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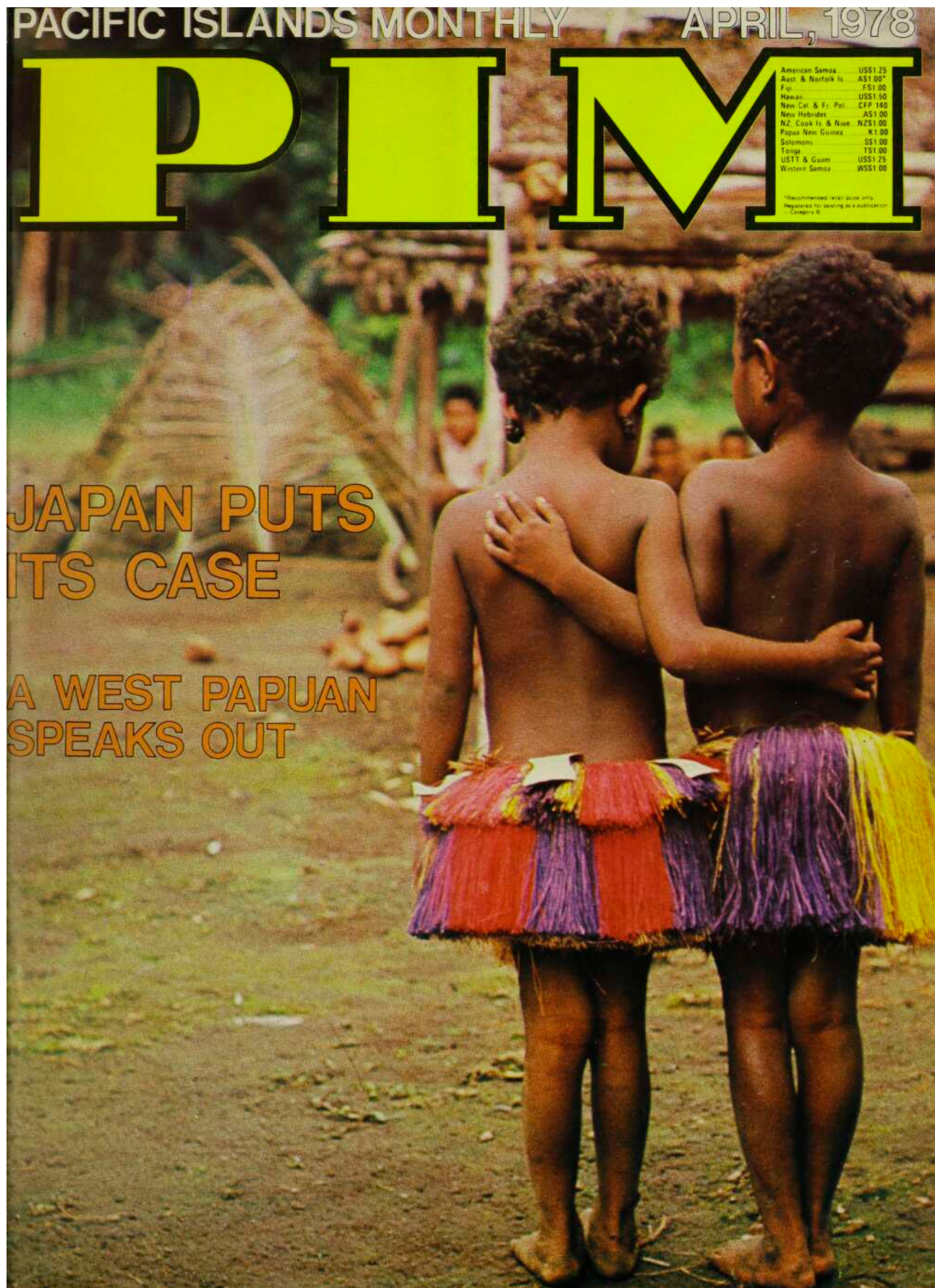
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Pacific Report

HURRICANE HITS RAROTONGA

Rarotonga's harbour at Avarua was badly damaged by Hurricane Charles at the end of February. Seafront buildings and tanker facilities were badly damaged but there was little damage inland. Palmerston, Aitutaki, Mitiaro, Mauke and Atiu islands reported severe damage to crops. RNZAF planes flew emergency fuel oil to Rarotonga to keep the island's electric power generators running.

MALARIA UPSURGE IN PNG

Malaria is reported on the upsurge in Papua New Guinea because the Health Department has been forced to curtail patrols and a drug-resistant strain of the disease has appeared. The number of cases confirmed by patrols in 1977 was double the 1976 total. The drug-resistant strain was worst in the Western Province, resistance at Kiunga being as high as 40%.

A NEW NIUS

A new newspaper appeared in Papua New Guinea on February 17, Hailans Nius, stable companion to Ray Thurecht's Lae Nius and Ailans Nius. The new Nius says that it intends "to fill a real need in our highlands regions ... Hailans Nius hopes to play a part in breaking down these communications barriers". Home of Hailans Nius is at Mt Hagen, Ailans Nius at Rabaul and Lae Nius at Lae.

TUVALU'S GOLDEN HANDSHAKE

Tuvalu will get \$11 million as a "farewell" gift from Britain when the nine islands (only eight occupied) become an independent country on October 1. Talks between Britain and the Tuvaluans in London ended with what, Chief Minister Toalipi Lauti said, "we had hoped for", a special \$4.7 million development grant, a \$4.9 million general development aid grant for a three-year period and budgetary aid for 1979/80 of \$1.7 million. Come 1980, there'll be further talks on the level of aid from 1981. Tuvalu had sounded out Britain over chances of getting a share of the reserve fund built up from Ocean Island phosphate revenues as a nest-egg for the Gilbert and Ellice Islands Colony when the phosphate ran out but Britain said "no". When Tuvalu (ex-Ellice) opted out of a future independent GEI the Tuvaluans were told they would lose their share.

LEADER OUSTED

Mr Naboua Ratieta, Chief Minister in the last Gilberts Government has lost nomination for the leadership, and, eventually, for Prime Minister. Five candidates were nominated, one more than the constitution allows. A secret ballot of members ousted Mr Ratieta. Candidates for election on March 17 were Mr Ieremia Tabai, Mr Babera Kirata, Mr Ronti Teiwaki and Mr Taomati Iuta.

PORT MORESBY COMMOTION

PNG's Government faced a threat of a split early in March when Prime Minister Somare announced moves to force "national leaders" to dispose of their business interests. The holding of shares and business interests by leaders and their families will be banned if legislation goes through. Mr Julius Chan, Deputy Prime Minister and leader of the People's Progressive Party, said he would oppose the measure.

GILBERTS' GOVERNOR GOING

Mr John Smith, Governor of the Gilbert Islands since leaving the Solomon Islands, where he was Financial Secretary, will leave the Gilberts in May on retirement, on the eve of the colony's independence. His appointment in 1973 was for three years and, when he arrived in Tarawa in July of that year, he remarked that there was something both unreal and out of time in being appointed a colonial governor in 1973. "Some of you

may have noticed," he said, "that I am not boasting the plumage under which a governor customarily puts into port. Happily, there is little demand for such splendour these days and those once responsible for its manufacture have passed with empire."

CAME TO GRIEF ON TOKELAU REEF

A Korean fishing vessel was said to be a total loss after it ran aground on a reef at Atafu, Tokelau, in February. The Tokelau Affairs Office in Apia, Western Samoa, said there were no fish on board the wrecked ship.

PACIFIC ADULT EDUCATION HIVES OFF

A South Pacific office to oversee adult education in the region will be set up following a conference jointly sponsored by the South Pacific Commission and the Asian-South Pacific Bureau for Adult Education. Held in Noumea in February, the conference decided that because of special problems in the Pacific Islands, a separate adult education office should be set up, headquartered in Suva. Among priorities would be the training of community radio producers, and exchange of tapes throughout the region.

GUAM'S RICKY TO PRESSURE JIMMY

Guam Governor Ricky Bordallo flew to Washington late in February in an effort to persuade US President Carter to reconsider his decision not to build a new navy ammunition wharf in Guam's Apra harbour. Carter cut the \$US40 million wharf request from the 1979 federal budget. The present wharf is near Guam's commercial port. Within the blast zone, should an explosive accident occur at the ammunition wharf, are \$US450 million in property, and 4 600 workers not employed at the ammunition wharf. Nearest facilities to the present ammunition wharf are Mobil and Esso fuel storages.

MAKING IT TO MANILA?

Ten Papua New Guinea politicians from the Eastern Highlands Province who were planning an \$18 000 "study tour" to the Philippines late in March ran into trouble from their constituents early in the piece. In a February statement, protesters threatened to sit on Goroka airstrip to prevent their plane taking off because they regarded the tour as "a junket". The Philippines, with two airlines running direct flights from Port Moresby, is fast gaining a reputation in PNG as a holiday bright spot.

A BY-ELECTION IN FIJI

Mr Koresi Matatolu is Fiji's newest MP after winning a by-election caused by the sudden death of Ratu Julian Toganivalu. Mr Matatolu was put up by the flower faction of the deeply-divided National Federation Party. He polled 5 227 votes against 4 409 by Alliance Party candidate Mr Navitalai Raqona and 2 835 by dove faction NFP candidate, Mr Apisai Tora, who is at present in gaol. Mr Matatolu is secretary of the Electricity Employees' Union. The by-election was for the North-West Fijian National Constituency, which failed to get warmed up by the contest. Only 39% of the voters turned out — a little more than 12 000 out of more than 30 000 eligible.

SAMOAN STUDENTS RIOT

Almost 100 students of the Teachers Training College in Apia rioted late in February as a protest against alleged strict measures imposed by the school's disciplinarian, Fuimaono Faatitipa. The riot, which had apparently been simmering for some time, erupted when Fuimaono allegedly assaulted a student in front of a school gathering. The students threw stones at windows, breaking the glass, and, storming inside, damaged chairs, tables and other furniture. The police were called to restore order. Eighty-one students were taken to the police

station, where some were detained till next day, while others were taken to prison. They were all charged with rioting. Fuimaono was charged with assault.

SIR ALBERT: "I'LL SUE..."

The spirited run-up to the Cook Islands elections of March 30 was further enlivened by a threat of legal action by incumbent Premier, Sir Albert Henry, against Dr Tom Davis, leader of the Opposition Democratic Party. Dr Davis had charged that Sir Albert was using New Zealand aid funds to finance the election campaign of his Cook Islands Party.

CHIEF MINISTER GOES "CARGO"?

Chief Minister of the New Hebrides, Mr George Kalsakau, attended celebrations by the John Frum cargo cult movement on Tanna Island in February. He was accompanied by the new French Resident Commissioner in the New Hebrides, Mr Bernard Pottier.

FIJI: AUSTRALIAN UNION WILL TALK

Mr Tas Bull, an official of the Waterside Workers' Federation of Australia, said in February his union would be keen to take part in discussions designed to clear the air on alleged intervention by Australian and New Zealand trade unions in the internal affairs of Fiji. The allegations arose from events during Fiji's 1977 dock strikes.

NEW DOCKERS' UNION IN FIJI?

Application has been made in Fiji for the registration of a new dock workers' union in the main sugar port of Lautoka, the Port Workers' and Seamen's Union. The move follows the deregistration of the former Fiji Waterside Workers' and Seamen's Union for failure to produce its accounts. The leader of the old union, Taniele Veitata, freed in February after a six-months gaol term for Trade Disputes Act offences in Fiji's 1977 dock strikes, has vowed he will revive his organisation.

PAYING FOR WORLD WAR II

The Papua New Guinea National Parliament in February established a committee to investigate damage, responsibilities, and compensation claims to be made against the governments of Australia, the United States and Japan — the three countries which "brought World War II to the country". Committee members said outside the House the greatest long-term damage caused by the war had come from the removal of topsoil for the building of airstrips and installations. This had ruined large areas of land for agriculture. Two other attempts to look into war damage compensation in PNG have been made in recent years but produced no formal action.

MORE ON MIRACULOUS MR MEIER

Mr John Meier, controversial governor of the Bank of the South Pacific, slated to start operations soon in Tonga, was once a business associate of former US President Nixon's younger brother, F. Donald Nixon. Donald's business activities had more than once embarrassed the President in the past, and his association with Meier was abruptly ended on the President's orders in 1973. Go-between was the president's close personal friend, millionaire Charles G. (Bebe) Rebozo, who put pressure on senior members in the organisation of billionaire recluse, Howard Hughes, Meier's then employer, to keep him away from Donald.

AIR NIUGINI'S CHIEF STAYS

Mr Bryan Grey, general manager of Air Niugini, is back at work after running foul of Papua New Guinea's stringent "national leadership" code through lateness in submitting a statement of his financial affairs. Mr Grey was first suspended from membership of the country's Airlines Commission in

February, and immediately resigned both from that job and from Air Niugini. After days of busy political manoeuvring, a three-suspended on the same grounds as Grey. They are Dr Akotua Toua, chairman of the Electricity Commission, and secretary of the Department of Works and Supply, Mr Leo Morgan.

DOWIYOGO IN NEW ZEALAND

Nauru's President Bernard Dowiyogo paid a goodwill visit to New Zealand in February. Topping the agenda for the visit were New Zealand's sagging purchases of Nauruan phosphate, and a request for landing rights in New Zealand for Air Nauru. The President said phosphate exports declined by \$11 million last year. It was the second deficit recorded and another, but smaller, one was expected for 1978.

