murders his mother while his older brother is away dancing in another village. The three part design shows firstly, the older brother who is clever and a great hunter, then the mother being shot by the younger brother, and, lastly, the younger brother running away.

Asimba, "a collection of designs from Sogeri Senior High School". This is the work of 15 students, who have given us 20 42 x 28 cm graphic designs. These epitomise the spirit which runs through all these Sogeri productions.

There is colour, movement, humour, pathos, attention to the past and an extroverted look towards the future and of a calling upon the resources offered by other art-styles in the Pacific region.

I called upon acquaintances, who could speak with authority as graphic artists and as printers and

all were able to tell me that this collection is of outstanding merit. The printing has been done with immaculate attention to detail. Hebamo Press deserves public recognition for its achievements.

All in all I can say only that I wish other schools, both within the Pacific Islands and in New Zealand and Australia could be inspired to produce work of the standard that is coming from Sogeri. Perhaps, I may be proved wrong, but I have the distinct feeling that all these items will some day be looked upon as collectors' items. — W. G. Coppel.

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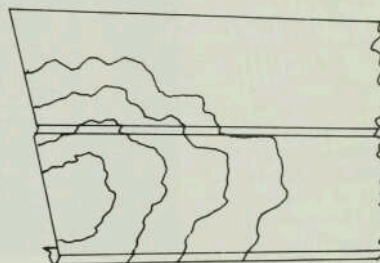
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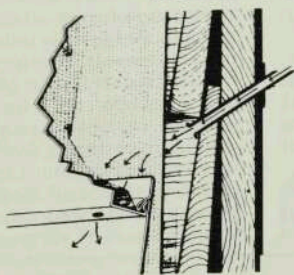
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THE ARTS

Teacher Greg Murphy had an idea while lecturing at the Goroka Teachers' College — a travelling theatre to bring drama to the bush. Ian Crichton tells how the idea became a reality.

A SWEET POTATO FOR A SEAT



If the villagers, who live around Goroka in the Highlands of Papua New Guinea, get a taste for drama and for preserving some of their ancient legends and dances, much of the credit will have to go to Greg Murphy. He is the Australian director of a unique company of 10 men and three women who visit the villages in a jazzily-painted truck and perform folk dramas and dances in Pidjin — the Raun Raun Travelling Theatre.

Greg Murphy was lecturing in drama at the Goroka Teachers' College in 1975 when he had the idea that such a company should be formed so that Papua New Guineans who, perhaps, had never seen a play, should be given the chance to appreciate some of the dramatic and amusing fare from their own history — in a language they could understand.

But nobody in official circles seemed much interested. Inevitably, he had to do it himself. Starting with his own students, and after a lot of interviewing and planning, he picked 15 men to form his dance group.

For a name, he chose the Raun Raun Theatre because it combined three ideas: the pidjin for travelling around, Theatre in the Round and an experimental group of officials who visited villages and were known as the Market Raun.

For their first performance, the Raun Raun Theatre didn't know what to charge, so most of the audience paid in chunks of kau-kau (sweet potato). Now the standard fee per performance is 20t. And, after arriving in a village with all their costumes, props and an electric generator in the truck, they

get audiences of up to 200 or 300 at a time.

They make their own costumes and props, producing colourful and grotesque masks, headgear and — now that three girls have joined the group — skirts. The music is made with bamboo flutes, drums, gongs, jews' harps, a conch shell and the singing of the girls.

Their productions fall into two main types: traditional folk operas, including song and dance, and stories of everyday life to which audiences can relate — such as a husband going out and getting drunk, then getting into trouble with his wife. The stories used may be suggested by a poem, or a legend, and there is considerable improvisation. Once a rough theme has been worked out by Greg, the dialogue and movements are then memorised. There are no written scripts.

The group has its headquarters in Greg's pleasant home in Goroka, but the girls have their own sleeping-quarters and there is a rehearsal

room and a hut where they store props and costumes.

Each member is housed, fed free, and paid K30 a fortnight. The theatre gets an annual subsidy from the PNG Government of K18,800, which Greg describes as "a shoe-string". He badly needs an administrator to help him with the paperwork, and contrasts the Raun Raun Theatre with the National Theatre Company in Port Moresby.

"We have survived here as poor cousins for so long," he says, "but one day — I hope — the two companies will be equal, under a Theatre Trust."

But Greg may not be there to see it. He is leaving the company in 1978, and hopes to hand over the directorship to a Papua New Guinean. He is optimistic, however, that conditions for the players and the company will change for the better next year.

"Also, we hope that other travelling theatres will spring up, perhaps on a smaller scale," he says.

Above, Yalambing Namu strikes a pose and, below, Greg Murphy at the wheel of his eye-catching truck.



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A Fiji marine court of inquiry in November severely reprimanded the captain, chief engineer and chief mate of the government vessel Tabilai — which sank last August, at a cost of more than \$1 million. The story below backgrounds the court's findings.

Fiji court hears tale of wreck, and draws a lesson or two

The Fiji Government is taking no chances with its newest landing craft, the 42.5 m Yaubula. Unfortunate experiences with two similar craft, the Tabilai, which sank off Cikobia on August 30, following a double grounding of the Duiyabaki in March, have prompted the extra attention to the Yaubula.

Defects found in the Tabilai will not be repeated in the Yaubula. The initial trials of the Yaubula were prolonged because of defects in the pumping system. Then it was decided to lay wooden sheathing, not included in the original design, on the steel deck to protect it from heavy equipment. Evidence before a marine court of inquiry into the Tabilai had suggested that her pumping system was not efficient and that cargo had moved on her steel deck.

The loss of the Tabilai was estimated at more than \$1 million, including \$250 000 worth of cargo.

The Duiyabaki ran on a reef patch off Vanuabalavu on March 20. She managed to release herself, only to go aground again on March 25, this time off Tuvuca. The cost of restoring the Duiyabaki to full operation was estimated at \$136 500, at a time when the government was acutely short of money for repairs.

Evidence before the court of inquiry into the sinking of the Tabilai suggested there was a need for tightening some procedures. The craft seemed bound for trouble even before she left Suva for the Lau area. The loading ramp broke while a bulldozer was being loaded, and this delayed her sailing for several days.

Then there was a conflict of evidence between the secretary of the Marine Board, Mr Ravindra Nath, and the acting fleet superintendent, as to who was responsible for the marine checker. The Tabilai left without a physical check by the marine checker, but that sort of thing had happened before.

The master, Captain Akaci Taka, described difficulties experienced on the voyage. A bulldozer started shifting and caused a list to starboard, but he also considered imbalance in the water tanks contributed to the listing. The list was corrected while the Tabilai was at

Lakeba, but recurred when the craft put to sea again.

Captain Taka was unworried as he had confidence in the engineers. Nevertheless, he decided to anchor for the night off the Tongan Passage, between Vanuabalavu and Cikobia. He had gone to his cabin while the engineers were working on the pump to eject extra water taken in. He had been called when the volume of water increased and the pump failed to work. He tried to beach the Tabilai on the nearest reef, but failed. He then ordered the passengers into a dinghy while the crew tried to save the craft. They were unsuccessful. Everyone then put on life jackets and swam for the shore, but the steward Josefa Waisura, 60, did not make it and was lost.

Moses Qali, a member of the crew, said he was first overboard

before the Tabilai capsized. He saw Waisura floating in the water. He stayed with Waisura for about 20 minutes and started to lose strength. He left Waisura, telling him he would see if he could get help from Cikobia. He did not go back, once ashore, and did not report Waisura's difficulties to anyone.

Captain Edward Lysons, senior marine officer with the Marine Department and marine surveyor for the Marine Board, said the pumping and drainage system in the Tabilai was not good because of the arrangement of piping and valves to the ballast tanks used to keep it on an even keel. If attempts were made to pump ballast in or out of one tank it was quite likely that it would be pumped in or out of one of the other tanks, and that was the very thing one did not want to do. The system had only one pump, and that was insufficient.

This photograph of part of the Tabilai cargo was taken at a depth of 84 m. The tyres of the Landrover, as this picture shows of one (at left), were completely flattened by the pressure of water, to which the divers and camera were also subject.

Salvage Pacific Ltd, at the request of the Fiji Government, made an underwater survey of the damage to the Tabilai and part of its cargo — a D8 caterpillar bulldozer, a D6 caterpillar bulldozer and a Landrover containing various items of film projection equipment. The survey team, operating from the salvage vessel, Salmar, comprised Ian Lockley, survey leader, Ian Perrott, assistant leader, and divers Augustine Caine and Malakai Bole.

The team took several photographs at depths ranging from 64 to 82 m. The salvage ship was specially equipped with a one-man compression chamber, said to be the only one in the South Pacific.





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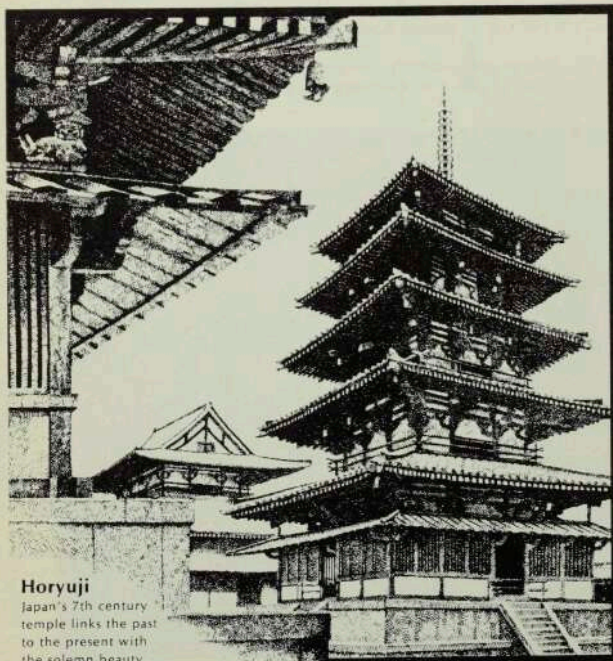
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YESTERDAY

W. Craig and Bert Weston recall events of 50 years ago in Suva, Fiji, and the primitive New Guinea of those days. Mr Craig's story concerns a freak accident which accompanied the scuttling of an old coal hulk outside Suva harbour, and Mr Weston's his first hair-raising contact with the occult, New Guinea-style. "Yesterday" is a new regular PIM feature which will recall each month interesting facets of Island history.

A costly error of judgment in Suva, 1928

For about a score of years there rested, buoyed on a firm and secure mooring in Suva harbour, an old and decrepit coal hulk. Once a proud sailing ship which ploughed through many of the world's oceans in the course of her active career, she had been condemned by the steamship age to serve her final owners as an unglamorous but useful coal depot.

Built at Renfrew on the Clyde in the year 1865 and named the *Weathersfield*, this iron vessel of 1118 tonnes was designed for the Liverpool-India trade, originally as a full-rigged ship but later as a barque. Operated by the firm of Greenshield Cowie Co Ltd on the lucrative Indian commerce, she was credited with very fast sailing on this route.

Diverted to the New Zealand service, the *Weathersfield* arrived in Wellington on her first voyage on January 24, 1882. After a number of successful, including some hazardous, voyages to and from the UK, the ship, when approaching Wellington on April 8, 1888, was unfortunately grounded on the Otaki beach. Here she was

condemned and remained fast on the beach for four years. While still aground, she was sold to a Captain Cooper for £475, and sold again to a T. G. McCarthy of Wellington, who had the ship re-floated in 1892 and towed into Wellington harbour.

Following extensive overhaul and re-registration, the barque made several voyages to London. Towards the end of her busy years under canvas, she was used in the inter-colonial trade, her last voyage being with a cargo of timber from Bunbury, Western Australia. After lying at anchor in Wellington harbour for a long period, the *Weathersfield* was purchased by the Union Steamship Company in 1908 and in 1909 she sailed for Suva to be used as a coal hulk.

In the early years of her new assignment, the custodian-caretaker was a Captain Brayton who lived with his wife and family in quarters provided on board, probably the same accommodation as was used by the sailing captains in the good old days when she was in her prime. For some years, Captain

Brayton's daughter Lily was a well-known actress on the London stage. During Brayton's stewardship, it was considered quite a treat to be invited on board for afternoon tea, but of course not during coaling operations.

The transfer of coal was usually made by a gang of Fijians armed with long-handled shovels and assisted by the ship's winches. There was coal dust everywhere — in the hold, on the deck and in the air, but the living quarters were, of necessity, kept tightly closed during these operations. The Fijians seemed to treat this grimy dusty work as a huge joke and went about their task with tremendously good humour, punctuating the work with peals of laughter at any unfortunate mishap. They really worked very hard, but the hard toil did not prevent them from being extremely careful to keep the coal dust out of their huge mops of woolly hair.

During the period when the Canadian-Australasian line of steamers were coal-burning, the officers on each ship had the frustrating job of rounding-up the firemen and stokers

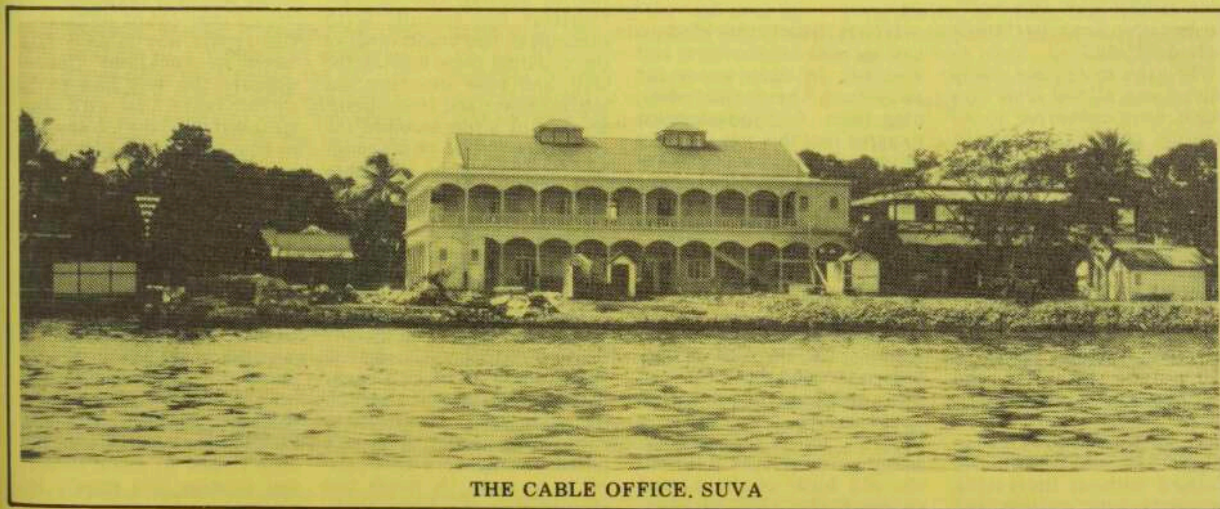
and delivering them on board at sailing time.

It became a regular practice for an officer to hire a landau or a taxi and systematically call at all the hotel bars in the town. Starting at the Pier Hotel half an hour before sailing time, he would visit the Melbourne, the Club, the Garrick and sometimes the Grand Pacific, in an endeavour to collect the defiant and often tipsy crew.

If any crew members were still missing after the hotel sweep, a discreet search of certain areas would be made. However, the stokers were usually located in the hotels and the steamer would seldom be delayed for more than an hour or two.

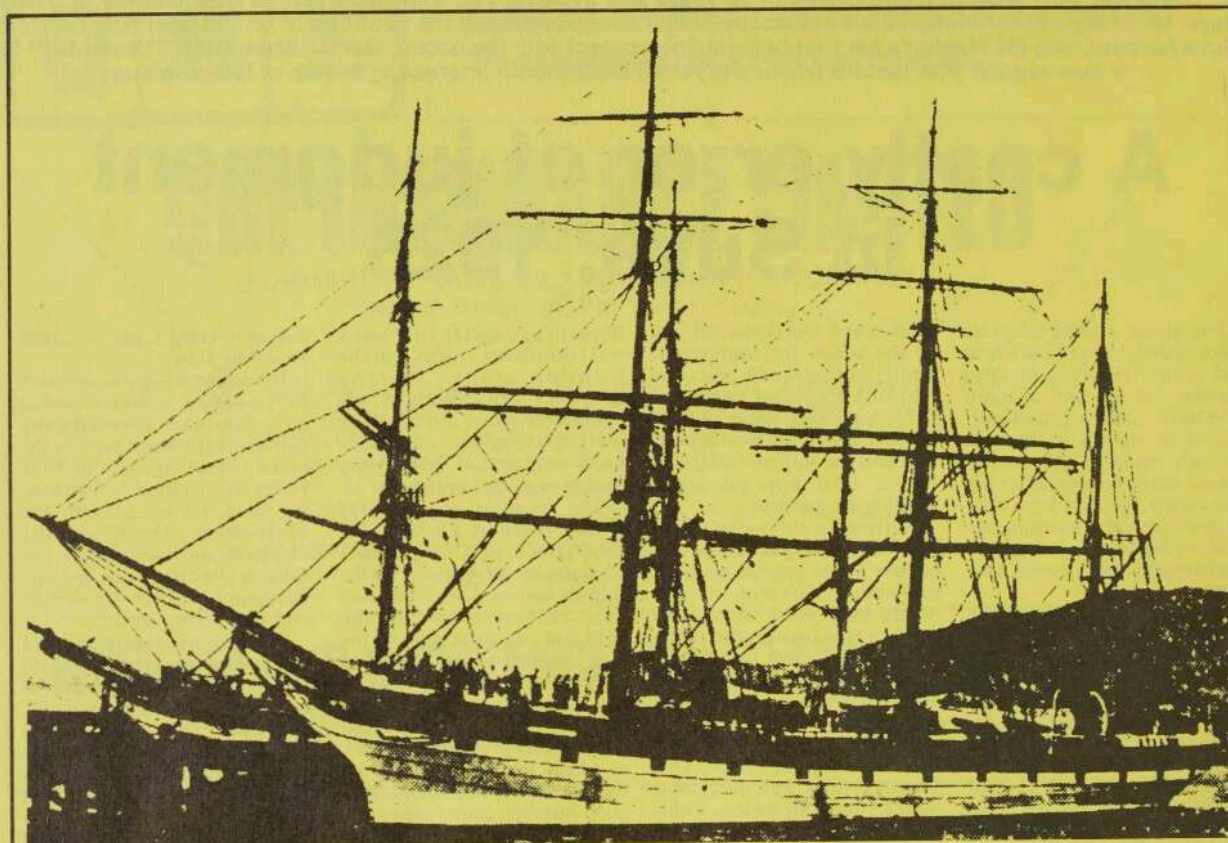
Passengers lining the ship's railings, and their friends patiently waiting on the wharf, could be counted on to raise a hearty cheer as the unwilling crew members were manhandled on board the ship and the gangway quickly lowered to permit a speedy departure.

In the course of time, the demand for coal became less and less, and the hulk held smaller and smaller quantities, until she rode much high-



THE CABLE OFFICE, SUVA

YESTERDAY



THE WEATHERSFIELD.

er in the water than was normal. Captain Brayton passed away and the subsequent caretakers were Fijian or part-Fijian. They were competent men with a strong sense of responsibility, but as the lofty ship stood higher and higher out of the water, the barnacles and other marine growth on her hull gave her a down-at-heel look. In a word, she became Suva harbour's "ugly duckling."

When the motor age really arrived and all the USS Co's vessels were converted to oil burning, the Weathersfield had reached the end of her long and useful career. She had become an eyesore to the townsfolk, and there arose some agitation to do something about her. She was also becoming a hazard in the harbour of modern Suva, and was a constant worry during the hurricane season. Being so high out of the water, she would have been uncontrollable in a really hard blow. There was no suitable place at which the vessel could be beached without increasing the outcry from citizens and

environmentalists.

For many of us who had boarded the barque when she was in her early years as a hulk and who had appreciated her lines, her smart appearance and her tidy captain's quarters, it was rather sad to know that the 60-year-old vessel would shortly be discarded and possibly scuttled.

It was finally decided to tow her out of the harbour and sink her in deep water far away from the normal shipping lanes. Everyone seemed to agree that this was the only thing to do with the disreputable old-timer. On February 18, 1928, towed by a powerful launch, slowly and steadily she was moved across the harbour, through the narrow entrance and well out into deep water.

In the cable station on Victoria Parade, the staff on duty peered through the office windows, watching the procession as it made its leisurely progress across the harbour. Many pairs of eyes followed the old hulk as she passed through the reef passage,

serene and stately, although a little awkward, on her final voyage. About half an hour later, a look-out on the office upper floor announced that the ship was about to be scuttled.

Without exception, all staff left their posts and gathered on the rear verandah of the office to see the last of their familiar old friend. With binoculars, one could observe the scuttling crew leaving the ship, and very soon she was settling lower and lower in the water. For a few seconds, the stern appeared to be suspended, then suddenly all disappeared beneath the sea. After three hearty cheers and a wave of farewell, the staff filed back into the office to resume work on the circuits.

Everything was normal for several minutes, then suddenly the siphon recorder on the Auckland circuit went haywire and twisted right off the paper tape. All efforts to restore the incoming signals failed, so engineers were called in to assist. A rough test showed that the Suva-Auck-

land cable was completely broken at a point approximately 10 miles from the office. This was just where the old Weathersfield had been scuttled.

Later, it was found that the hulk had settled right across the cable and severed it completely. As the sea in this locality was very deep, the only vessel that could undertake the repair was HMCS Iris, based in Auckland. Consequently the Iris had to be commissioned and despatched to do the job at a cost of many thousands of pounds.

In a few weeks, the cable was repaired and to most of the townsfolk the ugly duckling of Suva had become just a memory. But for some of us she was a very pleasant memory of happy days spent cruising and sailing past her in Suva harbour. Many remembered the cheery wave Captain Brayton would give to passing craft. The fact that, in her dying moments, the old hulk caused so much trouble and expense was merely incidental.

YESTERDAY

When the blood runs cold and the spine tingles in Papua New Guinea

There have always been stories of weird and inexplicable happenings, generally attributed to non-white races, which include fire-walking, bone-pointing, the Indian rope trick, the performances of the gully-gully man and of the witch doctors of Africa.

And anyone who has lived in Papua New Guinea for any length of time has heard of, or experienced, instances of the occult and of sorcery among the primitive tribes. What employer of native labour has not been approached at some time by one of his employees asking to be allowed to visit his home village hundreds of miles away by land or sea as a close relative had died overnight?

The invariable answer, when questioned as to the source of the bad news, was *Mi lookim wind (spirit) belong im along night*.

My first impulse as a newcomer to New Guinea 50 years ago was to refuse the request as being a blatant try-out of a greenhorn employer, and one would put up with sulks and mopings for a few days as a result.

However, my attitude changed when, on subsequent recruiting visits to some of the villages, I found that the man had spoken the truth and a near-relative had, in fact, died at the time and date mentioned.

If distance and remoteness were no bar, I never afterwards refused a request for compassionate leave on such grounds and was often rewarded by the arrival of several volunteer employees from that area.

Another manifestation of some kind of *perception* occurred when in 1928, at Lae, I pegged out the position of a number of postholes for a cargo shed beside the airstrip and left a team of raw and newly-arrived labourers from the Sepik, many miles away, to dig the holes with bush knives.

On returning some time later I found no holes dug and the team huddled in a silent group some distance away. Asking through an interpreter why no work had been done, I was told that as soon as the first hole was started a *wind* appeared and told them that they were disturbing an ancient battlefield and burying-ground. With pegs relocated some considerable distance away the holes were dug with no further demur. Although there was no

visible evidence of burial mounds or subsidence of graves I made inquiries locally and found that the Laewombas had fought a battle there with the coastal tribes many years previously. The Sepiks could not possibly have known that.

Throughout New Guinea there has always been a universal belief and fear of an evil spirit or devil man known as a *maselei* and I had an instance of this fear when tramping down the Markham Valley with a number of recruits just before the war.

We camped for the night in a small compound near the village of Jiviseng. There was a large open-sided shed in which the boys bedded down for the night and an enclosed *house klap* in which my net and bed were set up.

Sometime after midnight, I was awakened by the entire team bursting into my hut, all in a state of terror and shouting *Maselei i come up, i walkabout long all boi*. No effort of mine would induce them to move out and at daylight there was no trouble in getting them on the track away from the place. What they saw I know not but they certainly had the "wind" up in more ways than one.

A man named Jim, whose word could be relied upon, often told the story of his appointment as plantation manager on one of the very remote Ninigo Group which was serviced every eight weeks by a small steamer from Rabaul. All went well and to schedule for eight months and then the ship failed to arrive at the end of the 10th month. Days drew out into weeks with resultant exhaustion of staple food supplies, tobacco, liquor and medical requisites and in those days there was no radio for news of the outside world.