THE FORUM SAILS

The Pacific Forum Line will start operations in May with three services. They will be: A, New Zealand-Fiji-Western and American Samoa-Tonga-NZ; B, NZ-Fiji-Gilbert Islands-Solomons-Papua New Guinea; C, Melbourne-Sydney-Fiji-W. and A. Samoa-Tonga-Melbourne. Captain G. R. Dewsnap, general manager of the Forum Line, said that initially the ships would carry a mixture of unit loads, break bulk and some containers. Early in 1979, new ro-ro container ships would be progressively introduced.

CORNERED BEEF AS CATALYST

The flavour of a particular brand of corned beef in their rations was the spark for a strike by Gilbertese and Tuvaluan workers employed by the Nauru Phosphate Corporation. Following a flying visit to Nauru in February by a high-level Gilbertese Government delegation, not only were workers' taste buds mollified, but other strike issues were settled and work was resumed. The corporation's use of non-union labour during the strike is, however, likely to leave a lingering bad taste.

HORSE-RACING IN FIJI

Horse-racing may be resumed in Suva at Vatuwaqa, barely a steeplechase jump from the old Suva Point racecourse, where the sport thrived in the days before World War II. The course will also cater for greyhound racing. Mr Karsangi Bhindi, of Bhindi Bros Ltd, is planning the horse-racing project with a Canadian company, which is providing financial backing. He plans to use 43 ha (106 acres) of land for the project, and to include two hotels, a beer garden, a mini golf-course and a car park. Mr Bhindi ran into two snags — plans for the hotels were rejected, and the Methodist Church voiced a strong protest. Mr Bhindi hopes to be able to remove objections to the hotels by the Town and Country Planning Department and the Suva City Council.

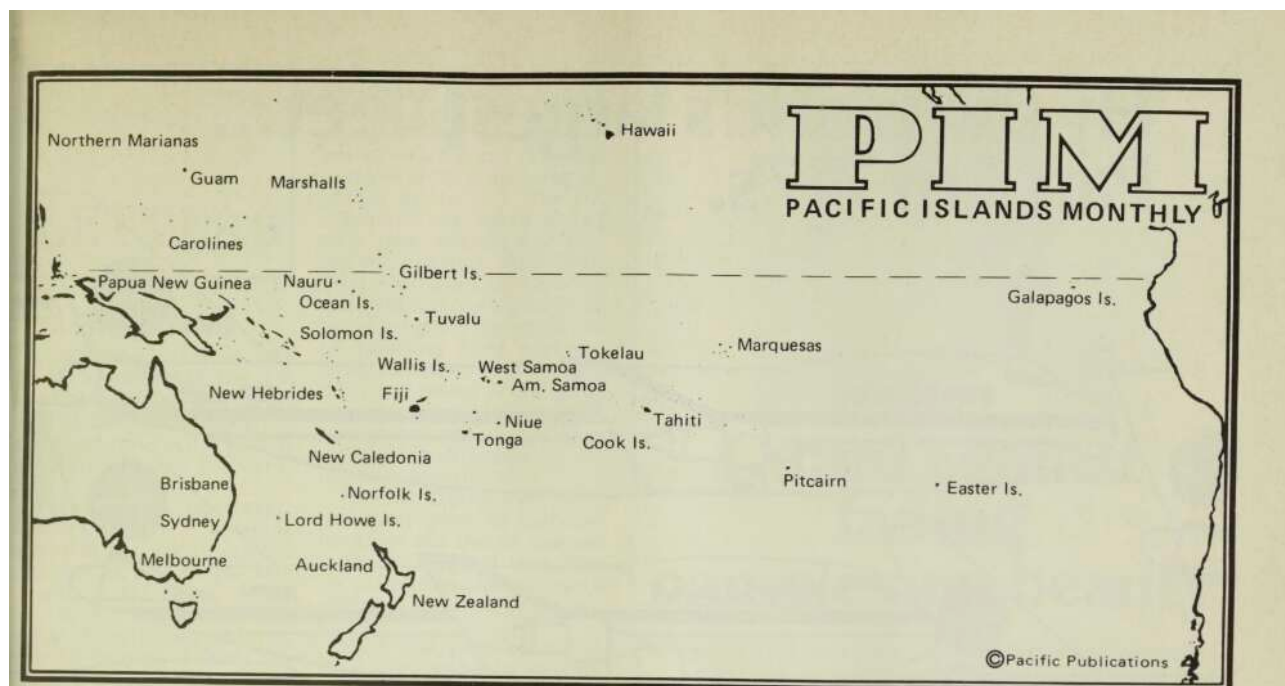
VANUAAKU PARTY CALLS FOR NEW POLL

Among major decisions of the leadership of the New Hebrides' Vanuaaku Party at its February 13-20 meeting (PIM March, p 29), was to call for "new elections as soon as possible". This call was explicitly supported by the Australian Minister for External Affairs, Mr Peacock, in Parliament on February 28. Mr Peacock said fresh elections in the New Hebrides could help "to take the process of reconciliation a step further".

A 'DELIBERATE' INTRUDER

A Japanese fishing boat after squid had deliberately intruded inside Australia's 12-mile limit, a Devonport (Tasmania) court was told in February. Captain Mitsuyoshi Nakame, master of the Eikyu Maru 71, was fined \$300 and the fishing master Matsutaro Omichi, \$200. The magistrate also ordered confiscation of all fishing equipment and fish found on board. He was told the Japanese Government had expressed regret at the ship's intrusion and intended to suspend the master's certificates and the ship's licence.

COVER PHOTO: Bruce Adams called at this village, Bodela, on Kiriwina, main island in the Trobriands, but these two little girls were camera-shy and turned their backs. Bruce is well known for his pictures of rusty war relics in his book *Rust in Peace*.



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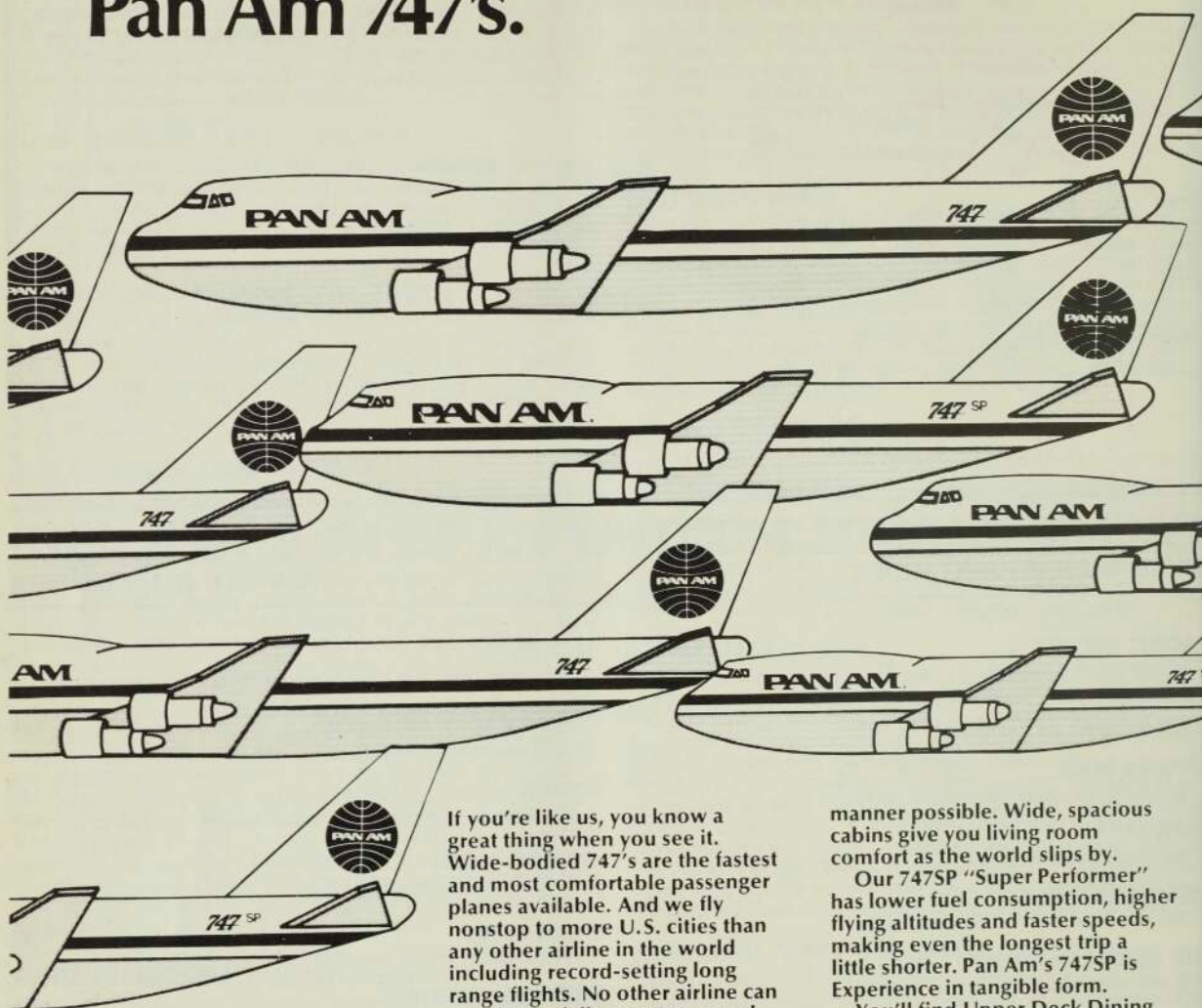
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065 P.

PACIFIC ISLANDS MONTHLY — APRIL, 197

LETTERS

BANANAS

I wish to refer to Mr Dossor's letter (PIM, Jan, p 9) in which he claims that the article on the banana export industry of the Pacific Islands contained "many inaccuracies".

There is only one error, which I believe is a typing error, in the whole article; and that is, the freight rate should, as Mr Dossor points out, be 5.5 cents/pound and not 3c. As to the rest of the article, it conveys a fairly accurate and unbiased outline of the industry.

Until recently, as the article in question correctly points out, the management of Fruit Distributors Limited had repeatedly told the Islanders that they could not produce good bananas. Management was not keen to co-operate with the Pacific Island authorities in trying to improve the industry. As the article points out, there is fortunately a change in this negative attitude of Fruit Distributors Limited. The Pacific Islanders would have lost the NZ market to Ecuador were it not for the fact that Fruit Distributors Limited is bound by its charter to buy island bananas. In addition, the company would not have dared to reject supplies for the Islands in favour of Ecuadorian bananas. Politically, that would not be acceptable to the NZ Government — irrespective of what party was in power.

As to the price, is it not a fact that the premium price of 8 cents a pound originally came about through a NZ government directive, and not through any initiative on the part of the company?

Mr Dossor is correct about a fixed price being paid. But why should it be different? Why should bananas be exported on a consignment basis? And as for the inference that the price being paid for island bananas is one of the highest in the world, one can only say that that may be so in comparison with bananas from other poor countries. The

price of bananas throughout the world is far too low, even at 6c/lb — the price paid for most of the island bananas imported into NZ and is a clear example of the poor being exploited by the rich. The NZ consumers can afford to pay more than they are now paying for bananas. And Fruit Distributors Limited can make them pay a higher price by reducing the current levels of quantities being imported from Ecuador. A few cents more per pound is not going to mean much to the NZ housewife, but is going to mean a big difference to the island producer.

Has Mr Dossor ever compared the price of hothouse tomatoes and that of bananas in the NZ market? How does the price of bananas compare with that received by the NZ farmer?

Fruit Distributors Limited has a monopoly in banana imports into NZ which it can and should use to pay the island farmers a fair price. Perhaps this is the time for Fruit Distributors Limited to prove that it is now working in co-operation with the Island authorities towards a better deal for the producers.

SIONE TUPOU

Nukualofa,
Tonga.

J. K.'s PAPERS

I was sorry to read (PIM Feb, p 31) that the widow of the late J. K. McCarthy has given many of her late husband's 'papers' to the National Library of Australia. With all due respect to Mrs McCarthy and the memory of the late 'J. K.' I believe it would have been more appropriate to have given the 'papers' to Papua New Guinea. After all, 'J. K.' spent a lifetime in PNG with its people. Surely therefore, PNG deserves to have his 'papers' rather than Australia!

G. M. P. GRAY
(ex-PNG)

Western Australia

TAHITI GUIDE

Would anyone having a file of the Tahiti Tourist Guide, especially those published in the early 1930's please contact the undersigned at 152 Burgess Avenue, Westwood, Mass. 02090, USA, and accept my thanks for so doing.

LESTOR GAYNOR



Guard against fading complexion beauty

It is with mixed feeling that many women enter their middle years because they suspect their complexion beauty will deteriorate and make them look older than they really are.

These days, many women have overcome this concern through the daily smoothing on of a scientifically developed tropically moist oil blend which helps restore and maintain the vital balance of moisture and oil in the skin and so assist the complexion in the maintenance of its fresh radiant beauty.

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As you enter the thirties you should supplement these supplies with the moist oil blend because at about that age the tiny glands are diminished in number and cannot normally produce more fluid than is taken as a result of normal daily wear and tear.

Fresher, more natural skin softness

One of the greatest hazards to retaining a smooth and flower-fresh complexion is a harsh environment which can rob the skin every moment it is exposed to drying wind, depleting it of its supplies of natural oils and moisture. Effective protection is therefore most important if you are to keep your skin at the balanced state where it can resist these deleterious influences. Smoothed over the entire complexion each day Oil of Ulan penetrates quickly into the stratum corneum, acting in a similar way to Nature's own oils and moisture, softening and smoothing dry skin and helping to overcome the onset of wrinkle dryness. Tropically moist Oil of Ulan brings even to a tired-looking and neglected complexion, benefits similar to those provided by the skin's own natural fluids helping to create a fresher, more natural complexion radiance.

In many parts of the world women have found their complexion blooming to a softer new beauty through the daily care the gentle Oil of Ulan moist oil blend helps to provide and have achieved the satisfaction of attaining once again true complexion beauty.

The big powers are wooing the Pacific Islands. The Islands are feeling their strength, more particularly since they decided to parcel up the ocean into fishing and economic zones, and invite the fishing nations to make bids for their favours. Japan is vitally interested and, below, the Japanese Ambassador to Australia and his country's spokesman in the Islands, Mr Yoshio Okawara puts Japan's case at PIM's invitation.

JAPAN'S PLEA: GIVE US ACCESS TO YOUR WATERS

The South Pacific, which has long been a remote place in the minds of the Japanese, is now attracting many Japanese, especially the younger generation, as a paradise of sparkling seas, colourful wildflowers and friendly, warm-hearted inhabitants.

As soon as the Pacific nations gained independence, Japan entered into diplomatic relations and has since been maintaining close and cordial relations with them. We are highly impressed by the efforts being made by the Pacific peoples towards economic and social development, and Japan, as a member of the Asia-Pacific community, wishes to make due contribution towards their welfare and prosperity.

In accordance with this wish, the Japanese Government has been extending bilateral co-operation to the Pacific nations, when requested to do so, mainly in the form of technical assistance. At the same time, Japan has collaborated in multilateral aid programmes such as the Skipjack Tuna Tagging Programme of the South Pacific Commission, and has participated in the international co-operation schemes of the United Nations Development Programme, Asian Development Bank and other similar organisations of which Japan is a member.

Among the development efforts of the Pacific countries, particular note should be taken of their active interests in fisheries development in the vast sea areas which will come under their jurisdiction through the recent development of an international order of the sea. We, in Japan, are following this recent development with great interest.

Rice and fish have been the staple foods of the Japanese since time immemorial. In the

case of rice, we attained more than complete self-reliance many years ago. But as far as fish is concerned, Japan has had to look outside her own coastal waters for almost 40% of her annual consumption of 10 million tonnes. Now, with the establishment of a 200-mile zone, Japanese fishing fleets are increasingly anxious to seek the agreement of the coastal states so that Japan's fishing activities can be maintained.

Pacific plan to establish a 200-mile zone by the end of March this year and, parallel to that, active consideration is being given to an international management scheme of highly migratory species.

Against the background of these recent developments, we see greater awareness on the part of the Pacific nations of their own resources and of the need to develop their indigenous prosperity. We support the Pacific peoples' aspirations in this field. In so doing we wish to emphasise two aspects of the issue which will bring about closer co-operation between the Pacific nations and Japan.

The first aspect is that of Japan's fishing activities. As the Japanese observer stated at the 17th South Pacific Conference in Pago Pago last September, we would very much like to be given access to fisheries resources when and where a surplus exists. We put forward this request on the basis of the clear consensus achieved at the Law of the Sea Conference. Of course, we will have to have mutually acceptable arrangements with the coastal nations.

Naturally, we are well aware of the complexity of the problem of highly migratory species. We feel that, in the light of the highly migratory nature of fish and the mobility of fisheries, some form of international management is

necessary to overcome practical difficulties. It goes without saying that such management should be based on objective statistical and biological data covering the whole range of migration, which in turn would require the co-operation of all the countries concerned.

It is on the basis of this belief that we are co-operating in the Skipjack Tagging Programme initiated by the SPC. Indeed, Japan's voluntary contribution towards this research programme indicates its readiness to co-operate wherever viable projects are undertaken. It is our desire to continue to participate in this and other programmes aimed at rational management of highly migratory species. We will be happy to extend our co-operation, if requested to do so, to such fields as research, data collection and analysis. I am sure that our past experience and expertise in these fields could be of help in any prospective management schemes.

This leads me to elaborate on the second aspect on which Japan is to commit itself. In addition to extending our co-operation in the field of research and management as I referred to earlier, we also welcome the opportunity to help develop the fishing industries of the countries in the region. This includes the development of coastal fisheries, aquaculture and the processing of fishery products. Our assistance in the field of fishery takes the following form:

- We accept about 100 fisheries trainees annually from abroad. Among them about 30 are accepted into three group training courses, one for coastal fishery, one for aquaculture and one for a fishery co-operative course. The remaining 70 are accepted into individual train-

ing courses at various laboratories, plants and factories. All the expenses are borne by the Japanese Government.

- We send approximately 100 fishery experts abroad to work with local experts or fishermen in various fields. Despite language barriers, their work has been greatly esteemed by recipient governments including those in the Pacific region.

- We have also a project aid system wherein a group of experts with vessels and equipment are sent out to assist in establishing research laboratories, exploratory fishing, processing centres and so on. One unique example of this kind is the Southeast Asia Fishery Development Centre which comprises three departments, one for training, based in Bangkok, one for research in Singapore, and one for aquaculture in the Philippines.

- The last category of fishery aid is bilateral grants and soft loans for such projects as research vessels, model processing plants, fishery schools and other similar schemes.

More importantly, we are aware of the fact that, quite apart from those relatively large-scale fishing industries which are supplying fish or fish products to Japan, there is a strong need on the part of local populations to catch fish for their own consumption. Up till the present, Island nations have imported a large proportion of the fish they consume from outside fishing nations who operate fleets in the Pacific.

It is easy to appreciate the concern of the Island nation at having had to purchase a large quantity of the fish caught just off their fish-abundant coasts. The task ahead of us is very simple. It is essential that the Island people themselves should learn to catch fish in the most efficient and yet optimum way consistent with their requirement

It is precisely in this area that Japanese fisheries experts or young volunteers can extend their advice.

In recent years, the Japanese catch has been on the decrease for obvious reasons. The natural consequence has been a rapid increase in the volume of imported fish and now Japan is the world's second largest importer of fish and fish products after the United States.

It follows that certain Pacific nations may be in a good position to join traditional suppliers who have already thriving fishing industries.

Naturally, Japan's development assistance is not confined to fisheries. Japan has more than 20 years' experience in assisting rural development in developing countries. It goes without saying that the co-operation Japan offers should meet a variety of local conditions and requirements, so that limited aid resources can be put to the most optimum use. Given the conditions that prevail in the Pacific, development aid should be in the

nature of less-sophisticated basic knowhow, if optimum results are to be achieved.

The main fields, other than fisheries, in which the Japanese Government has been extending financial and technical assistance are reforestation, electric power generation, medical services, road and port construction, rice production and telecommunications.

Japanese official aid takes various forms. Official yen credits may be a possibility for such undertakings as road construction, the setting up of fishing stations and similar infrastructural projects. Should repayment of loans be beyond the recipient's financial means, outright donation or free lease of materials and equipment can be contemplated.

Research projects, training centres, training ships, refrigeration facilities and medical service programmes are among typical projects that may qualify for these development grants. Apart from this project aid, nearly 80 Japanese experts so far have been in the field in the

Pacific and about 70 young Islanders have been sent to Japan to receive training in a variety of fields.

Last but not least, our young volunteers service seems to be proving very successful. The despatch of these volunteers, known as the "Japanese Overseas Co-operation Volunteers" is sponsored and funded by the Japanese Government. They work side by side with village people and readily engage in rural development works such as rice production, fishing, cottage industries, car repairing and timber or woodchip production.

A particular feature of the volunteers' service is the fact that they are able to pass on very basic knowhow at the grassroots level through working together with the people in paddies, forests and on the sea. They are ideally placed for promoting improvements in the level of rural productivity in a wide variety of fields. As of the end of 1977, more than 500 such volunteers were in the field in about 22 developing countries, including Western

Samoa and Tonga.

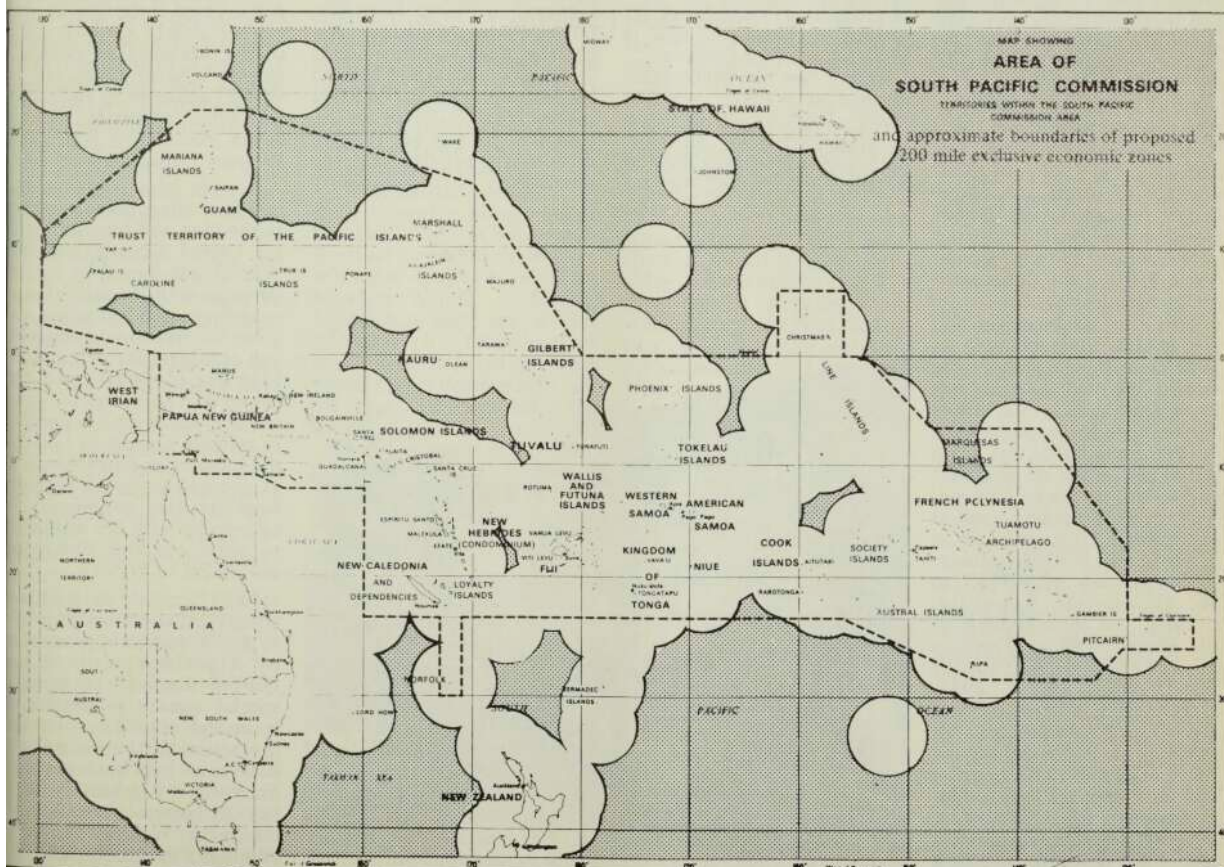
The principal aim of Japan's co-operation is thus to help the Pacific peoples attain social well-being and higher standards of living.

We are well aware of the important role being played in regional co-operation by the South Pacific Forum and the South Pacific Commission.

The Japanese Government therefore intends to remain in close contact with these regional bodies and donor governments, particularly Australia and New Zealand, in expanding its own aid.

The overriding concern of any aid efforts in this region must be the real development needs of the peoples of the Pacific countries themselves and, in particular their own determination and efforts to achieve their goals.

It will always be the policy of Japan to support and lend encouragement to these national endeavours. We are anxious to expand our existing friendly relations with the Pacific nations with the aim of achieving greater peace and prosperity in this part of the world.



Estimated boundaries by courtesy of ORMSTON Noumea

Shaded area is "free" ocean.

PACIFIC ISLANDS MONTHLY — APRIL 1978

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IRIAN JAYA — Nicolaas Jouwe delivers a sharp Melanesian response to a recent PIM article on Irian Jaya by Indonesian scholar Dr R. S. Roosman. Mr Jouwe is president of the National Liberation Council of West Papua New Guinea.

Conflict at the meeting point of Melanesia and Asia

On October 19, 1961, the National Congress met in Hollandia. The 75 delegates, representing the entire territory of WPNG, unanimously agreed and accepted the national flag (the Morning Star), national anthem (Hai Tanahku Papua, O, My Beloved Papua), the state seal (Crowned Pigeon), and West Papua (New Guinea) as the name of the country. The flag and the state seal were designed by me.

On October 18, 1961, the Government of Netherlands New Guinea, acting on the recommendation of the New Guinea Council, gazetted decrees relating to the two national emblems, the national anthem and the national name. Thus they became legal and were officially put into use on December 1, 1961. The Morning Star flew side by side with the Dutch flag and Hai Tanahku Papua was sung along with Wilhelmus, the Dutch national anthem. On February 16, 1962, the New Guinea Council informed Queen Juliana and the Dutch Government that *the people of WPNG had chosen December 1, 1970 as the target date for its independence.*

While the Melanesians and the Dutch Government in WPNG were implementing educational and development programmes as preparations for independence, Indonesia, on the other hand, was at an advanced stage of negotiations with the Soviet Government to secure arms valued at more than US\$2 billion in order to take WPNG by force.

The transfer of WPNG to the Indonesian Republic, through the intermediary of the United Nations Temporary Executive Authority (UNTEA) on May 1, 1963, signified the Indonesian Government's success in crushing the hopes and aspirations of the WPNG people, and their preparations for independence by December 1, 1970 (just under two months after Fiji's independence day, October 10, 1970).

Today, the Indonesian

Government, and individuals such as Dr Roosman, are obviously putting out propaganda to discredit the Melanesian people in WPNG, and to present an image of them as a bunch of primitive people still living in the Stone Age. And besides, the Indonesians are currently engaged in moves to persuade other Melanesian countries, particularly Papua New Guinea, through a fine exercise in political intimidation, to recognise and accept WPNG as an integral part of Asia, and its people as Asians. But the whole world knows that ethnically, geographically, culturally and by religion, WPNG is in direct contrast to Indonesia, or Asia for that matter. The truth is: WPNG should not and must not be separated from its natural environment, that is Melanesia and/or Oceania.