Things were at a low ebb when one evening the boss boy came grinning to tell Jim that the ship would arrive next day bringing a red-haired man to take over as manager as Jim was needed back in the firm's Rabaul office.

Sure enough, sunrise brought smoke on the horizon and shouts of "Sail-ho" from the men.

Taken out by canoe, our friend was on board as the anchor hit the sand and was greeted by the skipper apologising for the delay caused by

a machinery breakdown on the previous trip and resultant long wait for spares from Australia. But, he said "I have news for you, I am taking you back to Rabaul to another position and", as a red-haired came forward, "here is your relief".

My most vivid experience of the occult occurred at Salamaua when it was whispered around that there would be a demonstration of sorcery in a nearby village. About a dozen interested Europeans and dozens of locals turned up at the appointed time and were shown a large and new sago palm thatched hut standing on stilts in an open space.

The sorcerer and his disciples huddled around a fire about 50 feet away and we were invited to enter the hut which we found to be empty. The door was closed and a long bamboo pole was then thrust through the side of the shed leaving about half protruding outside. Leaves thrown on the fire raised a pungent column of smoke and then after a rising chorus of drumming and changing from the sorcerers' attendants the pole began to tremble and shake until finally it was lashing about like the tail of an angry tiger.

The drumming and singing died away, the bamboo came to rest and we were allowed to again inspect the inside of the building. It was quite empty of anything.



Again the ceremony was started with the pole inserted through another side of the shed. As the bamboo went into its trembling act, I was invited to take a firm hold of it. Immediately the incantations rose to a high pitch, the pole lashed about violently and I was hurled some distance to fall flat on the ground.

At this point, Jim Livingstone, the local warrant officer in charge of police, accompanied by a number of his men, burst into the clearing, cursing us for fools, scattering the assembled crowd and finally demolishing the hut.

I have no explanation for this occurrence and it left me with an impression of an enormously powerful and evil force on the hidden end of the bamboo pole.

I never wanted to be part of such things again.

— BERT WESTON

YESTERDAY

The November 1977 discovery of the 186-year-old wreck of HMS Pandora on Australia's Barrier Reef (see PIM, *Tropicalities*) revived memories of her fateful journey from Britain to the Pacific in search of Bounty mutineers. Here, PIM recounts the Pandora story, one of the grimmest known to Pacific history.

Pandora: An 18th century horror tale

The sinking of the Pandora is one of the grimmest episodes in the annals of the Pacific, and one of the numerous chapters in the story of the mutiny on the Bounty.

Thirty-five lives were lost when the ship went down, including those of four members of the Bounty's crew; and the commander of the Pandora, Captain Edward Edwards, displayed a callousness on that occasion that has been described as "inhuman", "barbaric" and "disgraceful".

The wreck occurred while the Pandora was on her way from Tahiti to Timor. She had left Tahiti on May 19, after arresting 14 members of the Bounty's crew.

These men — not all mutineers — had remained in the Bounty after Fletcher Christian and his followers had mutinied against Captain Bligh off Tofua in the Tonga group on April 28, 1789, and had set Bligh and 17 others adrift in an open boat.

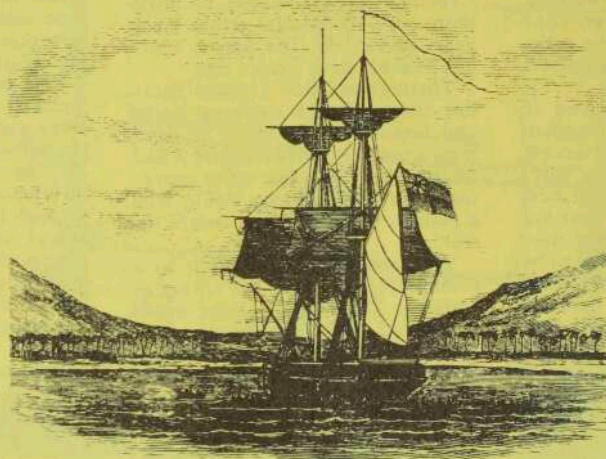
After the mutiny, these 14 men had returned to Tahiti in the Bounty with Christian and eight others, but had remained there after Christian and the other eight sailed off to Pitcairn Island.

When Captain Edwards arrived in Tahiti on March 23, 1791, four of these men — who were not mutineers — immediately went aboard the Pandora in the hope of getting passages to England.

Edwards, however, promptly arrested them and clapped them in irons — as he did the 10 others when his men caught them 16 days later.

Edwards looked on the 14 men as "piratical villains", and after a few days, he had them locked in a round-house which was erected on the quarter-deck for their reception.

This round-house, which was promptly nicknamed "Pandora's Box", was only 18 ft wide at the bulkhead and 11 ft long at the deck. The entrance to it was by a scuttle



THE BOUNTY AT TAHITI

at the top, about 20 in. square.

It was bad enough that "Pandora's Box" was so cramped. But conditions were made worse by the fact that the hammocks issued to the prisoners were full of vermin; there were "two necessary tubs" which were constantly in the place; the prison was almost unbearably hot; and the prisoners' arms and legs were shackled so tightly that their limbs became swollen.

This was the prisoners' situation when the Pandora left Tahiti and it remained so until the ship was wrecked 3½ months later.

After leaving Tahiti, Captain Edwards searched for Christian and the other mutineers in some of the Society and Cook Islands, Samoa, Tonga, Rotuma, the Santa Cruz Group, and the Louisiade Archipelago of Papua.

Not finding them, he decided to make for Timor and home.

However, at 7.30 p.m. on August 28, 1791, while Edwards was trying to find a passage through the Great Barrier Reef, well south of Cape York, the Pandora struck a submerged reef and was badly holed.

With the ship in danger of being battered to pieces, Edwards ordered all guns on one side to be thrown overboard in an effort to lighten her.

When this was done, the Pandora was driven over the reef and began to settle in 15 fathoms of water.

All hands were then called to man the pumps, and three of the prisoners were released from irons to help.

The others, imagining that the ship was about to sink, wrenched themselves out of their shackles and pleaded with the captain to be given a chance to save their lives.

But Edwards was merciless. He ordered their irons to be replaced, and posted two extra sentinels over them with orders to shoot if they tried to unfetter themselves again.

By daylight, when it was evident that the Pandora would soon sink, Edwards gave the order to abandon ship. The four boats were hoisted out, and a small quantity of provisions was hastily thrown into them.

By 6.30 a.m., the hold was full of water and the deck was awash, and as the ship slipped further under the water, many of the seamen jumped overboard. But nobody paid the

slightest heed to the fettered occupants of "Pandora's Box".

Even when one of them entreated Captain Edwards to have mercy on them as he passed over their prison to make his own escape, their plight was ignored.

By this time, the ship was lying on her broadside with the port bow completely under water. The prisoners had almost resigned themselves to death when the master-at-arms, either by accident or design, let the keys to their fetters slip through the scuttle.

The prisoners were thus able to begin freeing themselves, and all but four of them had been unfettered and had jumped overboard when the ship went down.

The 10 who had escaped supported themselves on planks and other debris until they were picked up by the Pandora's boats and taken to a sandy island about three miles away.

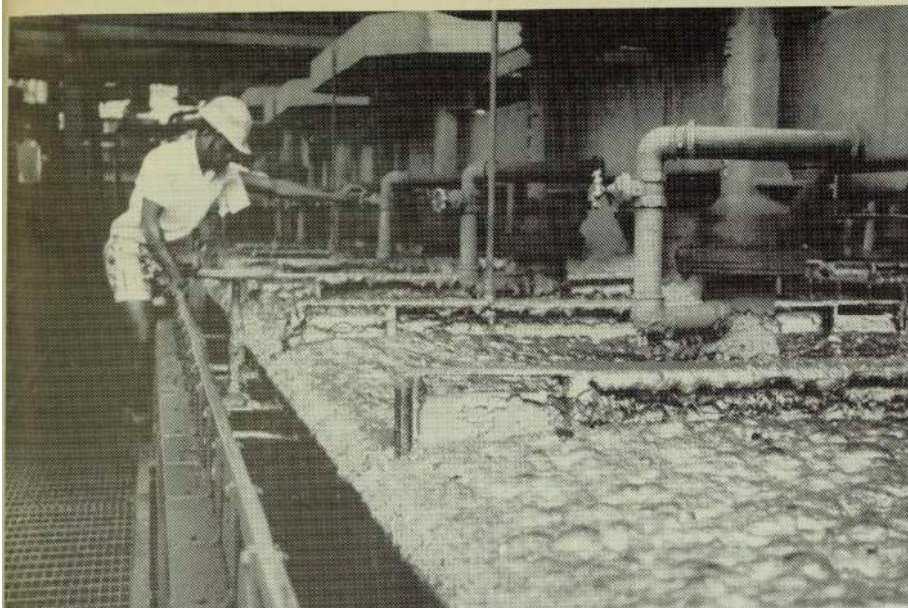
A muster of survivors showed that 31 of the Pandora's crew had been drowned besides the four Bounty prisoners.

A survey of the provisions showed that there was only enough for a daily ration per man of two small glasses of water and one of wine, and two to three ounces of bread.

During the next three days, Captain Edwards had the Pandora's boats prepared for a voyage to Timor. This was a nightmare of scarcely bearable hunger, sunburn and thirst, and also included an affray with aborigines on the northern tip of Cape York Peninsula.

But Captain Edwards' goal was reached without loss of life, and the Bounty prisoners were eventually taken to England for court martial.

There, three of them were condemned to death and hanged from the yard-arm; four were acquitted; and the other three were condemned to death but pardoned.



One of Bougainville Copper's floatation plants which separates the copper from waste rock and pumps it to Anewa Bay.

PNG MINING GUIDELINES "FAIR" BUT "TOUGH"

Papua New Guinea will this year adopt a new overall policy governing foreign investment in mining projects, ending the previous practice of negotiating individual agreements. Gus Smales in Port Moresby takes a first look at the new policy.

Papua New Guinea is to enact new financial and tax laws to cover all future major mining developments. The new laws will mean the end of the present system under which individual agreements have been negotiated with developers.

Existing agreements with the big mining operator, Bourgainville Copper Ltd, and with the developers of the Ok Tedi copper prospect, will not be affected.

The government's intention was announced in parliament in November in a statement directed to the international mining investment market as much as to the people of PNG.

The Finance Minister, Mr Holloway, who made the announcement, said the policies involved would be "as fair as they need to be, and as tough as they ought to be".

The new legislation will be based on policies which PNG has already developed as guidelines in individual negotiations.

Briefly, the policies mean that PNG wants a reasonable equity (details to be negoti-

ated) in any mine, a royalty of 1.25% fob on the value of sales, a 15% withholding tax on dividends remitted overseas, and an additional profits tax on unexpectedly high returns.

In return, PNG will guarantee the free convertibility of its currency for payments overseas, it will charge standard income tax on normal earnings, and it will guarantee freedom from imposts, discriminatory taxes and discriminatory import duties.

PNG will also guarantee to provide the infrastructure for a mining development, but will insist on getting a return from this — possibly in the form of equity in the mine.

The policies behind the legislation are set down in a White Paper Statement of Intent, tabled by Mr Holloway in parliament.

Mr Holloway invited the international mining investment market as well as the people and investors to make submissions on the paper. The submissions would be taken into account when the legisla-

tion was introduced in the course of 1978, he said.

The minister said that PNG recognised the need to attract foreign investment for the mining of its resources. This meant the country had to adopt policies which were fair, but in the national interest, the government could not be over-generous.

The proposed legislation would reflect this attitude.

The concept of establishing a single legislative policy to cover mining investment was thought to be in the best interest of PNG and would clearly define to the international mining community where PNG stood.

He said that PNG's minerals policy was based on the view that large mines were not useful for the direct benefits they brought, but for the contribution they made to achieving other national goals. In this way, PNG hoped to use the mining industry to lessen its dependence on other countries, and to develop its self-reliance.



**TRADE
WINDS**

GAP IN MEDICAL KNOW-HOW

South Pacific countries face a growing problem in maintaining and repairing expensive and increasingly sophisticated medical equipment.

These problems came to light during the Fifth Commonwealth Medical Conference in Wellington in November. The conference was attended by about 150 delegates.