Today, we the Melanesian people of WPNG, are not really so concerned so much with the artificial philosophies and propaganda created by the Indonesians. We are

trying and will continue to try to upgrade our capabilities to be independent and to rehabilitate our traditional, ethnic, cultural, geographical and economic ties with Melanesians living east of WPNG. Indonesia is apparently maintaining this forced separation by harsh and brutal means. During the past 15 years we, the Melanesian people of WPNG, have been successful in expanding our intellectual elite by more than 100 university graduates.

If one asks whether we, the Melanesian people of WPNG, are capable of running our own affairs, our answer is a positive yes. We are capable of ruling a country of our own. Starting at the top with the position of a Governor-General, a Prime Minister, Government Ministers and right on down to office clerks — all these jobs could be held by Melanesians of WPNG themselves. A corps of 50 people to serve in the diplomatic service is even now ready to assume duty

when the time comes.

Economically, WPNG has a great potential to generate its own revenue. Its resources include oil, copper, nickel, natural gas, timber, fish, copra and so on. Apart from oil and copper, other natural resources have not yet been tapped or exploited. The Indonesian Government has in fact put WPNG's timber resources at the disposal of Japanese firms for exploitation, almost at will. Oil exported out of WPNG during last year alone was more than 50 million barrels worth more than US\$700 million. The value of copper fluctuated between US\$300 to US\$400 million. The Indonesian Government receives 35% royalty from WPNG exports. From these figures, one can see clearly just how much of the Melanesian people's wealth is being taken out of WPNG annually by Indonesia and other countries, namely Japan, the United States and Western European countries.

A most brutal, unjust and inhuman thing, quite contrary to the laws and regulations of the United Nations, was that WPNG was forced to cut off its links with its natural surroundings, and Indonesia was given the freedom to suppress and eliminate the original inhabitants of WPNG and rob them of their wealth and natural resources. According to reliable sources in Jakarta, the Indonesian Government is at present enlisting support from its near neighbours to co-operate with her military to wipe out the liberation movement in WPNG.

In 1973, newly independent countries, commonly known as the Third World group, led by Algeria, called on the United Nations to hold a special session to determine rules and regulations for the protection of the natural resources of backward people. From April 9 to May 2, 1973, the UN General Assembly, in its Sixth Special Session, adopted Resolution 3202 (IV), called Programme of Action on the Establishment of



Going to the cinema in Jayapura.

PACIFIC ISLANDS MONTHLY — APRIL, 1971

New International Economic Order. The first chapter of this resolution read:

"Fundamental problems of raw material and primary commodities as related to trade and development:

"1. *Raw Materials*. All efforts should be made:—

"(a) To put an end to all forms of foreign occupation, racial discrimination, apartheid, colonial, neo-colonial, and alien domination and exploitation through the exercise of permanent sovereignty over natural resources.

"(b) To take measures for the recovery, exploitation, development, marketing and distribution of natural resources, particularly of developing countries, to serve their national interest, to promote collective self-reliance among them, and to strengthen mutually beneficial economic co-operation with a view to bringing about the accelerated development of developing countries." And so on.

Why should the Indonesians be allowed to continue this system of robbery and exploitation of WPNG right under the eyes of the Melanesian nations in particular, and the civilised world in general? And, above all, their actions are contrary to the above-cited binding resolution of the United Nations.

Why have millions of dollars worth of goods, the rightful property of the Melanesians, been shipped away or stolen and used in the interests of the Asians of Indonesia, who are already in possession of rich territories themselves?

Why do we people of Melanesia and Oceania have to go on our knees and beg to become associate members of the European Economic Community, and have access to aid, when we allow other countries, including Indonesia, to ship away resources from our own backwards?

I feel it is time for us Melanesians to give priority to a serious consideration of our common interests. What Indonesia is doing in WPNG is indeed contrary to the Universal Declaration of Human Rights. Indonesia is in fact pursuing the very practices for which it condemned the colonial governments. The preamble of the Constitution of the Republic of Indonesia (Undang-Undang Dasar 1945) states: "Whereas inde-

pendence is the natural right of every nation, colonialism must be abolished in this world because it is not in conformity with humanity and justice."

Dr Roosman, in his article, as quoted earlier, says: "... the spirit of tolerance which is now prevalent in Jayapura is in line with the Panchasila, Indonesia's state philosophy, based on Five Principles of belief in God, humanity, national unity, democracy and social justice." Very well! It would be in the best interests of all concerned if Indonesia granted full independence to the people of WPNG without bloodshed as the Australian Government has done in Papua New Guinea. If this can be done, Indonesia would be acting not only in line with its constitution, but above all it would create worldwide confidence and credibility in relation to the Indonesian state philosophies and constitution.

In his article, "Jayapura is no longer a frontier town", (PIM, Jan, p 39), Dr R. S. Roosman touched on a number of points which clearly distinguish Indonesians from Melanesians in West Papua New Guinea ("Irian Jaya"). In fact, these differences form the basis of the present-day conflict between Irian Jaya's original inhabitants, the Melanesians, and Asian migrants from Indonesia.

Dr Roosman says 80% of the Indonesian population is Moslem. This is incorrect. Statistics published in a Moslem quarterly, *The Moslem World*, in Cairo, Egypt, last year, reveal that 95% of the Indonesian population is Moslem. This means that Indonesia is in fact the biggest Islamic state in the world.

In sharp contrast to this, about 95% of the indigenous population of WPNG is Christian (Protestants 55%, Roman Catholic 40%), heathen 3% and Moslem 2%. The minority Moslem community in WPNG is made up of coastal Melanesians, mainly living in the Raja Ampat group of islands — Waigeo, Salawati, Batanta, Misool, and on the west coast of Bird's Head.

In October, 1956, the Protestant church in WPNG became independent under the name Gereja Kristen Injili (GKI), or the Evangelical Christian Churches (ECC). Before the Indonesian military take-over of administration of WPNG from the

Netherlands, mesjids or mosques were only to be seen on the Raja Ampat islands. Now mosques have sprung up like mushrooms throughout WPNG. Mosques are a status symbol in Indonesia. They are state institutions built with central government funds. They help project the image of the greatness of an Islamic power in the Indonesian archipelago.

Dr Roosman tried to illustrate that the "spirit of tolerance" now prevalent in "Jayapura" is in line with Panchasila, Indonesia's state philosophy, which is based on the Five Principles of belief in God, humanity, national unity, democracy and social justice. How attractive the state philosophy appears on paper! But the reality experienced by the Melanesians of WPNG from day to day is quite different.

In Indonesia, the majority rules. And that is the living fact faced by Melanesians in WPNG: the Indonesian majority rules. In every sector, the indigenous people are suppressed, made to feel strangers in their own homeland. The population ratio between WPNG and Indonesia is 1:130, a million Melanesians as against 130 million Asians.

Over the past 14 years, since Indonesia took over the administration of WPNG by force, leaders of underground movements within WPNG estimate that Indonesian forces have eliminated more than 155 000 Melanesians (May 1, 1963 to May 1, 1977). This figure includes men, women and children. Jakarta's "wipe-out-the natives" operations are still enforced. If an independent fact-finding commission from the UN or from already independent Melanesian countries in the Pacific, made a genuine investigation into these massacres, without interference from local authorities in "Irian Jaya", that figure would well go beyond 200 000.

Dr Roosman in his article rather proudly claims that there are now 25 West Papua New Guineans occupying high positions in the provincial administration in "Irian Jaya". He says four of them have been made District Commissioners, and another 21 "departmental heads". A reader of Dr Roosman's article would obviously conclude that the Melanesians in WPNG are still a backward

people. To understand their capabilities correctly and the educational level reached by the Melanesians in WPNG, let us look briefly at the history of WPNG, and the developmental programme the Netherlands Government entered into after WPNG was freed from Japanese occupation by General MacArthur and his Allied forces on April 22, 1944. (Indonesia was still in the hands of the Japanese at the time.)

On September 1, 1944, the Netherlands Indish Civil Administration (NICA), in an effort to develop "Papua Baru" (New Papua) — the name advocated by a well-known Dutch District Commissioner in the then Netherlands New Guinea, the late J. P. K. van Echoud, who later became known as "Bapa Papua" (father of the Papuans) — established the Native Civil Administration College (NCAC) at Kota Nica near Sentani. A total of 150 students went through this college.

Many of them were trained teachers and seminarians, products of the Protestant Mission Seminary at Miei in the Geelvinkbay, started earlier by another "Bapa Papua", the late Rev Isaac Samuel Keyne. Rev Keyne was the man who composed the song "Hai Tanahku Papua" ("O, My Beloved Papua") in 1923, which the New Guinea Council, the first WPNG Parliament, unanimously accepted as WPNG's National Anthem in 1961.

(The title Bapa Papua was given by the WPNG people only to these two Dutchmen, who contributed a great deal towards the advancement of Melanesians in WPNG.)

Of the 150 students who went through NCAC at Kota Nica, 20 graduated as district officers, 50 as patrol officers, 20 as assistant police inspectors and 60 as clerks. Senior WPNG leaders such as Marcus Kaisiepo, Eliezer Bonay, Frans Kaisiepo, myself and many others, were among the first NCAC graduates. Frans Kaisiepo and Eliezer Bonay later successfully became "Irian Jaya" governors.

During the 13 years from 1944 to 1957, acting on the recommendation of the first South Pacific Conference in Suva (April-May 1950), which emphasised the need for accelerated universal vocational training in the South Pacific Commission Island territories, besides

NCAC, the Dutch Government established the following educational institutions to provide professional or specialist training:

- 1947 — a police college in Hollandia.

- 1948 — a seminary to train teachers and seminarians in Serui, Japan.

- 1950 — a college for assistant medical officers, pathologists, dentists and nurses in Hollandia.

- 1953 — agriculture and forestry college at Kota Nica.

- 1954 — nautical and meteorological college in Hollandia.

- 1954 — technical colleges in Hollandia and Sorong.

- 1952-1955 — six junior high schools, one in each province, and a senior high school in Hollandia.

In November 1957, Australia and the Netherlands reached the Goroka Agreement. Under this agreement, the two Governments agreed to carry out educational and development programmes in the then Territory of Papua and New Guinea and Netherlands New Guinea until such time as the Melanesian people of the two territories were prepared to determine their



Mr Jouwe.

own future. They would be given the opportunity to decide this for themselves. The agreement also provided for possible unification of the two territories.

In mid-1958 and early 1959, the Dutch Government introduced a "Papuanisation Programme", or localisation, in WPNG. By the end of the decade, all positions in the civil administration, ranging from assistant district commissioner to clerk, were held by Melanesians. In the Department of Health, for example, about 90% of the positions of assistant medical officers, assistant pathologists, assistant dentists and nurses, were held by Melanesians.

In the Agriculture and Forestry Department, 85% of the positions of agricultural and horticultural officer, and assistant agricultural and forestry officer, were held by

Melanesians. They included West Papua New Guineans who had studied at agriculture and horticulture colleges in Holland. Eighty-five per cent of all coastal vessels, with tonnages of up to 500 tons, were run by Melanesians. Perhaps the only positions which Melanesians had not reached at that time were those of air pilots.

In 1959-1960, 100 students from junior and senior high schools were selected to study abroad on government scholarships. Those with high marks in English were sent to study at medical and technical colleges in Fiji and Papua New Guinea. The majority went to study in Holland and other European countries.

After Indonesia's successful 1963-64 take-over of WPNG by force, most of these students were persuaded to return to Indonesia and eventually to "Irian Jaya". Fortunately, a handful who went to Fiji and Papua New Guinea chose to continue their studies. They are now working as doctors, dentists and technicians in Papua New Guinea, Fiji and Australia.

In early 1961, for the first time in the history of the whole island of New Guinea, a

one-man-one-vote secret ballot was conducted in WPNG to elect its first Parliament. It was called Nieuw Guinea Raad (the New Guinea Council), and was inaugurated on April 5, 1961. Its membership consisted of 23 elected Members and five nominated Members. At the inaugural ceremony in Hollandia, which was also attended by the Australian and New Zealand Foreign Ministers, representatives of the United Kingdom, France and Papua New Guinea, and Her Majesty Queen Juliana, Queen of the Kingdom of the Netherlands, through the Dutch under-secretary for Home Affairs, invited the Melanesian people of WPNG to choose a target date for the realisation of independence.

- It was reported in late February from Port Moresby that two senior members of a West Irian freedom fighters' movement were being held there for questioning. Papua New Guinea's Foreign Affairs Minister, Mr Ebia Olewale, said the men, Mr Amos Indey and Dr Dorius Maury, had given themselves up to the authorities after crossing into PNG.

From the depth of 14 years spent in communist prisons comes this remarkable book!



Rev. Richard Wurmbbrand who was imprisoned and tortured by the communists for 14 years.

In 1945 following the Communist seizure of Romania, Wurmbbrand began a secret "underground" ministry both to captive Romanians and to Soviet soldiers in the invasion force.

Arrested in 1948, he was committed to prison where he served three years in solitary confinement and five additional years in "mass" cells, during which time he was subjected to medieval tortures.

Following his 1957 release, Wurmbbrand resumed his underground work, rearrested in 1959, he was sentenced to 25 years in prison. A general amnesty in 1964 again brought his release and resumption of his underground work. Finally in 1965, in great danger of a third arrest and imprisonment, he was "ransomed" out of Romania by Christian friends in Norway.