Mr Robert Sutherland, of the Australian Hospitals and Charities Commission, presented a report prepared after visiting Fiji, Western Samoa, Tonga and Papua New Guinea.

He said it was evident that none of the developing countries could, as things stood, be self-supporting in the provision of facilities and staff for the installation, maintenance and repair of their medical equipment.

He found they all wanted to have modern health care facilities and to maintain the equipment themselves, but noted that there was a definite education gap where advanced equipment-orientated training was concerned.

Although the countries visited were planning to handle the problem, existing arrangements were mostly inadequate, "and the difficulties are likely to become progressively greater as further equipment, particular sophisticated equipment, is installed," Mr Sutherland said.

He saw a need for rationalised purchases of equipment if a successful maintenance programme was to be achieved, and suggested it would be at least 10 years before suitably trained and experienced local people could become available for responsible positions.

Papua New Guinea was the only country visited which had a suitable training scheme in general electronics and instrument technology. But this scheme could not produce a trained general technician in

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under four to five years, and further training would still be needed on medical instruments.

Mr Sutherland suggested that a training course might be designed on a co-operative basis to produce medical engineering technicians. Continuing outside help would be necessary to support it and provide bridging technology.

He also stressed that any training programmes be aimed at producing medical engineering technicians. "To aim at a higher level at this stage would be unrealistic," he added.

Mr Sutherland's recommendation was that the South Pacific governments approach the government of an appropriate Commonwealth country for short-term — approximately 10 years — practical assistance. This aid should include:

- An advisory bureau to rationalise the purchasing of equipment and maintenance programmes;

- Engineering and technical support for existing and new equipment, plus maintenance programmes; and

- The organisation of training programmes for nationals of the developing countries so that they may eventually take over the duties themselves.

From William Gasson in Wellington.

Major tax probe in PNG

Papua New Guinea was reported late last year to be investigating the taxation affairs of about 80 companies, mainly run by Australians. Specialist officers from the Australian Taxation Office were helping in the investigation.

Principals of some of the companies no longer live in PNG, and the government believes that tax payments amounting to several million dollars may have been avoided.

In 1977 alone the investigation was expected to lead to the recovery of the equivalent of \$3.34 million.

The matter was raised in parliament by the Member for Rabaul, Mr John Kaputin, who is involved in businesses owned solely by Papua New Guinea nationals. Mr Kaputin asked if the taxation office had power to impound the

passports of businessmen in companies subject to investigation.

The Finance Minister, Mr Holloway, said that as a general rule principals of foreign companies operating in PNG were not allowed to leave the country during certain major tax investigations.

Fiji sugar-loading goes mechanised

Fiji plans to do away with the manual loading of sugar at Lautoka and Labasa, through which most sugar is exported. The Fiji Sugar Corporation has started work on a \$7.5 million bulk-loading system which will dramatically speed the turnaround of ships.

Fiji for years has resolutely set its face against mechanisation of the industry because of the employment offered by the manual systems.

The systems at Lautoka and Labasa are expected to leave about 200 men without jobs. However, the FSC pledges to do its best to find alternative jobs for them. The big Seaqaqa scheme in Vanua Levu, for example, may offset some of the redundancies at Labasa.

Mr George Moody-Stuart, FSC managing director, expects the bulk loading of sugar to save Fiji at least \$1.5 million annually in foreign exchange.

Straight talk by Tongan trade mission to NZ

Tonga wants to reduce its trade deficit with New Zealand, mainly through better access to the NZ markets for Tongan products. This was the message passed on by Tongan Minister of Labour, Industries and Commerce, Baron Vaea, when he arrived at Auckland as the head of Tonga's first trade mission to NZ.

Baron Vaea said Tonga was New Zealand's closest neighbour. The two countries had a long and historic relationship. Many good New Zealanders had gone to Tonga to help the country. Many Tongans had visited New Zealand. Many had been educated there. There was now a substantial Tongan community in New Zealand.

Baron Vaea said Tonga's trade imbalance with NZ was about five to one. Her unemployment rate was 17 times higher than New Zealand's while per capita income was about one-seventh of that of her neighbour.

"New Zealand should help us correct such an imbalance in an economic relationship with a near and friendly neighbour", he said.

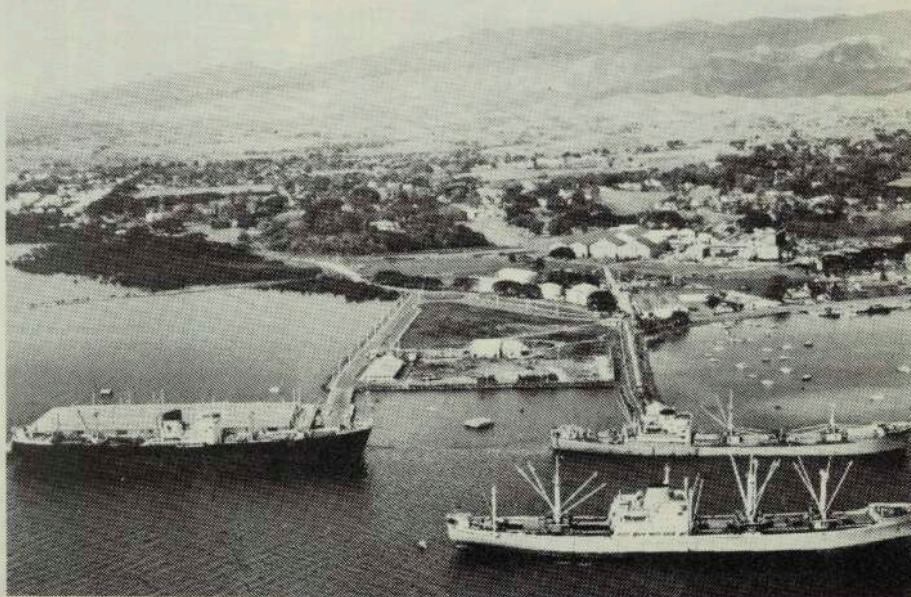
During his visit, Baron Vaea announced that Tonga had approved an industrial development incentives policy, aimed at higher living standards and improved social welfare for the people of Tonga. The policy was designed to attract more investors.

The incentives were:

- Fiscal — tax holidays and incentives, certain depreciation and accounting concessions, customs duty exemptions on raw materials or semi-finished products, port and service tax concessions and repatriation of funds.

- Non-fiscal — immigration assistance through an industrial entrepreneur visa subject to approval by the Minister of Police, promotional assistance through the Ministry of Labour, Commerce and Industries, development finance through the new Development Bank, and land availability.

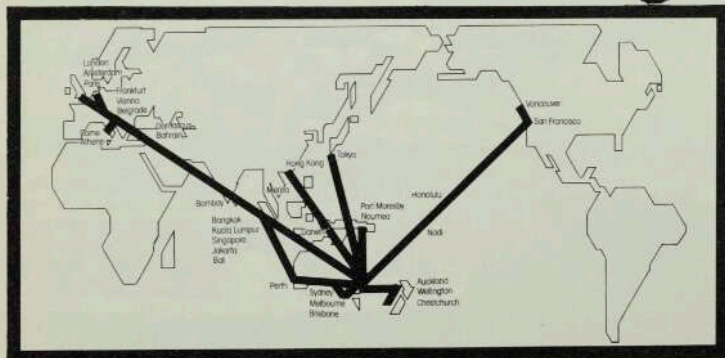
The incentives will be available to both local and foreign enterprises setting up manufacturing processing and assembly industries, or tourism-related industries.



Ships loading sugar at Lautoka.

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BRIEFLY

● A new, high-value crop, cardamom, could be introduced into the Solomons. Used as a spice, the plant resembles wild ginger, but grows to 3 to 4 metres high. It thrives only at altitudes above 600 m and needs relatively heavy rainfall. It could prove particularly beneficial to people in Solomons mountain areas who find it hard to grow cash crops.

● The Asian Development Bank will finance a study by overseas consultants on the future development of all ports in Fiji, particularly Suva wharf. Aim is to help Fiji to meet increased shipping and cargo operations in the next 20 to 30 years.

● The Ports Authority of Fiji earned \$3 887 566 in its first full year of operation and made a profit of \$1 529 477. The Fiji Government got \$750 000 of the profit, with a like amount going into general and development reserves.

● The Carpenter South Seas subsidiary, W. R. Carpenter (South Pacific) Ltd, which trades in Fiji, Tonga and Samoa, recorded a net profit of \$3.8 million in the last financial year. This was 9.4% down on the year before. Fiji

was the main problem area, feeling the impact of the 1974-76 economic recession.

● Mr B. D. Lakshman, one-time "stirrer" in Fiji trade unions, later a politician and now a businessman, is to launch a pilot project to make industrial alcohol from sugar cane juice. Power alcohol from sugar has been a subject dear to his heart for many years. He often raised the subject in Fiji's old Legislative Council, but never attracted great support for his views.

● Of 25 000 trainees sponsored by the Australian Government under overseas aid programmes since 1951, approximately 4 000 came from the Pacific Islands, including Papua New Guinea (3 000), Fiji (450), and Western Samoa (280).

● For around \$2 000 million, Papua New Guinea could have a major hydro-electric scheme on the Purari River which flows into the Gulf of Papua. Consultants from Papua New Guinea, Australia and Japan have come up with this figure which would cover the cost of an initial scheme, with options for steady expansion. The initial phase would generate 1 800 megawatts at Wabo near the Purari headwaters in the Highlands. This would power an industrial port complex on the gulf, but the earliest completion date is eight to nine years away. The government

has still to study it from several angles, not the least important being the need to attract barge power-consuming industries to the area and commit them to firm development agreements, and the question whether the development would be in the overall interests of the PNG people.

● Mr S. K. Petelo Pua, 46, is the first Tongan appointed to a senior administrative position with Morris Hedstrom Ltd. He is now assistant accountant of the firm's Tongan branch, a post previously always held by a man from overseas.

● The Fiji Government-backed fishing enterprise, Ika Corporation, is increasing its fishing fleet to six, and expects to double its catch of skipjack tuna which is supplied to Pacific Fishing Co Ltd, at Levuka. Pacific Fishing cans the tuna for export.

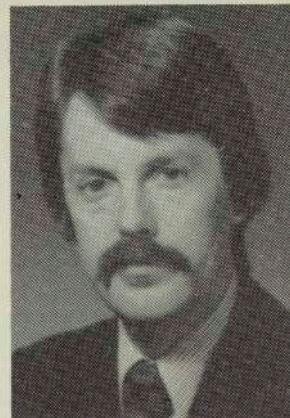
Mr Robert Stone, manager of Ika Corporation and the Fiji Government's chief fisheries officer, said the fleet should supply about 3 500 tonnes of skipjack in 1978.

● The Emperor Gold Mining Co Ltd at Vatukoula, Fiji, will be on its own when it uses up a loan of \$2 million from the Fiji Government about a year from now. The loan was originally intended to cover company losses for a 28-month period from October, but as gold output was much lower than expected, loan support will cut out earlier.

Fiji's Finance Minister, Mr Charles Stinson, told parliament that the government moved to help Emperor when the mine closed for a short period in 1977. Now, the mine's future, and the future of Vatukoula itself, were entirely in the hands of the Vatukoula people.

● The Tobalar copra processing plant in Majuro, Marshall Islands, has started crushing copra. In its first week the plant produced more than 100 tonnes of coconut oil, exceeding expectations.

The plant is capable of producing \$1 million worth of oil a month. But because not enough copra is available it will work for six months of the year only. The by-product, copra cake, is pelleted and exported as animal feed.



Mr Warren Hawker (above) has been appointed Second Secretary (Commercial) and Assistant Trade Commissioner at the New Zealand High Commission, Suva. Mr Hawker will be closely associated with New Zealand's Pacific Islands Industrial Development Scheme. The scheme is designed to encourage NZ companies to set up manufacturing operations in the Pacific, fostering economic development and the growth of employment opportunities.

Mr Talboys' soul-searching

The position of the Pacific Islands in trading relations with New Zealand was analagous with New Zealand's position in relation to Japan, the NZ Minister of Foreign Affairs, Mr Talboys, said in a major policy statement.

He said the best contribution New Zealand made to the development of the South Pacific lay in granting countries in that region better access to NZ markets.

Such access meant NZ had to make only relatively minor adjustments. NZ had much to gain and little to lose from an increase in the economic prosperity and social well-being of the Island nations of the South Pacific. While aid for the Pacific would remain important, the real test for New Zealanders would be in trade.

Agricultural production in the Islands was declining and unemployment was a rising problem. That could be solved by developing light industry. But Islands governments needed the certainty of stable markets and prices.

"What they want from New Zealand is no different from what we want from our major trading partners," he said.

Moresby Travelodge nears completion

The seven shareholders in Papua New Guinea's biggest hotel development project saw their \$10 000 000 investment enter its final phase at a November ceremony in Port Moresby.

The Deputy Prime Minister, Mr Chan, travelled the last pouring of concrete on the tenth floor roof of the hotel. The fitting out of the building, which is in the centre of Port Moresby, is to be completed before a planned opening in July.

The project is a Travelodge Australia development, but substantial PNG shareholding had to be negotiated before the government gave the go-ahead.

The Travelodge development has a real PNG shareholding of 47.8%. This comes from the government itself and from two statutory investment groups — the PNG Investment Corporation and the Public Officers Superannuation Board.

The remaining shareholding is distributed between the Travelodge interest (through a local subsidiary), Mitsubishi Australia, Burns Philp (New Guinea) Ltd, and CDFCA (NG) Pty Ltd. CDFCA (NG) is the local subsidiary of the Commonwealth Development Finance Company, tracing through Australia to UK interests.

CRUISING YACHTS

● **TENIWA**, 6.1 m Ocean Bird trimaran, will be shipped from the Gilbert Islands to the UK following failure of an attempt by owner Andy Smallpage to sail it from Tarawa to Christmas Island and Honolulu. Andy left Tarawa on September 30 on completing his contract with the Gilbert Islands Development Authority, sailing to Maiana and then east. He then encountered heavy winds and high seas. He was about 60 km east of Bairiki when **Teniwa** started to take in water. With his craft unbalanced and waterlogged, he eventually reached Bairiki where he found leaks in the deck covers. He then decided to abandon his lone voyage.

● **RUFFIAN**, American sloop with four crew arrived at Rarotonga from Auckland on October 17 and left for Papeete on October 25. The master was R. R. Johnson.

● **GHOST**, 8 tonne, 10 m German sloop, arrived at Rarotonga from Bora Bora on October 21 with D. Sommerville.

● **OSMUNDA**, 12.2 m yawl, arrived at Rarotonga from Bora Bora on October 20 with Australian Philip J. Pleydell, and Mary Ellen da Costa. They had spent a year in French Polynesia. They sailed for Tonga on November 4.

● **MAYAKOWASURE**, 9.5 m yacht of Japanese design, was a recent arrival in Suva carrying owners Masataka and Teruko Hori. They bought the yacht in the US about six years ago, and, after cruising around their own Japanese islands for four and a half years, and saving money at the same time, they headed out into the Pacific. In 18 months in the Pacific they visited the Tuomotus, Tonga and Fiji. Before they return to Japan in about two years time they intend to visit New Zealand, Australia, the New Hebrides, New Caledonia and the Gilbert Islands. They may visit Fiji again as well.

● **JELLICLE II**, British sloop-rigged 7.6 m folkboat, arrived at Rarotonga on October 12 from Raiatea with Mike Bailes and one crew member and left for Tonga on October 29.

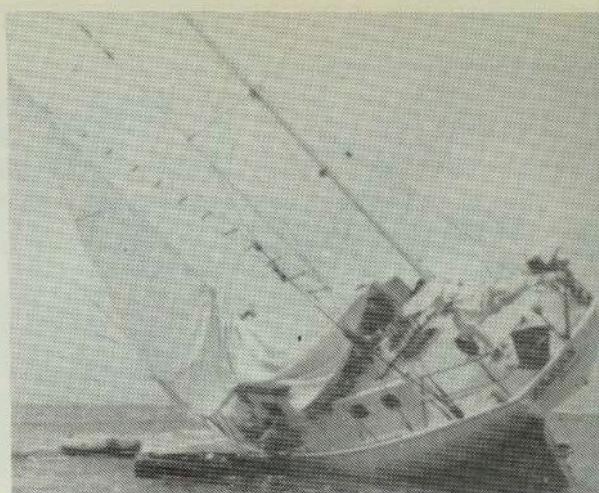
● **SEMINOLE**, 11.7 m American cutter, arrived at Rarotonga on October 12 from Bora Bora with B. E. Spanier and friend. They left for Tonga on October 20.

● **BITTERSWEET**, 13.4 m American cutter, arrived at Rarotonga on October 20 from Papeete with G. O. Smith and three crew. They left for NZ on October 22.

● **LA DESIRADE**, 7.3 m yawl registered in Panama, arrived at Rarotonga from Tubuai on October 27 with G. V. Liscombe and one crew.

● **SAYONARA**, 27.4 m ketch registered in Gibraltar, arrived at Rarotonga on October 18 from Nukuhiva with M. Mehle and nine crew. The yacht sailed for NZ on October 31.

● **DEMARIS TAO**, 9.15 m ketch with Americans Jim Johnson, his wife, Patty, and



Near disaster for the Pagan Lee, Melbourne-based yacht, which struck a reef near Samarai. Tidal action floated her off after four days, and following minor repairs at Samarai, she sailed for Kieta, arriving without incident in October. On board were Bob, Liz, Linda and Sarah Crowhurst, Theo and Lesley Lambrecht, Erica, Nick and Phil Duce. The story of Pagan Lee's grounding was told in the October PIM.

young daughter Jessica, arrived at Rarotonga from Port Vila, New Hebrides, on November 5. The Johnsons, who come from Oregon, have been cruising in the Pacific for the last eight years and were on the way to Tahiti which they last visited five years ago.

● **Samarai**, Papua New Guinea, was host to a number of visiting yachties in recent months. The visitors included: **Julie J**, 11 m Stacil schooner with cruiser stern, carrying Bill Ashby, his wife Clyda, and Eileen Westworth, all from Melbourne; **Anaunto**, 15.9 m yacht, with a crew of nine — Bob, Liz, Linda and Sarah Crowhurst, Theo and Lesley Lambrecht, and Erica, Nick and Phil Duce — who later headed for the Solomons and the New Hebrides; **Solveig**, on its third navigation of the world, **Foreign Affair**, 12.2 m fibreglass cutter rig, carrying Bill and Mary Black from Seattle, who were bound for the Mediterranean, and who had called at many parts of the Pacific, since leaving home in September 1975; **Zarka**, 11.9 m cement sloop, carrying Terry and Joanne Newman, of Melbourne, and **Gretta Marie**, 13.1 m overall, gaff topsail ketch, headed for the Solomons carrying John Field, Dianne Cox, Fred Stein, Steve Fealy, David Munday and Jim Butterfield; **Baroness**, 13.7 m ferro cement sloop rigged motor sailer, sailed by Ron Lawrence, his wife, Barbara, and son Jeremy, from Auckland; **Perwilldwen**, 8.53 m Bermudan cutter, arrived from Mooloolaba, Queensland, on the way to Fiji. On board were Glenn Jones, skipper and John Edwards; **Roulette**, 10.67 m Lodestar trimaran, arrived from a South Pacific tour, carrying Lawson Burrows and Mackie Nautu, from Fiji. She sailed for Singapore, via Darwin; **Gallivanter**, 9.75 m yawl, arrived from Cairns on the way to

the Solomons carrying John and Win Vanheyst and Sandra and Kathy. Strong winds helped her to do the Cairns-Samarai leg in 78 hours.

● **APRIL 4**, 9.6 m sloop, arrived at Rarotonga from Nukualofa on November 7 with a young Japanese couple, Mr Kaniyaki Tsuvara and wife Nobuku. They had flown from Japan to New Zealand where they spent a year, and bought their yacht in which they cruised from NZ to Fiji and Tonga. They sailed for Bora Bora on November 11.

● **KIMBERLIE**, 8.2 m cutter of Vancouver 27 design, arrived at Rarotonga on November 8 with owner-skipper Dean Kewish and friend Karen Kiefer. Their last port of call was Bora Bora. They sailed from Rarotonga on November 12 for the Bay of Islands, New Zealand.

● **THIRD SEA**, 17.1 m ferro cement schooner, owned and skippered by American writer, Harold Stephens, arrived in Zamboanga, southern Philippines from Sandakan in Borneo, via the Sulu sea. With Stephens were regular crew Don Maclean and Ray Kaufman, plus temporary crew. Stephens reports they were met by a private boat that fired shots overhead, but then allowed the schooner to proceed. Philippines Coastguard warns all private yachts that the pirate situation in these waters is critical and all yachts should be armed. In late October **Third Sea** was leaving Zamboanga for Rabaul, via the Hermit and Admiralty Islands.

● **ILIMO**, 7.7 m folkboat, carrying 54-year-old grandmother Anne Gash of Sydney (PIM, Nov p77), arrived at Ballina, on the north coast of New South Wales, on November 18, after sailing



The Gretta Marie tied up alongside at Samarai. Opposite Zarka (left) and Julie J (centre) ride alongside Gretta Marie.

single-handed round the world. She left Sydney in July, 1975, and sailed north then went through Torres Strait. On the Pacific "leg" she called at Papeete, Rarotonga and Tonga.

● **POLAK**, yacht, was at Suva in November on the way home to New Zealand with owner Basil Campion after three and a half years cruising in the Pacific. His crew, who joined him at various ports in the Pacific, comprised Hank Grimshaw, Hawaii, Miwako Tada, Tokyo, and Nanci Flee, Colorado.

● **KARLOO**, 9.15 m sloop is at the Royal Suva Yacht Club for the hurricane season. Australian owners Geoffrey and Ruth Goodman did a working cruise in the northern Cook Islands, making a survey for the Australian Development Assistance Bureau. Leaving the Cooks, they sailed to Pago Pago where the extra crew, Christine Hall, left them to fly home to New Zealand. After three weeks in Pago Pago they sailed to Vavau. They stayed there another three weeks before sailing on to Suva.

● Marvin and Ann Glenn have acquired a 15.24 m Cross-designed trimaran, the **ENCORE**, to sail from California to Virgin Islands. They set out from San Francisco in 1965 in **REBEL**, for "two or three years". Now, 12 years later, living aboard is their way of life. They spent some time in Port Moresby living aboard **Rebel**. They intend to use **Encore** for charter work in the Virgin Islands. Apart from her owners, she has accommodation for up to eight other guests, in double cabins. Each cabin has a private toilet and shower, and a separate outside entrance.

● **WISHBONE**, 16.2 m yacht owned by a Frenchman, Dr Claude Detouillon, went missing from Washington Island on September 22. It is believed there were three Gilbertese on board. An air search failed to locate the yacht. The US Coastguard and the Search Master at Betio were advised of the yacht's disappearance.

● **KATICA**, 16 m ketch, arrived in Sydney on November 27 after a four and a half years cruise round the world. Owners Joe and Eric Turek, and their daughter Kathrynne, 15, were joined in Fiji for the final stages of the tour by Jurgen Scheel and his wife, Brigitte, both doctors, from West Germany. Mark Dalton, also of Sydney, sailed with the Tureks and stayed with them for four years, before flying home from Antigua. The cruise was through southern Asian waters, around Africa, in European and American waters and across the South Pacific.

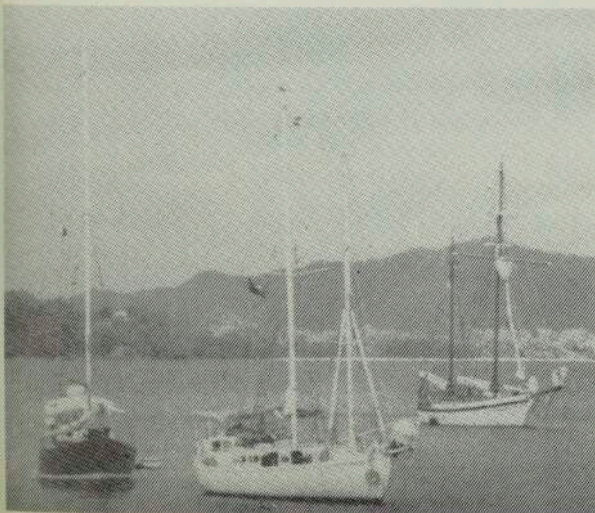
● **DARU**, a 9 m Tahiti ketch 14 tonnes, arrived in Pago Pago from Tonga. After completing a haul-out, owners Bill and Jini Harrison plan to head back to Tonga where they will spend the hurricane season.