Reverend Wurmbbrand is pursuing his support of the Underground Church activities, which are being continued vigorously in Communist countries. Through the international Christian Missions to the Communist World, he helps the Underground Church by smuggling Bibles, Christian literature, and relief to families of martyrs through secret couriers.



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I have not read the book Tortured for Christ. Please send one FREE copy printed in English. (Enclose 10 cents to cover postage and handling. Only one copy will be sent per coupon received.)

POLITICAL VIOLENCE — Well-known authors Marie-Therese and Bengt Danielsson, writing from Tahiti, sort out the tangled threads leading up to the January riot in Papeete's central prison which left two people dead, and point to its implications for the future.

Papeete: The complex anatomy of a prison riot

When the bombing of the telephone exchange and the murder of a French businessman in Tahiti were reported in the November 1977 issue of PIM (p16), these crimes were described as serious blows to the traditional image of the island as an earthly paradise. What little was left of this glossy image, propagated by all designers of tourist posters, has now been definitely destroyed by the bloody prison riot on January 14 which left two dead. What is new and worries the hitherto complacent population is that all these violent acts are politically inspired and strongly anti-French.

It could hardly be otherwise. The constant policy of

the Paris government, since the early 1960s, when General de Gaulle made his fateful decision to use the islands of French Polynesia for testing an endless series of nuclear bombs, has been to maintain the colonial system so as to prevent "the locals" from throwing out the bomb people, as the Algerians did after independence, when they closed down the French nuclear bases on their territory.

To make the islands even more "secure", they were immediately occupied by thousands of army troops and foreign legionnaires and hundreds of gendarmes and police agents representing the various branches of the French secret services, as well

as the special "Thought Police", (*Renseignements Généraux*). Last but not least, since the tests began, civilian settlers from France and the former French colonies in Africa have poured into Tahiti, at the rate of about 1 000 a year, and now number at least 15 000. Most of them have gone into business, bought land and some have married local women. It is therefore no exaggeration to say that Tahiti has been colonised in the worst 18th century fashion, and this at a time when elsewhere in the Pacific and the Third World the evolution has been exactly the opposite, towards freedom and independence for all other colonial peoples.

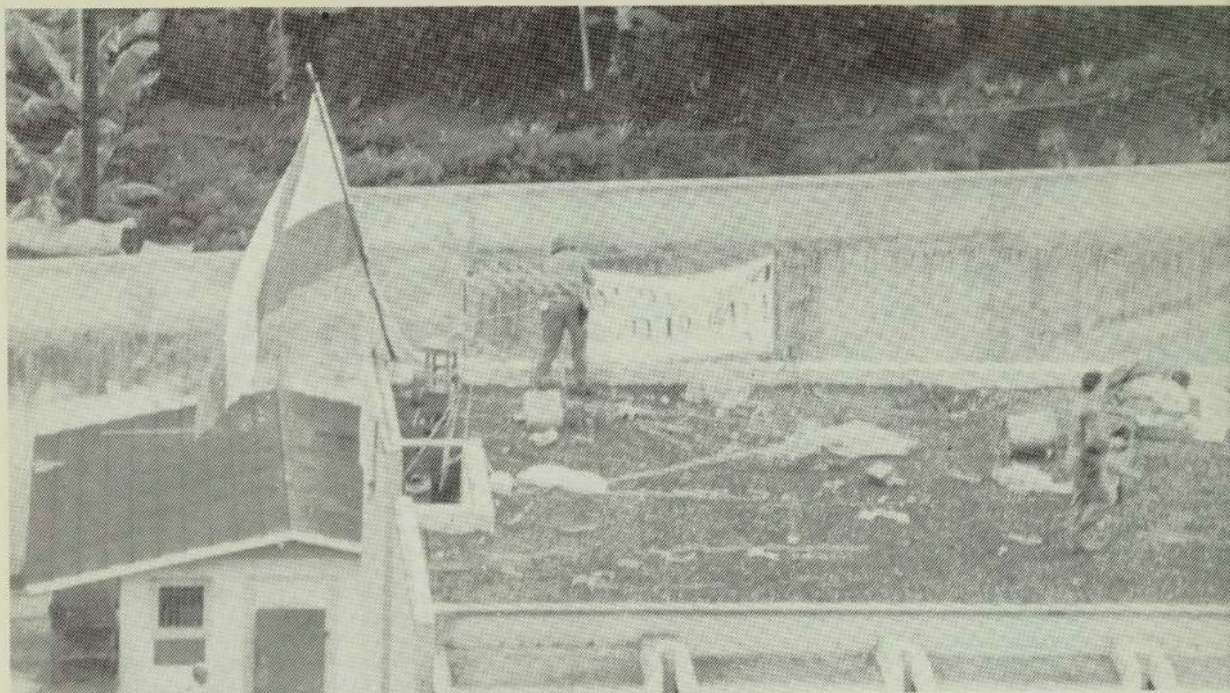
In such a blocked colonial

situation, as history has shown us, some frustrated individuals will unavoidably end up by resorting to violent actions, and this is precisely what has happened in Tahiti. The first attempt at open revolt, however, was so clumsy that nobody took it seriously. It occurred in 1972, when a group of young Tahitians stole a few boxes of blank ammunition from a French army camp outside Papeete. When caught, they explained their theft as a symbolic act of defiance. They wanted to use the court as a public forum for their demands: independence and cessation of all nuclear tests. One of these early protesters was a certain Charlie Ching who in spite of his Chinese



Rounding up the prison rioters.

PACIFIC ISLANDS MONTHLY APRIL 1978



A scene on the prison roof during the riot. Note their Tahitian flag and banner saying "We want independence".

name is culturally a Polynesian. His greatest political asset is his close kinship tie with Pouvanaa a Oopa: he is a nephew of the old Tahitian freedom fighter who, in 1959, was sentenced, on trumped-up charges, to eight years in prison of which he had to serve seven and a half in France.

Benefiting from the general amnesty that traditionally follows the election of a new president of the French Republic, Charlie Ching was liberated in 1974, when Giscard d'Estaing's term began. On his return home, he founded a new political party whose whole programme was immediate and complete independence from France. His first attempt to win support was at the polls, when Francis Sanford was re-elected deputy, in September, 1976. Ching got only 676 votes, or 1.66% of the total votes cast.

But his real influence was greater and widening, for he appealed to an increasing number of poor and bewildered Polynesians who felt like strangers in their own land. Those who listened most eagerly to Charlie Ching's simple message were the young, unemployed boys, who had been rejected by a society which they did not understand or care for. From a sociological point of view, they represent a whole lost generation,

for they do not any longer believe in the traditional values of their parents and grandparents and, on the other hand, European values are still foreign and unattainable to them. Most of them had by then formed gangs, some of which had adopted Ching's political programme.

In June and July, 1977, one such gang called *Te toto tupuna*, "The blood of our ancestors", decided to act. Not content with a symbolic act they decided to steal more useful stuff than blank munitions — dynamite. With the same ease, they entered the storerooms, first of a private construction firm and then of the Public Works Department, and carried off more than 300 kg of dynamite. The perfect occasion to use it came in the middle of August, when the minister for the French overseas territories, Olivier Stirn, visited Tahiti.

Probably deterred by the strong protective guard which surrounded him, the *Te toto tupuna* commando chose to blow up the telephone exchange, situated in central Papeete, opposite the governor's residence. If they had succeeded fully, the ensuing lack of this vital means of communication would probably have allowed them to commit other acts of sabotage. As it was, they went about it in such an inept manner that

only the first of the four charges exploded, producing structural damage to the building, but none to the apparatus. When searching the debris, the police found a message worded: "Take your flag, your people and your statute, Stirn, and go home!"

Since this first political bombing in Tahiti caused no casualties, it seemed quite unreal to most people, who did not feel seriously concerned. The next attack by a *Te toto tupuna* commando, however, shocked everybody deeply. It occurred two weeks later, on the night of August 27, and the site was a villa in the swank residential section in Punaauia called the Lotus. A former French navy officer turned businessman, Pierre d'Anglejean, was shot as he lay asleep in his bed. On a sheet of paper pasted on the wall was written in capital letters: WE DO NOT WANT ANY MORE FRENCHMEN IN OUR COUNTRY. It was signed *Te toto tupuna*. Mrs d'Anglejean, sleeping in the same bed, was spared, obviously because she was of Tahitian and Chinese extraction. The only possible implication of all this was that Mr d'Anglejean had been murdered for no other reason than that he was French.

Nobody can keep a secret in Tahiti, and this time, with the help of a couple of informers,

the police managed to arrest 13 members of *Te toto tupuna*. A 14th member was brought back from Rarotonga, where he had believed himself safe from extradition. For good measure Charlie Ching was also arrested, although he declared himself innocent and certainly had not participated in any of the commando raids. The official charge brought against him was that he was the brains behind the gangs.

The significant fact here is that the arrested members of the *Te toto tupuna* gangs, all in their late teens or early 20s had not previously committed any crimes and could therefore not be classified as juvenile delinquents. They made no secret of their political motives and only seemed to regret that they had not been able to carry out more than a small portion of their action programme which included the blowing up of French military planes and navy ships serving the nuclear testing base on Mururoa. They had also seriously considered shooting down the aircraft on which the minister for the French overseas territories, Olivier Stirn, travelled, but had eventually refrained, because there were numerous Polynesian passengers.

With the arrival of the *Te toto tupuna* gangs, the number

of inmates in the new, modern prison building at Nuutania, west of Papeete, rose to 173. Out of these 169 were Polynesians, two foreign legionnaires, one an Italian burglar and the other a French embezzler. These figures show better than anything else how particularly vulnerable the Polynesians are to the viruses of crime introduced during the past decade.

The only previous prison riot in Tahiti took place in 1972 and resulted only in some material damage. The main request then made by the rioters was to have TV sets installed in the prison, and it was promptly granted by the governor. It is not unlikely that the inmates over the years have picked up a few ideas by watching the numerous crime movies and newscasts about prison riots in France, frequently shown on our local TV programmes. However this may be, the riot which occurred in the afternoon on January 14, was a much bloodier and more savage affair.

Some of the most hardened prisoners enticed a warder into their block, by pretending that one of them was sick. They then fell upon the unsuspecting warder and literally beat him to death with table legs. With keys taken from their unfortunate victim, they then opened the doors in the adjacent blocks. When the other warders arrived on the scene, they were overpowered, in some instances beaten, and thrown into empty cells. The only remaining warder tried in the meantime frantically to alert the *gendarmerie* stations in Papeete and at the airport, connected with the prison by a special line. But incredibly enough there was no answer — probably because it was Saturday afternoon. The frantic warder finally tried the ordinary telephone and managed, without difficulty, to dial the Tahitian town police in Papeete who transmitted the chilling news to the authorities.

The first to arrive on the scene were the prison director, Nedo Salmon, and the deputy director, his son Teina. They found the prison gate wide open and about 50 prisoners standing in the yard inside, apparently without any thought of escaping. The explanation for this strange behaviour is very simple: they had not participated in the

murder of the warder and were still too surprised by their liberation to know what to do. Among them were practically all the members of the *Te toto tupuna* gangs. On the other hand, the murderers and some other hardened criminals, altogether 14 men, had immediately escaped.

Nedo Salmon, who is a consummate politician and fine orator in Tahitian, tried to persuade the prisoners to return to their cells and declared himself ready to listen to any complaints they might have. They chose as their spokesmen four members of the *Te toto tupuna* gangs who immediately delivered their demands. They were: immediate independence; send home all Frenchmen; stop poisoning us with your bombs.

The poor director, who had expected them to ask for better food, more frequent leave or perhaps a colour TV, could only promise to transmit their requests to the proper authorities.

By then the new High Commissioner, Paul Cousseran, had installed his headquarters opposite the prison, and the only answer he cared to give was, of course, to send for a company of foreign legionnaires by air from Mururoa. At the same time he ordered the 50 available gendarmes to encircle the prison building. In spite of this, Nedo Salmon managed to extract a promise from the mutineers to hand over the dead and wounded warders — on condition that those who came to fetch them were Tahitians and not Frenchmen.

As soon as this was done, the 50-odd prisoners who took an active part in the mutiny gave it an even more political character. First they searched the prison until they found a Tahitian red-white-red flag, then they took it up to the roof and stuck it up on a pole. Next they painted streamers, made of bed sheets, with anti-French and anti-bomb slogans. By then some of the mutineers had discovered the warders' beer supplies and collected all the bottles of spirits they could find in the dispensary.

A Tahitian party without music and dancing is no real party, and a record player was therefore brought up. Soon everybody was wildly dancing and singing. But now and then shouts were heard, mostly in French for the comprehension

of the journalists and the gendarmes: *Vive l'indépendance! A bas la bombe! Les Français dehors!* The shouts were often accompanied by projectiles of various kinds aimed at the besiegers.

There is no doubt that the easiest solution, technically, would have been to cut off the water, food and electricity and wait for the mutineers to give up. But a drawn-out and successful defiance of the French authorities would have far-reaching repercussions, especially to be feared in view of the forthcoming general elections on March 12. The High Commissioner therefore decided (or had received orders from Paris) to use force.

The first attempt, made at midnight, was preceded by a volley of teargas grenades. As soon as the first exploded, however, the mutineers brought up three hostages to the roof and threatened to throw them down to certain death in the courtyard.

Their choice of hostages was again highly revealing of their general frame of mind: they consisted of the Italian burglar and the two Spanish legionnaires, locked up God knows what for and why in this civilian prison. The fourth European prisoner, the Frenchman, had hidden himself so well that the mutineers could not find him, which was probably very lucky for him.

The mutineers made the hostages sit on the edge of the roof so they could easily be pushed off it. This momentarily stopped the barrage of teargas grenades.