● **FELICITY**, a 12.5 m Morgan CB yawl skippered by Paul Woodward, arrived in Pago Pago from Tahiti with crew members Ellen Dumesnil, Karen Kruse, Gary Titchend, and Steve. The group left in mid-November for Western Samoa and Fiji, the next stops in a round-the-world journey.

● **SEA FOAM**, sailed by Herb and Nancy Payson and Craig Myers, is an 11 m Sea Witch ketch. The boat left Newport Beach, USA, in 1973 and arrived in Pago Pago in October from Tahiti. In the interim, the boat has been sailing throughout the Pacific and the group plans to continue to do so. Their next stop is Fiji.

● **PELORUS**, a Nor'sea 8 m fibreglass sloop, recently arrived in Pago Pago single-handed by Philip Skwirot. After a 20-day passage from Fanning Island, Philip plans to rest up in Pago Pago before heading on to Fiji.

● **TIKI**, a 6.4 m yacht, was built at Kwato, a small island about 2 km from Samarai in PNG. She was christened by Mrs Douglas of Kwato Mission. She sailed from Rabaul for Vancouver in January, 1976. Now a Samarai "yachtie" would like to know where she is, or where she was last seen.



PACIFIC ISLANDS MONTHLY — JANUARY 1978

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MR LAKER'S CHEAP FARES ACT STIRS QANTAS, PAN AM

Cheaper air fares, and changes in certain package structures, are at the centre of attention in international line aviation circles. A PIM correspondent reviews the latest developments, with special reference to the Pacific.

Englishman Freddie Laker started something with his plans to introduce a new service between the UK and Australia offering a cheap fare of \$530 return — Qantas and Pan American World Airways are now also getting into the cheap fares act.

Qantas proposes to offer a return fare between Sydney and Fiji of \$245 (down \$61), while Pan Am has decided on a 40% reduction in fares between the US and the Orient.

A Pan Am spokesman in Sydney said the airline would be happy to extend a cheap scheme to the South Pacific, to terminate in Australia or New Zealand and take in Hawaii, American Samoa and Fiji. However, it has yet to submit a proposal to the US Civil Aeronautics Board. It would also have to secure approval from other countries affected.

But Pan Am has applied to the Australian Government for approval of a new type of fare — an advance-reservation budget fare — for travel between Australia and Honolulu and the major cities on the US west coast. This may herald cheaper fares to Fiji, American Samoa and NZ.

Should Australia approve the new fare, passengers will be able to fly from Sydney to Los Angeles and return for \$706. The normal economy fare is \$A1 494, so the cut is 52%. The Sydney/Honolulu fare would be \$A492, down 60% on the normal economy fare of \$A1 240. The Melbourne/Los Angeles return fare would be \$A740 (down 53%) and the Melbourne/Honolulu return fare would be \$A522 (down 61%).

These proposals involve what is known as a "standby" fare. The intending passenger advises Pan Am 21 days ahead of intention to travel around a particular time. The airline then allocates a flight that suits it close to, or at, the proposed flight time.

The cut in the Qantas Sydney-Fiji return fares is accompanied by a number of other fare changes. The fare

scheme has been approved by an International Air Transport Association conference, but is subject to government approval and any major change in world oil prices.

Qantas would like to introduce the new fares from February 1, but is in the hands of the government.

Qantas also plans to replace the present structure of separate excursion, individual tour and group tour fares by a single advance purchase excursion fare. This will be \$245 for most of the year, but will rise to \$295 in three peak periods: May 7-20, August 25-September 7 and December 15-January 15 from Australia, and May 15-25, August 27-September 15 and December 19-January 31 from Fiji. If a passenger travels one way on a peak period and the other way in an off-peak period the fare will be \$270.

The new fare will be available for a wider range of lengths of stay — six to 28

days, instead of eight to 23 days. Normally, it will have to be bought 28 days before the date of travel, but special arrangements may be made for groups.

Qantas, in February, is eliminating the Nadi stop from all trans-Pacific flights, and to compensate will run four Sydney-Nadi return flights a week. At present there are two Sydney-Nadi flights, while three Sydney-San Francisco flights call at Nadi.

In over-flying Nadi the airline will avoid high landing fees and much of the industrial trouble which plagues Nadi.

Pan Am, at the direction of the US CAB, has cut the economy fares from the US to Pago Pago by 20%. The CAB said Pan Am's economy and excursion fares between the US and Pago Pago were excessive in relation to cost. The normal economy fare, said the CAB, should be 5.73c a mile instead of the 7.25c charged.

The CAB also barred Pan



TRANSPORT

Am and Continental Airlines from charging youth, family and student fares on Pacific flights because they discriminated against other passengers. But it invited the two airlines to ask for new rules which would allow them to have free or reduced fares for natives of Samoa, Guam and the Trust Territory, which would help Pacific Islanders who had to travel to the US mainland for educational purposes.

The board said the airlines had failed to show that their family, student and youth fares were any different from similar fares which it had several years ago declared discriminatory and illegal on the US mainland.



The first of two F28 1000 jets purchased by Air Niugini from Air Nauru stands on the tarmac at Jackson's Airport, Port Moresby, following its delivery flight. The aircraft were bought at a total cost of K7.5 million, including K1 million worth of spare parts. Taking Air Niugini's domestic network into the jet age, the F28s will fly from Port Moresby to Nadzab, Madang, Wewak and Manus. On international routes, they will fly from Port Moresby to Cairns and Honiara.

PACIFIC ISLANDS MONTHLY — JANUARY, 1978

Fiji government showdown with inter-island shippers

The crisis in Fiji inter-island shipping forecast by Mr Lloyd Williams, managing director of Williams Shipping Co Ltd, of Suva PIM, (Oct, p 63), arrived sooner than anyone expected. Williams Shipping has announced a loss of about \$F33 000 for the year ended December 31, 1976, while Rabi Holdings Ltd was expected to report a loss of about \$35 000.

The two companies now dominate the inter-island shipping trade. Williams Shipping has the Taoni (formerly the Aoni owned by the Tongan Government) and the Komaiwai. Rabi Holdings operates the Ai Sokula and the Tovata. Williams and Goslins operates the government ship, Kaunitoni, under charter, mainly to the Lau islands.

The shipping companies blame their losses on inadequate freight rates and high overhead costs. Mr Williams has warned the government that his company will withdraw its ships from service unless it receives a government subsidy or is allowed to raise freight charges by at least 40%.

The Williams Shipping vessels are in the Lloyds class, which is expensive to maintain. To remain in that class, which is desirable from a commercial point of view, each ship requires an overhaul and survey every four years. The overhaul costs anything between \$20 000 and \$30 000 a ship. The Ai Sokula is in the Bureau Veritas class, the French version of Lloyds,

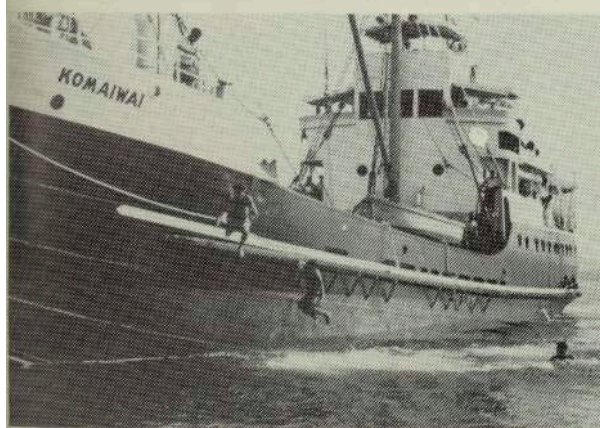
and the Tovata is in Lloyds class.

Mr Williams considers that the only way to ensure survival of the industry is for the government to grant a subsidy of \$10 000 for ships in the two classes. That would be an incentive for other operators to upgrade their ships. Lloyd class ships were known for their safety and reliability in carrying passengers and freight.

However, shipowners received a 10% increase in freight charges from November 25, nowhere near what they claimed they needed to operate viable services. They originally applied to the Prices and Incomes Board for a 35% rise, and expected at least 25% according to Captain Korty Mitchell, manager of Williams Shipping Co and treasurer of the Inter-island Shipowners' Association.

Captain Mitchell says the Prices and Incomes Board and the government should make an overall review of Fiji's shipping industry. In spite of the 10% rise, the future did not look bright. Owners hoped the government would award another increase next year.

● Air Pacific and Fiji Air will compete for the first time on a Fiji internal route, opening up Bua in Vanua Levu. Competition will not, however, be direct, as they will service the route on different days. Bua people until now have had to make a 137 km road trip to Labasa to join an aircraft.



Seamen from Williams Shipping Co Ltd's Komowai leap over the side for their traditional swim ashore at Somosomo, Taveuni, Fiji.



Captain John Regan, formerly of Bellingen, NSW, has been appointed senior Boeing 707 captain for Air Niugini, the national airline of Papua New Guinea. His appointment follows his successful pass of an 18-month long intense conversion training programme by Qantas. He is flying Air Niugini's routes from Sydney and Brisbane to Port Moresby and on to Hong Kong, Manila and Japan.

BRIEFLY

● Production of the McDonnell Douglas DC10 will rise to two a month shortly, double the 1977 rate. The increase signals an overall upswing in the civil air transport business.

● Current wide-body airliner types will be flying till well into the 21st century, two top Lockheed engineers told a recent aerospace conference in London. The next development, they say, might be a hydrogen-powered hypersonic airliner that would bypass the second generation supersonic.

● Qantas has received the Flight Safety Foundation's prestigious award for air safety. During the past 25 years, Qantas has flown 54 280 million revenue passenger miles, carried 13 132 827 passengers, involving more than one million take-offs and landings, all without a single fatality.

● The Fairey company, UK, which controlled production of the highly successful Britten-Norman Islander and Trislander aircraft, has gone into receivership.

● Air Niugini and third line operators are now using Nadzab airport, about 40 km from Lae, Papua New Guinea. The old Lae airport will be closed when the PNG Defence

Force transport squadron is re-established at Port Moresby.

● The Queen Salamasina, a 156-passenger 14-vehicle ferry built in Fremantle, WA, for Western Samoa, will soon be delivered. The \$2.8 million craft, an aid gift from Australia, will operate across Apolima Strait, between Upolu and Savaii.

● American Airlines agreed to re-employ 300 stewardesses fired after they became pregnant and to pay them more than \$2 million in compensation. About half the women are actually expected to return to work, although they were dismissed between 1965 and 1970.

● Tuvalu is looking at the possibility of setting up a marine training school at Funafuti. A master mariner and an architect from Australia recently went to Tuvalu to investigate planning and design of the proposed school. Several hundred Tuvaluan seamen are employed by a number of the world's major shipping lines.

● Two airlines in Western Samoa have sold out to Polynesian Airlines. They are Air Samoa and Samoa Aviation Ltd, which in 1976 merged their operations in a vain effort to fight spiralling costs.

Polynesian Airlines will maintain the services previously operated by them to Fagaloa, Faleolo, Maota, Lalomalava and Asau.

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Compagnie des Chargeurs Caledoniens operates 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 With, 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, Vavau and Vila on cruises from Australia.

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

Pacific Navigation of Tonga operates a five-weekly 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 and Lautoka 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 (221-3166). Elder-ANL Pty Ltd, Port Adelaide (47-5688). ANL, Newcastle (049-24364). Clements & Marshall, Burnie, Tasmania (31-1833).

AUSTRALIA - SAIPAN - MICRONESIA

Nauru Pacific Line operates a regular container service from Melbourne to Saipan, Truk, Ponape and Kosrae.

Details Nauru Pacific Line, Nauru House, 80 Collins Street, Melbourne (653-5709). Intercoast 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 Operate chief 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 Intercoast 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 With, Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (2-0517), 60 Market Street, Melbourne (61-3031). J. C. Waller (Rabaul) Pty Ltd, Rabaul, Robert Laune-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 173, 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). Rabtrud and Nugini 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).

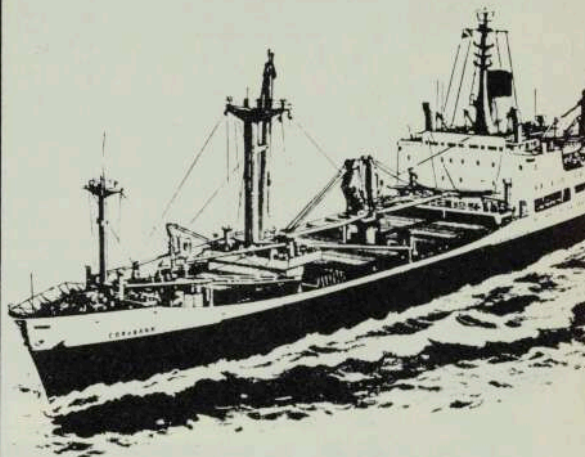
AUSTRALIA - SOLOMONS - GILBERT IS - MICRONESIA

Daiwa Line operates a container service every 30 days from Sydney to Noumea, Honiara, Tarawa, and Guam. Gizo cargoes transhipped at Honiara. Saipan, Majuro, Truk, Ponape, Koror, Yap cargoes transhipped at Guam.

Details from Union-Bulkships Pty Ltd, 333-339 George Street, Sydney (2-0238, telex AA20397)



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

US - PNG

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

Details from Wih, Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (2-0517), Farrell Lines, 1 Market Plaza, San Francisco, L.A. (9-4105), J. C. Waller (Rabaul) Pty Ltd, Rabaul, Burns Philp (PNG) 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), Wih, Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (2-0517).

PNG - UK/CONTINENT

Bank Line operates regular cargo service from Kieta, Rabaul, Kimbe, Madang and Lae 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.

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SUVA	25-26 Jan.	29-30 Feb.	5-6 Apl.
LAUTOKA	27-28 Jan.	3-4 Mar.	7-8 Apl.
APIA	29-31 Jan.	5-7 Mar.	9-11 Apl.
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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, Kaohsiung, Keelung, Hong Kong.

Details from Intercocean 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 from Intercocean 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 Intercocean 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 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).

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).

EUROPE - TAHITI - W. SAMOA - FIJI - N. CALEDONIA

Nedlloyd offers regular cargo services from Northern Europe and UK to Papeete, Apia, Fiji and New Caledonia.

Details Nedlloyd (Aust) Pty Ltd, 8 Spring Street, Sydney (27-3801).

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 three ships operates to Vila and Santo, to Honiara and Papua New Guinea, and to Noumea.

Details from Sofrana-Unilines, 18

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. Transshipment 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, 18 Customs Street, Auckland (7-3279). PO Box 3614, Telex: NZ2313.

NZ - SAMOA - TONGA

Pacific Navigation of Tonga operates a four-weekly cargo service, Auckland - Nukualofa - Pago Pago - 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 21 days carrying general and freezer cargoes and Timaru - Apia every 21 days carrying freezer cargo.

Details from Air Marine Services (NZ) Ltd, PO Box 2505, Auckland (362-731).

NZ - COOK IS - W. SAMOA

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.

NZ - AMERICAN SAMOA

Farrell Lines operates regular service every 30 days from Auckland to Pago Pago.

Details from Dalgety (NZ) Ltd, 41-45 Albert St, Auckland 71859. Kneubuhl Maritime Services Box 39, Pago Pago 633-5121.

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service, cargo only, is maintained by Conference vessels, sailing at regular monthly intervals out of Avonmouth, via Panama, for Apia, Suva and Lautoka.

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

UK/N. CONTINENT - TAHITI - N. CALEDONIA - N. HEBRIDES

Bank Line operates regular cargo service from Hull, Hamburg, Bremen, Antwerp and Rotterdam to Papeete, Noumea and Vila.

Details from Bank Line (A/asia) Pty Ltd, 1 York Street, Sydney (27-2041). Ets. AMAV, Papeete, Ets. Ballande, Noumea, Burns Philp (NH) Ltd, Vila.

UK/N. CONTINENT - PNG - SOLOMONS

Bank Line operates regular cargo service from Hull, Hamburg, Bremen, Antwerp and Rotterdam to Port Moresby, Lae, Madang, Kimbe, Rabaul, Kieta and Honiara and, on inducement to Yandina, Tarawa and Nauru.

Details from Bank Line (A/asia) Pty Ltd, 1 York Street, Sydney (27-2041). Burns Philp (PNG) Ltd, PNG ports.

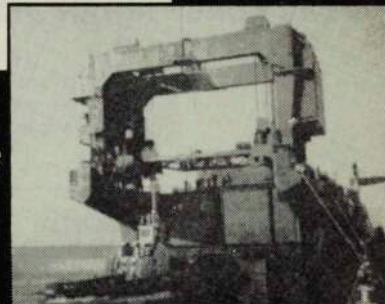
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SAN FRANCISCO - HONOLULU - MICRONESIA

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

Details from Nauru Pacific Line, Nauru
House, 80 Collins Street, Melbourne
(653-5709). North American Maritime
Agencies, 100 California Street, San
Francisco, California 94111 (981-0343).

US - FIJI - TAHITI - NZ - AUSTRALIA

Bank Line Ltd operates regular cargo
services from US Gulf ports to Australia and
NZ. Calls at Suva, Lautoka and Papeete on
demand.

Details from Bank Line (Asia) Pty Ltd, 1
York Street, Sydney (27-2011).

Pacific Far East Line cruise ships operate
from San Francisco, Los Angeles, Honolulu,
Moorea, Papeete, Rarotonga, Auckland,
Opa (Bay of Islands), Sydney and return via
Suva, Nuafoou, Pago Pago and Honolulu to
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Freight is carried on these passenger
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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 Wih. Wilhelmsen Agency
Pty Ltd, 13 Bridge Street, Sydney (2-0517); 60
Market Street, Melbourne (61-0301); Farrell
Lines, 1 Market Plaza, San Francisco, LA
(415-777-3300); Dalgety NZ Ltd, Auckland
(7-1859); Kneubuhl Maritime Services, Pago
Pago (633-5121).

US - TAHITI - SAMOA

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

Details from Trans-Austral Shipping Pty
Ltd, 19 Pitt Street, Sydney (27-2441).

Polynesia Line operates container and
general cargo service from US west coast
ports to Papeete and Pago Pago.

Details from Polynesia Shipping Services
Inc, PO Box 1478, Pago Pago (9-6799).

BRIEFLY

■ Fiji shipowner, Mr Hasan
Raza, has bought the Altair,
200 tonnes, for \$3 700, from
Veeking Shipping Co, of the
Cook Islands. She had lain
idle in the Bay of Islands, near
Suva, for more than two years.
Acquisition of the Altair in-
creases Mr Raza's fleet to
three.

■ Compagnie Generale
Maritime will introduce a
monthly ro-ro container ser-
vice from Sydney to French
Pacific territories in January.
The service will be an ex-
tension of that from European
ports to Papeete and New
Caledonia.

The ships will call at
Sydney and load for New

Caledonia, the New Hebrides
and French-Polynesia.

Compagnie Generale
Maritime was formed in
March, 1977, through the
merger of Compagnie
Generale Transatlantique and
Compagnie des Messageries
Maritimes. The latter line
launched its first service from
Sydney to New Caledonia and
the New Hebrides as long ago
as 1890.

■ The Daiwa Line's new
Pacific Princess, a sister ship
to the Fiji Mara, left Japan on
its maiden voyage to the South
Pacific in November. The
ships provide a 30-day service
from Moji, Kobe, Nagoya and
Yokohama to Papeete, Pago
Pago, Apia, Suva, Sydney,
Nooumea, Honiara, Tarawa,
Guam and Taiwan. Trans-
shipments may be made at
Guam for the US Trust Ter-
ritory.

WHO'S WHO OF SHIPS

The shipping scene around Australia and New Zealand
has been transformed over the past 20 years as container
ships, super-tankers, sideport loaders, ro-ros, etc, and
giant jet airliners, have taken over from conventional
cargo ships and passenger liners. Bigger, but fewer,
overseas ships now call at the ports of the two countries.

The Ships That Serve Australia and New Zealand is an
up-to-date reference book which presents fleet lists up to
as late as November 1, 1977.

A number of lines registered in the Pacific are
included, among them Nauru Pacific, Compagnie des
Chargeurs Caledoniens, South Pacific United Lines and
Pacific Navigation of Tonga.

Comprehensive indexing makes it a simple matter to
turn up the names of ships, shipping companies and
shipbuilders.

The book is published by Searail Productions, PO Box
1805, Sydney, Australia, 2001. Recommended price
\$12.95.



DEATHS of Islands People

Adi Litia Waqainaweni

Adi Litia Waqainaweni, Paramount chieftainess of Nakelo in Tailevu, Fiji, an aunt of the Prime Minister, Ratu Sir Kamisese Mara and his wife, Adi Lady Lala, and closely related to the high chiefs of Bua, Rewa, Lakaudrove and Lau, has died, aged 80.

Mrs S. Pillay

Mrs Shanti Pillay, who arrived in Fiji from Uttar Pradesh, India, with her parents when she was a year old, and who later spent 40 years as a schoolteacher, has died, aged 83. She taught in many Fiji schools. Her husband, Mr Chandra Pillay, was a former Fiji MP. Apart from her husband she is survived by a daughter and three sons.

Mr J. H. Jones

The funeral of Mr John Herbert Jones, who was special representative for Australia at the UN Trusteeship Council in New York from 1951 to 1958, took place in Sydney in November. Mr Jones, who was 82, joined the New Guinea administration in 1921 and was district commissioner at Sepik when the Japanese invaded New Guinea. After arranging the safe evacuation of the civilian population he spent four months coast-watching before walking overland from Wewak to Wau.

Mr O. W. Stevenson

Mr Owen William Stevenson, one of the few Fiji golfers ever to play off a plus handicap, has died, aged 83. He was employed by the Colonial Sugar Refining Co Ltd until he retired in 1954.

Mr Ishmail Ali

Mr Ishmail Ali, 79, father of Fiji's Minister for Commerce and Industry, Mr Mohammed Ramzan, has died. He worked for the Colonial Sugar Refining Co Ltd and the Public Works Department for most of his life.

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Enquiries: ATASI,
P.O. Box 101,
Honiara,
SOLOMON ISLANDS.