The only thing for the High Commissioner to do was to wait for the mutineers to fall asleep, in good Tahitian tradition. By 4 am only half a dozen men were still on the roof and most were resting. The hostages had also been allowed to stretch out. At 4.30 the High Commissioner gave the order for the assault to take place. A truck smashed down the main gate, and 50 gendarmes with weapons drawn rushed into the compound and placed dynamite charges at all locked doors. As soon as the prisoners on the roof realised what was going on, two of them grabbed one of the legionnaires and began carrying him towards the edge of the roof. The next moment three shots rang out. One of the Tahitians staggered and fell, mortally wounded in the head and chest. The shots

had been fired by two of the best marksmen among the gendarmes, posted on a hill behind the prison. To avenge the death of his comrade, one of the other mutineers slashed the leg of their Italian with an axe, before disappearing into the building.

In the meantime, the gendarmes had advanced cautiously from block to block, throwing large numbers of teargas grenades into all rooms and corridors. Nobody seemed to have the slightest inclination to resist, least of all those prisoners who, during all these goings-on, had been sitting quietly in their cells, either locked or unlocked. Among them was, for instance, Charlie Ching. Two hours after the signal to invest the prison building had been given, the last coughing, sneezing prisoner came out with his arms over his head or handcuffed behind his back.

A head count revealed that 14 prisoners were missing, and these were, of course, precisely the instigators of the break-out, who all had spent years behind the bars for "ordinary" crimes like theft, burglary, assault and rape and therefore were desperate enough to commit a murder in order to regain their freedom.

In a heavily populated island like Tahiti, however, good hide-outs are extremely rare, and, like all other escaped prisoners in the past, these, too, were gradually recaptured, until at the time of writing only three are still on the loose. Whereas, as we have already mentioned, the members of the two *Te toto tupuna* groups stayed within the prison walls, and took advantage of the opportunity that was offered them to publicise their political ideas which evidently were shared by at least 40 or 50 of their fellow inmates.

The French authorities have ever since made spectacular efforts to confuse the issues and deny all political significance to the telephone exchange bombing, the murder of Mr d'Anglejean and the prison riot. In a press conference, the High Commissioner went so far as to say that the nuclear tests and the military occupation of the islands have absolutely nothing to do with recent events. In his view, the growth of violence in Tahiti, these last months, is simply a worldwide phenomenon from which no country can escape ...

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SOCIAL COMMENT — Dr Jim Boutillier records his impressions of a short visit to Guam. They do not amount to a particularly flattering portrait, but his hope in writing this account is that it will balance more enthusiastic descriptions of the island which sometimes find their way into print.

AGANA AND THE AMERICAN DREAM

I stayed in Agana, Guam, for a few days recently during a trip from Tokyo to Truk. It was my first visit to the island "where America's day begins", and which is, in many ways, a microcosmic reflection of the American experience in Oceania and Pacific East Asia.

As a newcomer — though one who has travelled fairly extensively in the Islands — my observations are, of course, superficial and subjective. Moreover, they are confined to what, in the 19th century, would have been called "the beach", and what, in 20th century North American parlance is the "main drag", the four-lane thoroughfare which runs through Agana and the neighbouring municipalities between the upthrust coral ridges and the sea.

Perhaps if a justification is required for generalised commentary on current urban conditions in a Pacific port town, we should perhaps recall the value which we place now on the observations of transients who visited such 19th century towns as Papeete, Levuka, or Tulagi.

The population is a polyglot one. Two little boys playing marbles in the shadow of a giant land mover are named Jose and Ramon, their fathers from the Philippines. Behind the counter at Pan American work 12 Vietnamese refugees from the war in South-east Asia, a conflict commemorated by Saigon Lil's Warehouse, a local night club where a young lady billed as "Hot Stuff from San Francisco" appears "to nite and every nite". An Indian book-keeper is hunched over his ledgers trying to finish the accounting for a fabric shop before leaving for a family wedding in Bombay. Rosa Cruz, whose parents are part-Guamanian and part-Filipino, is about to leave for a wedding in another part of the world, California, where thousands of Guamanians reside in Long Beach and San Diego. Another young Guamanian has come the other way and is relaxing in the shade of a fish-

ing boat while his friends make ready their yacht for a cruise to the northern Marianas. A taciturn Korean stands in front of his restaurant watching the traffic go by. Up the road, Pedro's Restaurant features "The Warblers", Beth, Darlene, Carmen, and Bong direct from Manila. Nearby the Guam school of languages features tuition in English, Chamorro (a language in which many of the young Guamanians of Chamorro extraction with whom I spoke seem to have little or no fluency), Spanish and Japanese.

The Japanese presence is considerable. The JAL 747 I travelled on was completely full and many of the passengers were Japanese honeymoon couples coming to Guam. Once there they were whisked away in Turtle Tours buses (a Japanese concern) to Japanese-owned hotels like the Guam Reef Hotel or the Dai Ichi. The first thing you see when you approach the Hilton Hotel is a wing housing the Genji, a Japanese restaurant. Many of the commercial signs are in Japanese, there are a variety of small Japanese eating places, the Faith Book Store features *Japanese in 30 Hours* (as well as *Vietnamese in a Nutshell*), and one of the local stores has on display in its front window, along with Heidelberg beer steins and an indifferent reproduction of a frontier flintlock, complete with powder horn, a set of Japanese samurai swords.

Commercialism, as an American service wife (who was grateful that her teenage son had not become involved in taking drugs while on the island) and a Guamanian ticketing agent opined, is one of the principal problems on Guam — commercialism of the least attractive variety, featuring synthetic wigs, "adult books", beneath the Shangri-La Lounge, and bonus bucks. At either end of "the beach", like the Pillars of Hercules holding the urban world aloft, are the Bank of America and Guam Hotel Okura. In between are several



miles of rather shabby main street, disfigured all too often by abandoned packing crates, old beer tins and a scattering of domestic jetsam.

One section of low, concrete block, plaster, and corrugated tin-roofed buildings seemed to capture some of the essence of the commercial development. It consisted of a massage parlour, two tailor shops, a music shop, a trading company featuring Japanese electronics, two cold drink dispensers, a Chinese eating spot, and a Japanese restaurant selling Olympia beer.

Further up the road an open rubbish trough provided an instant inventory of American brand names and a possible measure of Guamanian buying habits. Readily visible were cardboard boxes marked Schlitz, Avon, Carnation, Olympia, Kentucky Fried Chicken, General Electric (a skillet), Foremost Orange Drink and Libby's Grapefruit Juice.

The car is king in urban Guam, a fact reflected by the lack of any domestic bus service. A steady stream of traffic pours through Agana, ranging from Department of Public Safety patrol cars to battered "Guam bombs", piloted with an air of cavalier bravado by the local youth. Used car lots and gasoline stations line the main road and in many backyards lie the rusted and eviscerated hulks of old automobiles being consumed steadily by salt air and jungle undergrowth.

The sky is almost equally crowded. The air is filled with the whine and roar of United

States Navy patrol aircraft settling in over "the beach" to touch down at the airstrip nearby, or the sound of naval fighters practising take-offs and landings. Occasionally, there is a different sound and, well out to sea, wheeling over the golden ghetto of Hotel Row at Tumon Bay, you can see the sleek grey silhouette of a bomber heading for Andersen Airforce Base at the northern end of the island, a constant reminder of the military presence in this Western Pacific outpost.

One is reminded of the British socialist who travelled to the Soviet Union in the inter-war years and returned to announce triumphantly that he had seen the future and that it worked. Urban Guam suggests that this is the future in a number of parts of Oceania and that it may not work so well after all. The municipal areas along "the beach" appear to be expressions of too much, too easily, and too soon.

Lest this portrait seem too unflattering, one man at least was optimistic. Painted across his tin roof were the words "Guam is good." Then again my heart was hardly put at rest, I regret to say, when the first thing I saw at Truk was an overweight policeman in an American style uniform with a pair of handcuffs and a revolver. It seemed a sad commentary on a part of the world that prides itself on the "Pacific Way", but perhaps it was just another expression of what was happening back in Guam.



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PACIFIC ISLANDS MONTHLY — APRIL, 1971

Thirteen miles out of Honiara, capital of the Solomon Islands, over road that is not too bumpy by island standards, is Vilu Village. It is owned by Fred Kona, whose intention it is to make his cultural and war museum one of the main tourist attractions of the Solomons. Peter L. Young tells the story.

WAR AND CULTURE SIDE BY SIDE IN THE SOLOMONS BUSH

Fred is quite a character. Usually dressed in a pair of shorts and perhaps an open shirt, he hails you with his booming, "Welcome friend" and grabs your hand with a strong grip. He is a master raconteur in his superior mixture of English and Pidgin.

Fred is a remarkable man. He is paramount chief for this area of Guadalcanal which is no mean achievement considering he was born on another island, Malaita. He originally came to Guadalcanal to work on a plantation.

While on the plantation, Fred set about learning English by talking to the plantation manager's children. He eventually became an overseer.

Fred will tell you proudly that he is a self-made man. He never went to school but he has learned to read. He now studies what he calls "the three laws" in his spare time; these laws are God's Law, King's Law and Custom Law. He has sat as an adviser in local courts, and because of his knowledge of custom he was able to become a paramount chief.

Vilu Village seems to have everything and Fred will assure you that it has. It contains a war museum, houses built in custom style, and Fred's own agricultural pursuits including a copra dryer, cocoa, pineapples, Malay apples and various other crops. In addition to this he is cultivating various orchids.

As Fred says, he never went to school but he knows how to grow first-grade copra and first-grade cocoa.

On the day I visited Vilu I had given Fred Kona a few days notice by leaving a note for him at his post-office box (559 Honiara). This meant that he was well prepared to welcome my party with a group of traditional dancers from Visale, a Roman Catholic mission settlement further up the coast.

We sat down while the dancers performed. Two men

sang unaccompanied with the verve and natural harmony that ensures modern Solomon Island choirs a future place among the best in the world. The bare-breasted women, young and old, danced, wearing grass skirts and creating a rhythm from rattling nuts tied around their ankles.

We talked with the dancers and discovered they were all relatives. I was interested to see that, on finishing each dance, the women immediately covered up their breasts — obviously this return to custom was for the dance only. I have often noticed Melanesian women, generally the older ones, going around Honiara market bare breasted. Some, when they see me approaching, put their hands across their breasts — no doubt to avoid offending my European sensibilities.

After the dancing, Fred conducted us on a tour of the custom-style houses that he has built telling us what each section of the house was used for, giving us an introduction to Melanesian etiquette and regaling us with custom stories about the origins of various things in the hut. Inside one of the houses is an array of Solomon Island war weapons all of which appear quite old but have been beautifully constructed and preserved.

Later Fred was to delight my photographer wife by dressing up as a warrior. There is no doubt about Fred's ability to act the part as he demonstrated the use of the long spear, the axe and the club. His friends from Visale found that this rather amusing and we had to take a break every few minutes when the hilarity started preventing Fred from looking appropriately menacing for the camera. The whole photographic session was a light-hearted romp but the pictures obtained were magnificent.

After that, we visited the war museum.

By far the most impressive

pieces in the museum are two Japanese 150 mm howitzers. From my knowledge of the various types of guns used in the Guadalcanal campaign I concluded that the howitzer with the gun-shield was a model 96 cannon and like most of the other guns left around the island was probably constructed in Japan's Osaka arsenal in 1942. The howitzer nearby is probably an earlier model of the 150 mm gun constructed in 1937. These types of guns were used to bombard the thinly-held marine perimeter around Henderson airfield in 1942 and 1943. The Japanese had the advantage of an artillery observation post on Mount Austen which overlooks Henderson. The 150 mm cannon could hurl a high explosive shell 10 365 m.

Not far from the cannon is a house full of helmets and guns. The guns are fairly rusted but there are two Japanese machine guns in quite good condition. Both are of a type that was standard with the Japanese forces during World War II, having been originally copied from the French Hotchkiss machine gun.

On a not-so-happy note, Fred told me that he had had an underwing cannon from an American fighter in his possession, but that fell victim to some marauding European gun-hunters who cut the gun out of its pod and took it out of the country. Fred accepts the loss philosophically, saying that as Europeans brought Christianity to the Solomons then some Europeans can have something of his. The matter obviously still is a sore point but he won't pursue the thieves.

Various other Japanese light guns are about including a Nambu anti-tank gun which is also in good condition.

Further along is the still recognisable wreckage of an American Chance Vought Corsair, its white star on the fuselage and number "16"

still clearly outlined. Fred believes that it was the first Corsair shot down over Guadalcanal.

The Corsair with its powerful engine and dipping, gull wing had a long and distinguished history. It was one of the fastest aircraft of its time attaining what was then the remarkable speed of 670 kmh. Both American and New Zealand pilots operated the Corsair from Henderson Airfield. In Europe, the Royal Navy used Corsairs to cover bombers attacking the giant German Battleship Tirpitz. The aircraft later served in Korea and was also flown by pilots of the French Navy during the war in Indo-China when France was unsuccessfully trying to retain control of that part of south-east Asia.

Fred Kona has also salvaged the wreckage of a Grumman Wildcat. The remarkable thing about this piece is that one wing still easily folds up as it would have on board an aircraft carrier.

Although later US pilots swore by the Wildcat, at first American navy pilots swore at the plane. The early models required the pilot to crank up the undercarriage himself. This manual retraction required 30 turns of a crank near the pilot's right hand and usually resulted in a porpoise like flight path after take off as the pilot battled to retract his undercarriage and carry on normal flying.

The Wildcat started off its combatant life inauspiciously. Nine out of 11 stationed at Pearl Harbour were destroyed on the ground as were seven out of 10 at Wake. Captain Henry T Elrod USMC, however, evened up the score, sinking a Japanese destroyer by using his Wildcat as a dive-bomber — but that wasn't sufficient to stop Wake falling after heroic defence.