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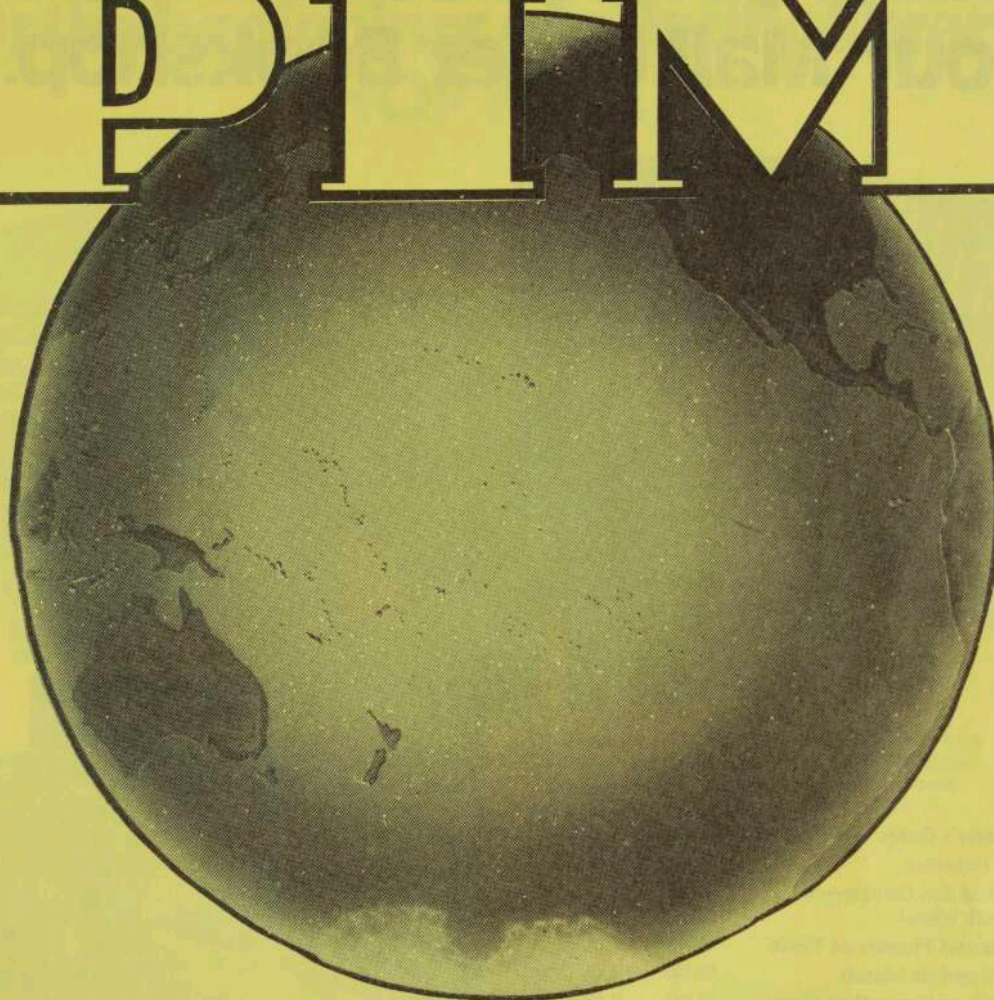
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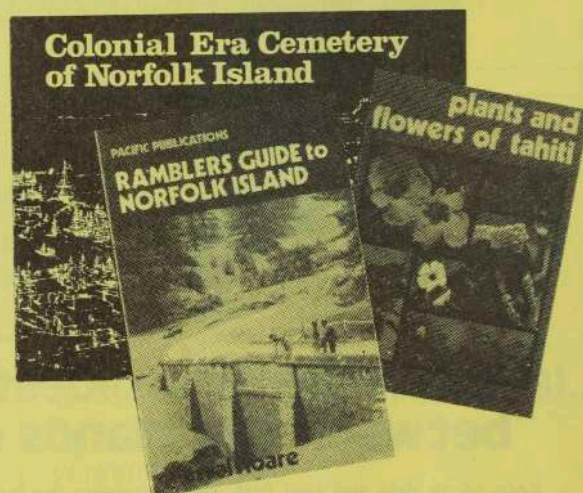
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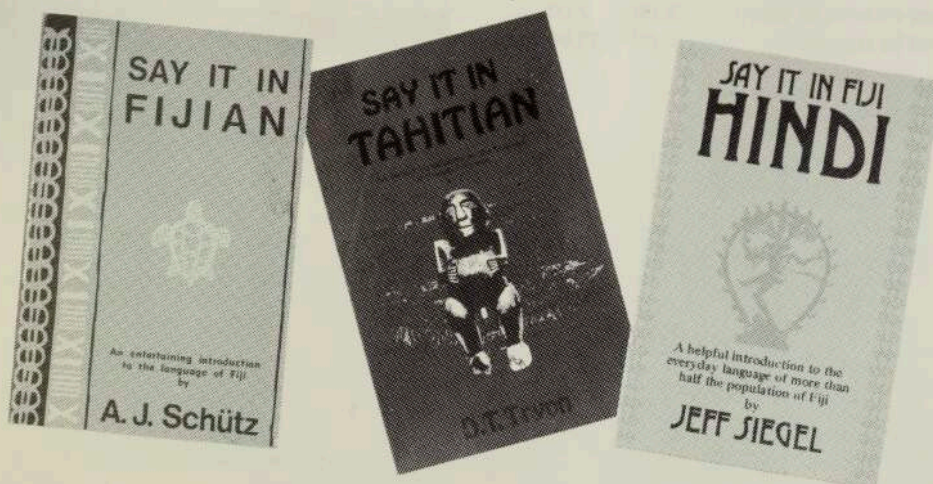
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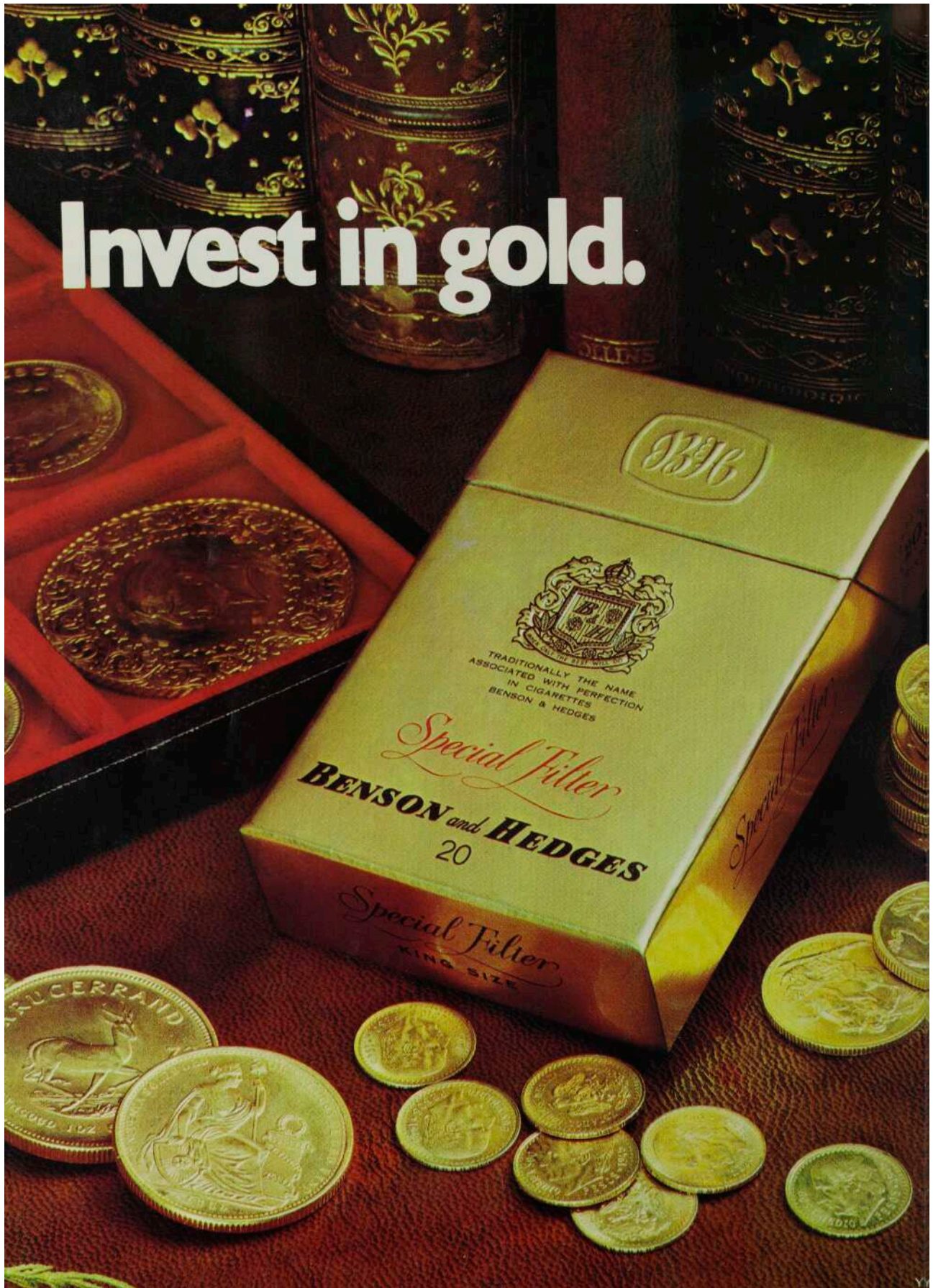
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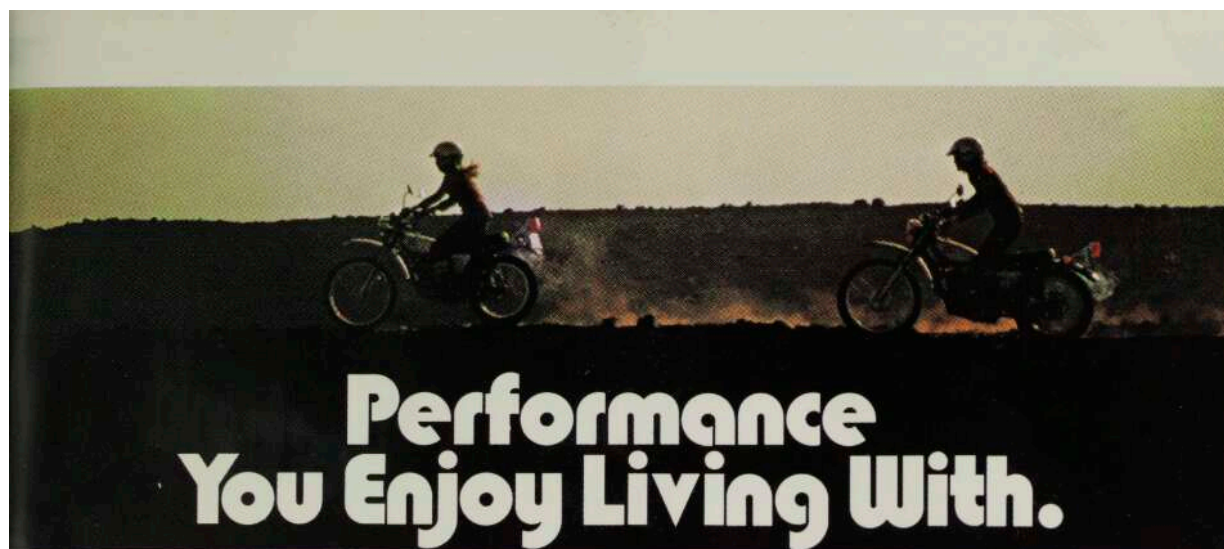


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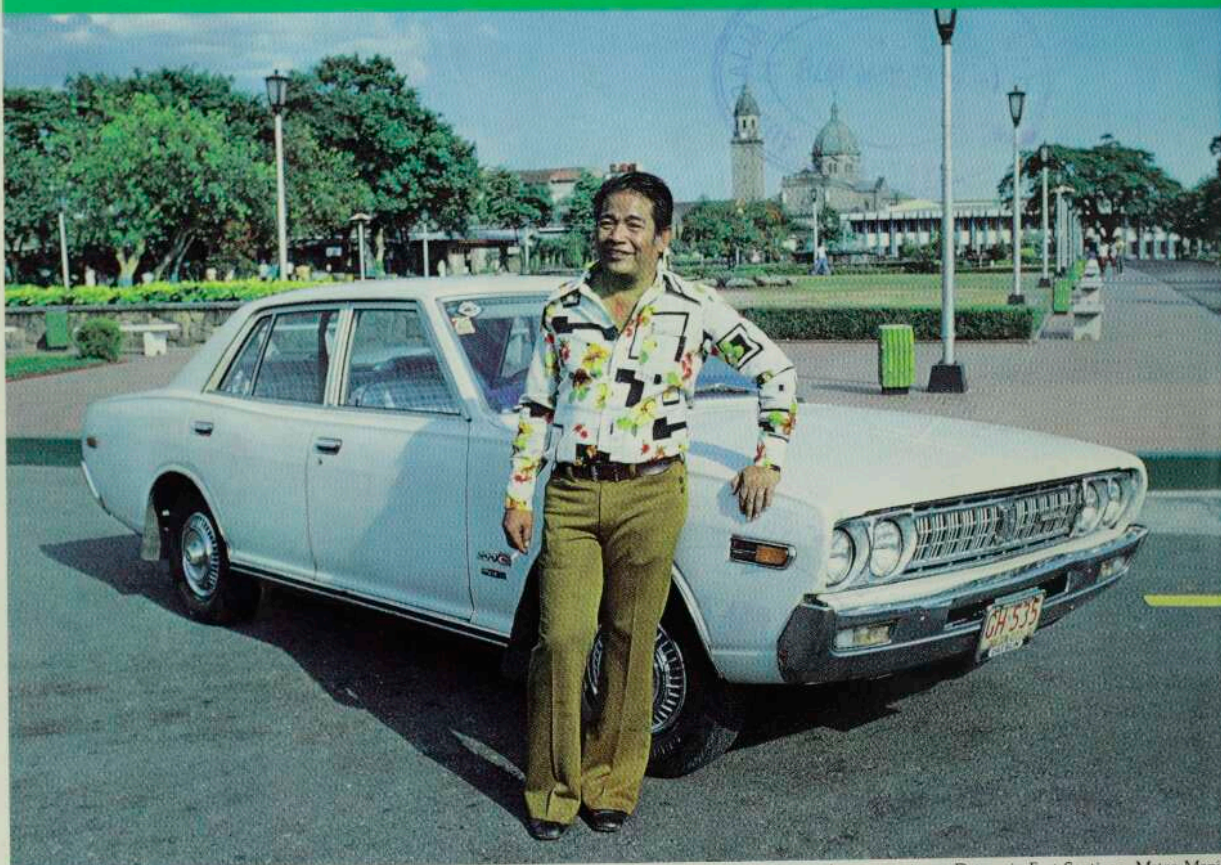


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