The capabilities of the Wildcat were shown in the early days of the Pacific War by Lt "Butch" O'Hare of the

TRAVEL

USS Lexington who, in one encounter, shot down five Japanese aircraft and damaged another — a feat which earned him the Medal of Honour and made him one of the first American fighter aces of World War II.

On the other side of the world the Wildcat, renamed the Marlet by the RAF, became the first American-built aircraft in British service to shoot down a German aircraft.

It was on Henderson Airfield, Guadalcanal, that the Wildcat pilots of Cactus Airforce and the Australian coastwatchers behind the Japanese lines made up a dynamic team that thwarted the Japanese.

Coastwatcher Read, a former assistant district officer at Buka, was able to report Japanese aircraft flying against Henderson from Kavieng. Coastwatcher Paul Mason, a former plantation manager, at Buin could report on Japanese aircraft flying from Rabaul. These two coastwatchers were able to give the Wildcat pilots more than two hours warning of the Japanese attack. The Wildcat pilots were waiting at 9 000 m when the Japanese arrived and were able to take advantage of their diving speed in attacking. It was found that the Japanese Zero, until that time supreme in the air, was prone to aileron trouble in a high-speed dive. In a dive the Wildcat was more manoeuvrable and when a Wildcat got its six machine guns on target then the result was a forgone conclusion.

The Wildcat being a slowclimbing aircraft would have been very vulnerable if not for the coastwatchers' warnings and without air cover the Marines would have been in a perilous position. What that would have meant for the war in the Pacific is anyone's guess. US Navy statistics show that from 1941 to 1943, 178 Wildcats were lost for 905 enemy aircraft destroyed. The wreckage of the Wildcat in Fred's museum puts it among the unlucky ones, but it is believed that the pilot survived the crash which was just short of Henderson airfield.

Fred has two other pieces in his collection that were something of a mystery. They are the turret of a tank and the wing of a Dauntless dive-



Fred Kona in a warlike pose. — Photo: P. Young.

bomber.

The wing of the Dauntless would be fairly unremarkable if it were not for its insignia. Prior to Pearl Harbour, American aeroplanes had the characteristic white star on a blue background painted on the wings and fuselage, but also included within the star was a red circle. This in effect made up the red, white and blue of the American flag. This insignia however led to confusion because the Japanese had a red circle on their aeroplanes (albeit much larger). As a result, in the early stages of the Pacific War, the red circle was dropped from US markings and the white star on blue background retained. The insignia on the wing at Fred Kona's war

museum retains the red circle that should have been painted over.

The Dauntless itself was an old plane. It was obsolete by 1941 standards but for want of a suitable successor it continued in service until the war's end. The Dauntless had the lowest loss rate for any US carrier-based aircraft but as the wing only exists for this one I can only conclude that the statistics weren't operating in favour of this particular aircraft.

The other mystery is the turret of a tank. It has American insignia stencilled on it but a closer look at the gun reveals a Japanese inscription. Fred told me that a returning American soldier had told him he could remem-

ber an officer ordering a captured Japanese tank be painted with the white star. Perhaps it was still in working order and was used against the Japanese. The turret contains a rear socket which probably mounted a 7.7 mm machine gun as was the style of Japanese light tanks.

Fred also has a concrete plaque that reminds us of a group of servicemen in the Solomons who are often overlooked — the New Zealanders. The concrete plaque gives a date in 1943 and has the letters RNZAF. What it was used for I don't know, but it is one of the few reminders of the New Zealand presence.

The New Zealand Air Force was operating on Guadalcanal as early as November, 1942. At that stage the Japanese were still in strength around where Honiara now stands and were still in control of Mount Austen overlooking Henderson. In November, 1942, 84 American Army, Navy, Marine and RNZAF aircraft operated from Guadalcanal. The New Zealanders were still on Henderson airfield in 1944 operating against shipping and troops in New Guinea and the Shortland Islands. The RNZAF flew Curtiss P-40K Warhawks, Corsairs and Number 25 squadron operated Dauntless divebombers. Over Tokorina, on Bougainville, the RNZAF flew aircover for US Marine landings and of 30 Zeros that attacked, only 23 returned to Rabaul.

Fred Kona intends to extend his war museum and at present it seems that only money and the limits of his ability to build and haul materials out of the bush are preventing faster expansion.

One of his next projects will be the building of a pavilion of flags of various nations. His collection has been started off by the presentation of a British Union flag by Solomon Governor Sir Colin Allan and a Japanese flag by Taiyo Fisheries' representative Captain Honda. Fred intends to build a memorial to those who lost their lives on Guadalcanal.

I found just meeting the remarkable Fred Kona interesting in itself. Vili Village is strongly recommended as both interesting and relaxing. As Fred Kona says, he's got everything there.

Censor had a second blink

Mrs Laura Barrett, a Fiji film censor, saw a film, *Confessions of a Driving Instructor*, in 1977, and passed it for exhibition, without cuts, for anyone over 18. Later she saw the film at a public screening and noted that some scenes went further in sex acts and nudity than in the version she had seen.

The result was that Pala Bros, owners of the Lilac Cinema, Suva, where the film was shown, were charged with showing a film not approved by the censors.

The magistrate, Mr Ronald Lindsay, in finding Pala Bros guilty, rejecting a submission by Mr Ramanlal Kapadia, for Pala Bros, that Mrs Barrett had imagined things the director left to the imagination, or that she had used the extra scenes story to save face after she changed her mind and decided to withdraw the film's certificate.

Mrs Barrett, the magistrate said, was a person of considerable intelligence, ability and experience, and showed a professional approach to her censorship duties. She did not appear to be given to prudery or flights of fancy.

Mr Lindsay said the maximum fine for the offence was \$200, but as the company was a first offender the fine would be \$100.

The numbers game in Tonga

Tonga's population according to the 1976 census is 90 072, made up of 88 257 Tongans, 452 Europeans, 686 part-Europeans, 265 other Pacific Islanders and 142 "others". The census revealed that the Free Wesleyan Church of Tonga had 42 680 adherents, there were 14 510 Catholics, 12 324 in the Free Church of Tonga, 8 350 in the Church of Jesus Christ of the Latter Day Saints, 8 031 in the Church of Tonga, 1919 Seventh-day Adventists, 874 Anglicans, and 338 in the Assemblies of God. There were 1 046 "others", including some who did not state their religion.

Of the total population 31 319 were literate in Tongan only, 472 in English

only, 36 639 in English and Tongan, and 4 952 were illiterate. There were 28 452 unemployed, 9 421 engaged in agriculture, forestry and fishing, and 2 452 in professional and technical positions. The figures revealed there were 59 688 single persons, 26 814 were married, 2 632 widowed and 856 divorced.

Big shock for gang-rapists

Five young men from the Fiji island of Nairai received a shock when they appealed to the Supreme Court against sentences of 3½ years gaol for gang-rape. An unsympathetic Chief Justice, Sir Clifford Grant, increased the sentences to five years and added six strokes of the cane for each.

The youths, aged 17 to 20, had been found guilty of gang-raping a 16-year-old girl in her grandfather's house in the village where they lived. Sir Clifford said he failed to understand why the trial magistrate imposed such a mild sentence. Gang rape was particularly abhorrent and in the case in question the offence was further aggravated by the fact that the girl was attacked and raped in the security of her grandfather's house.

He warned that if the girls and women of Fiji were to be protected, something had to be done to curb the drunkenness. Since the 1975 Royal Commission of Inquiry into Crime, which he conducted, there had been an alarming increase in rape in Fiji. As with most violent offences the five youths concerned had been drinking.

Clothes don't make the man

Dress rules being applied in Papua New Guinea bars, hotels and restaurants are "unconstitutional" the country's Law Reform Commission believes.

The chairman of the commission, Mr Bernard Narakobi, has accused managers of breaking the spirit of the constitution by insisting on "the dress rules of the white man". As a result, he

said, Papua New Guineans were being denied "one of the human goals entrenched in their constitution — the right to participate equally in social and cultural life".

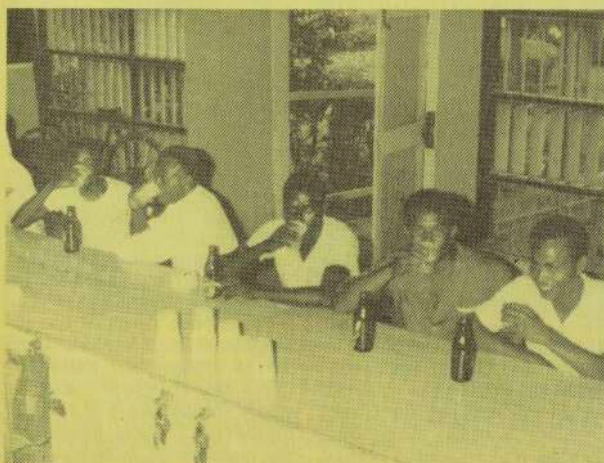
Mr Narakobi gave details of a tentative recommendation to the government to outlaw all dress rules based on wearing (or not wearing) specific types of clothing. Standards of neatness, not style or nature, should be the only criteria, he said.

He said that any insistence on the presence or absence of shoes, thongs, socks, ties, T-shirts or any other specific types of clothing was discriminatory.

Mr Narakobi called for two amendments to the Discriminatory Practices Act which already forbids actions based on differences in race, colour and ethnic origin. He wants the act extended to include style of dress.

Mr Narakobi called for another amendment to give citizens the unqualified right to take legal action over treatment which they considered discriminatory. At present proceedings cannot be taken unless approval is given by the Minister for Justice.

Mr Narakobi said that every day in PNG, people were being denied the right to enter theatres, restaurants, bars and other establishments because of the type of clothes they were wearing or not wearing. He said there was short sightedness in a law which allowed a person to move freely on grounds of race and colour, but not on grounds that his shirt didn't have a collar.



Bottoms-up in a Rabaul hotel.



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The constitution already ruled that commercial establishments should respond to the needs and attitudes of the people, and the written law should give effect to this goal, Mr Narakobi said.

Pensions for PNG veterans?

Papua New Guinea's Minister for Defence, Mr Louis Mona, believes that all Papua New Guineans who fought with the Australian forces in World War II should receive some kind of pension, whether they were wounded or not.

He told the national executive of the Returned Services League in Canberra in February: "Almost all the fighting in PNG in 1942-43 was carried out by Australian forces assisted by Papua New Guineans who were called in to fight alongside them as soldiers."

He said that the local people had magnificent fighting records which were recognised by the Australian soldiers. But their brave efforts had not been sufficiently recognised by the Australian Government.

He added that the Australian Government had introduced legislation called "The Native Members of the

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Forces Benefits Act", whose provisions were obviously intended to be implemented. But for some reason it had been forgotten until a few years ago when, due to pressure from the RSL, some payments had been made.

Many of those entitled to benefits had since died, receiving nothing for their services.

But about 3 000 Papua New Guinean ex-servicemen were still alive, but without any organisations such as Legacy, repatriation hospitals, Medibank or old age pension schemes to cater for their needs.

Mr Mona said he believed that a special, united and final grant of SA3 million would be sufficient to pay these men a small pension to supplement their present paltry incomes.

He concluded: "The battle of World War II is not over yet. For every shot fired there is an echo. This battle is still being fought in the hearts and minds of mothers, wives, and the sweethearts of these veterans' sons and daughters."

That stamp business again

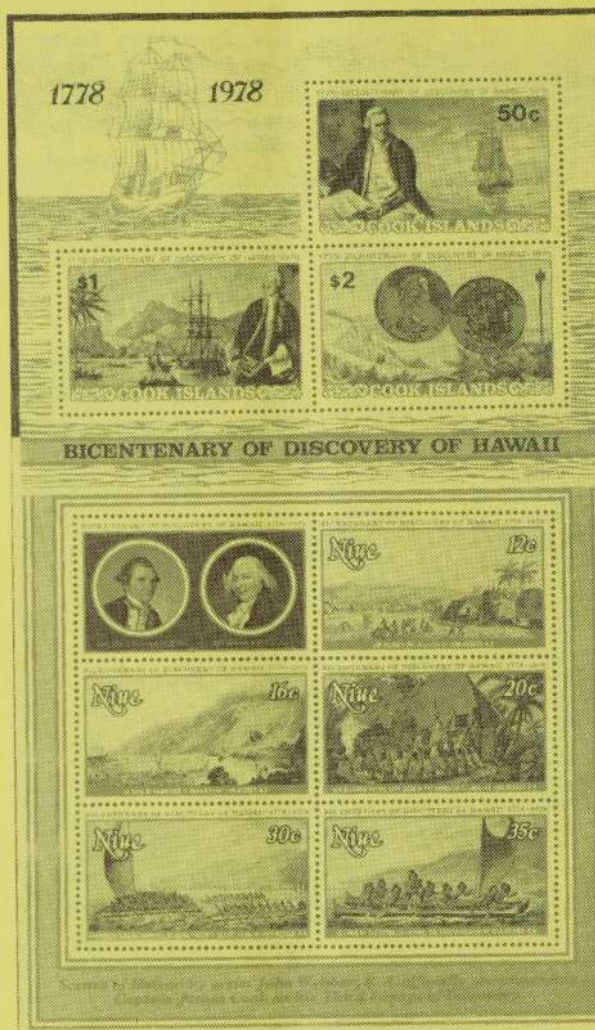
Niue is jubilant. Its philatelic bureau has announced that the island's stamps have become its largest export earner. According to the bureau, quoted in the government newspaper, Tohi Tala Niue, the stamps "probably earned more last year than all other exports combined".

The bureau was established six months ago after the government had made an agreement with American stamp promoter Mr Finbar Kenny who contracted, as he has with the Cook Islands Government, to handle Niue's stamp issues and sales.

In the first three months of its existence, Tohi Tala Niue reported, "the bureau earned \$15 000 for the government, representing half of the gross earnings".

Which is very nice for Mr Finbar Kenny for he also got \$15 000 out of the deal.

PIM and others have wondered for some time what the set-up was between the Cooks and Mr Kenny. Together, they've poured out a multi-coloured stream of stamps over the past decade using any



excuse for a new commemorative issue including some which hadn't the remotest connection with the Cooks. So far, however, there hasn't been an issue commemorating the purchase of a new suit for Sir Albert!

Now, Tohi Tala Niue has lifted the lid. It reports: "The American group, which is headed by Mr Finbar Kenny and has indicated to TTN a reluctance for publicity, undertakes the printing and marketing of the stamps all over the world, but mainly to the lucrative stamp market in the United States."

"And Niue's part of the arrangement is to lend its name to the stamps and hand address the envelopes sent to stamp enthusiasts. For this arduous task 10 girls, headed by the manageress, Mrs Val McCoy, are employed in the philatelic bureau."

"The American company has a similar arrangement with the Cook Islands where it has been operating for more than 10 years. The contract is for the Niuean Government to collect 50% of the gross returns and for the American group to take the other 50% and pay the costs involved."

Which is all right as far as it goes. Almost anything which brings income to the Islands, particularly little Niue or the Cooks, is to be welcomed, but is it wise to flood the stamp market for no other reason than to make money?

John W. Rabarts, manager of NZ-based Penwinkle International Philatelic Auctions, wrote in a letter in PIM's March issue: "I cannot help but feel that Niue is in danger of committing philatelic suicide, following Tonga, the Cook Islands, Aitutaki and Penrhyn."

He argues that the policy adopted by the Cooks and Niue debases their stamps and writes: "For Tonga and the Cook group the die is cast. Serious collectors have deserted them in droves or 'cut off' their collections in the 1960s. Niue could yet be saved if they wish."

The latest effort by the two combines, Cooks and Kenny and Niue and Kenny, is a set of stamps (pictured) commemorating the bicentenary of Captain Cook's discovery of Hawaii.

Of Niue's issue, Tohi Tala Niue comments: "The relationship between the bicentenary of Captain Cook's discovery of Hawaii and Niuean stamps may seem obscure to those outside the stamp business."

"But for those involved in this profitable venture the relationship is clear — money. And this is what this latest issue of the Niue Philatelic Bureau is designed for."

In fairness, PIM adds that all the stamp issues, from the Cooks and Niue, are most attractive.

Sky's the limit for Tonga rents

Until about five years ago, house rents in Tonga were quite reasonable.

But today, some rents in Tonga are up as high as New Zealand rates. This follows a considerable influx of expatriates coming to work in both public and private sectors, and an expansion of the diplomatic corps.

Those fortunate to have houses of an "acceptable" standard to rent are making a killing — and good luck to them, say many people. The spinoffs for the local economy are considerable, especially if the money to pay the rents is coming from foreign governments to pay their diplomatic officers. The Taiwanese Ambassador, for example, is paying \$400 a month for his residence. NZ officials are paying from \$150 to more than \$200.

But in other ways there are bad effects: an increasing number of Tongans employed in town are finding it very difficult to rent a reasonable house at prices they can afford.

The high rents are also having their effects on land prices. (While the land laws of the kingdom forbid the sale or purchase of land, the practice is rather different.)

A section of farmland of the traditional size of 3.2 ha (8 acres) today commands a price of no less than \$1 500. A few years ago it could have been bought for less than half that price.

One of the churches in Tonga is noted for the part that it has played and is still playing in pushing up the price of land to an exorbitant degree.

It is also understood that an overseas government has just paid \$50 000 for a piece of land in the heart of Nukualofa. The money was paid to get the owner to agree to leasing the land, and is quite apart from the annual lease payments. It does not and will not appear in the official lease documents.

There is a growing local opinion that an immediate stop should be put to such practices.

Jumbo caused a sensation

A Boeing 747 jet making its first landing in Papua New Guinea in mid-February drew a bigger crowd at Jackson field, Port Moresby's airport than the Queen got last year.

More than 7 000 people crowded the public enclosures and roads at the airport, and police worked for two hours handling traffic and clearing traffic jams.

Qantas, which first operated into PNG 33 years ago, flew the Jumbo from Sydney on a proving and demonstration flight. The jet will go into regular service on the route in April, supplementing 707 services already operated by Qantas and Air Niugini.

The new arrival got bigger and better as excited radio announcers described the arrival over a national radio hook-up — it went from four storeys high to five and eventually to six in the space of a few minutes.

And one radio commentator made air traffic officials gulp when he said "it's now about to fly over the city at one hundred feet".

Actually, it made a slow pass at about 3 000 ft, approaching over the sea. Before returning to Sydney, the jet made a demonstration flight over the north-eastern PNG mainland.

Luxury on the cheap

Fiji has not yet reached the stage of providing a fleet of Rolls Royce cars for cabinet ministers, but is just short of it. The fleet of Holdens, bought in 1970, has reached the end of its economic life, and will be replaced by 12 air-conditioned Mercedes Benz, worth about \$20 000 each, but which will cost Fiji about \$11 000 each because the government gets them duty-free.

Mr Tomasi Vakatora, Minister for Communications, Works and Tourism, explaining the decision to buy Mercedes Benz, said they were longer lasting than Holdens, and would have a good resale value when the government wanted to sell them. The government expected to use them in the car pool for at least 10 years before considering a change. The Mercedes Benz on order would run more cheaply than other cars because they used diesel fuel.

Happy ending to Suvarrow story

The sad story (PIM, Nov 1977, p 11) of the disappearance of the visitors' book, post office box and other effects of the late Tom Neale from his island home of Suvarrow in the Cooks has a happy ending.

Tom's friend of many years, Don O'Bryan, manager of the Cook Islands Trading Company, has set out the facts in a letter to another friend of Tom's, Byron Hart. From his home in Boulder, Colorado, US, Mr Hart has sent PIM a copy of Mr O'Bryan's letter, which says in part:

"Now about the PIM story...

"To put you in the picture, a yacht did take Tom's post office box, outboard motor, radio set, visitors' book and some hand tools. But this yacht did not make

Rarotonga, but put into Bora Bora. The crew then handed over Tom's property to another yacht (American) which came to Raro, contacted me, and handed all the goods over to me.

"The post office box has been handed by me to the Rarotonga Post Office.

"I understand that the yacht crews that have called at Suvarrow since Tom left have been very good. They have kept the place cleaned, painted the shack and even remembered to feed the cat (cats? one only reported). The chickens have been looked after, too.

"The Catholic Mission vessel, which recently went to Suvarrow, should now be back in Raro. I have asked them to hand over to my staff all of Tom's gear that was left on the island. As the skipper and engineer were all well known to Tom, I have no worries on that score.

"I expect to go back to Raro from my short stay on Mitiaro in the last week in January.

"Your guess is as good as mine what I'll be getting from Suvarrow. Under Tom's will I

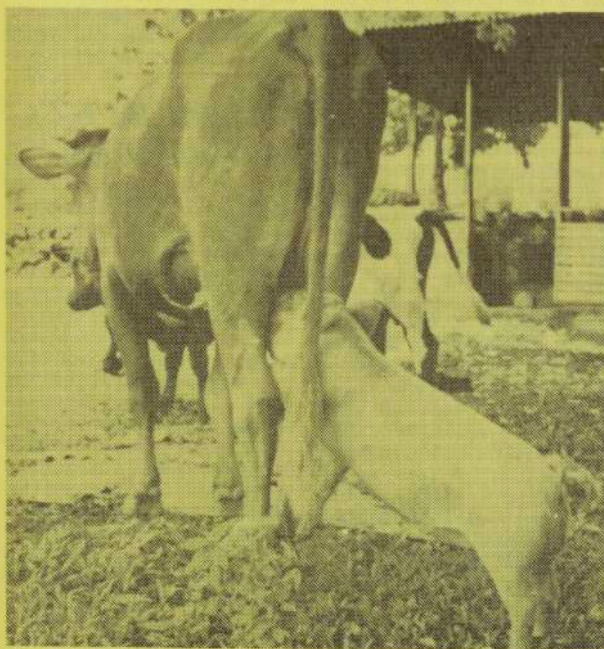
am to dispose of it as best I can. Tom's two children and four grandchildren share the estate (small as it is). I'll do my best for the children ..."

A village with all mod cons

Saturday, February 4, was power day for the small Fijian village of Vatukarasa, in inland Viti Levu, about an hour's drive from Suva and then another 45 minutes up the Rewa River in a 'putt-putt'.

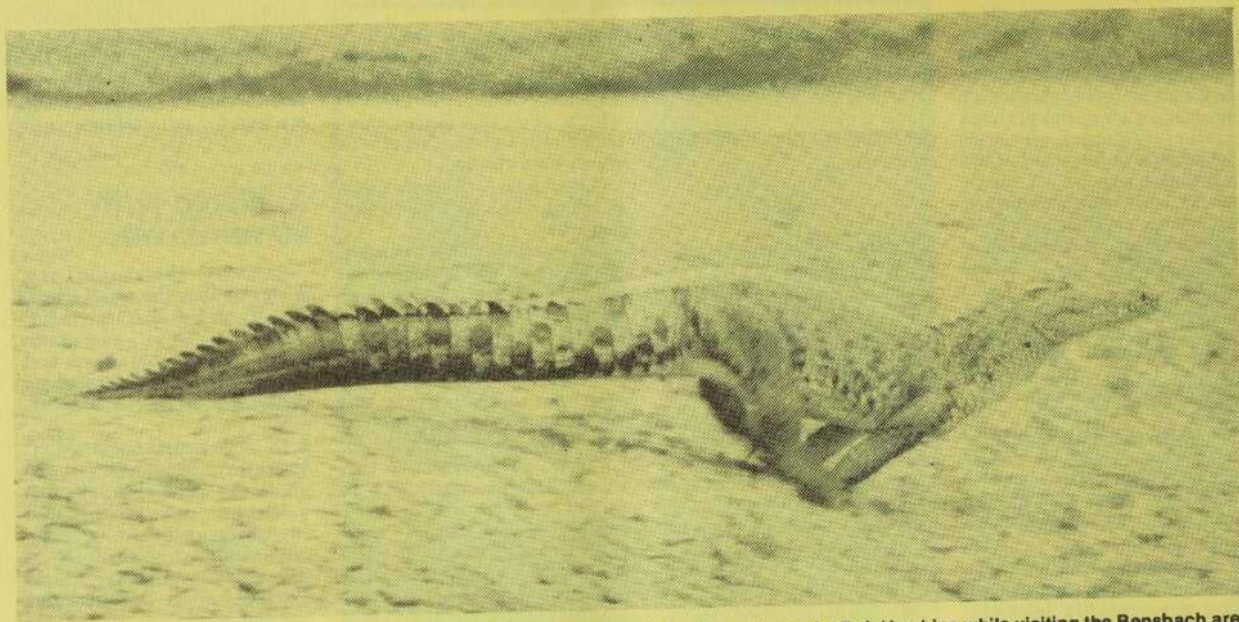
In a government-assisted operation, the University of the South Pacific and British Volunteer Service Abroad engineers harnessed a small waterfall near the village to give an assured power supply for fans, drills, bright lights and hot water.

The villagers supplied the labour. They built a dam, which fell down, so they had to start all over again. They laid more than 90 m of pipe, most of it about 4.5 m underground. They carried more than 100 bags of cement, and



This picture from the Western Samoa Prime Minister's Department newspaper Savali shows an enterprising piglet at Tafaigata Prison Farm outside Apia helping itself to a meal, and it's been going on for weeks. The piglet happened to pass the ruminating cow one day when it felt it had been squeezed out of its fair share of sow's milk. Here was another supply absolutely on tap. The cow didn't object so the piglet made it a daily habit. It might seem to be a clever pig but as it's growing faster and bigger than the rest of the litter its enterprise could land it in the soup.

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Have you ever seen a crocodile at full gallop? This picture, a rare one indeed, was taken by Bob Hawkins while visiting the Bensbach area of PNG's Western Province. As a matter of fact crocodiles can gallop at 42 kmh but only when they are in a panic. Bob was the information counsellor with the Australian High Commission when he took the picture. The reptile panicked when it was wakened by Hawkins. Had it galloped the other way Bob would have panicked.

other raw materials up a 400 m steep muddy track from a river bank. The USP produced the turbine in an experimental workshop. One of the BVSA engineers was Hilary Wyper, from Glasgow, who has been in Fiji for about two years. Along with another volunteer, Mike Watkins, and government experts, she started work on the scheme, in October, 1977, and was on hand at Vatukarasa to see the Deputy Prime Minister, Ratu Sir Penaia Ganilau, commission the plant.

It was no ordinary opening. The villagers turned on full Fijian ceremonial to welcome Ratu Sir Penaia and his party. Ratu Sir Penaia's tasks in commissioning the plant were to turn on a tap to release water into the turbine, and to flick a switch to turn on the power. He "cut" his way into the powerhouse by snipping a ribbon across the door with a special pair of scissors.

The total cost of the scheme was about \$10 000, a comparatively small sum to spend to give people a major amenity of modern living. Excess power during the day is used to heat water. At night the power is used for lighting every bure, the church and the village shop. The women may use a power point in the powerhouse for ironing. An electric refrigerator in the

shop will give villagers a much wider choice of food.

As a bonus the villagers may swim in the dam which stores the water for the turbine.

A caning for NZ's curatorial ways

When New Zealand was selected to host the Second International Symposium on Oceanic Art in February, one immediate reaction was probably not foreseen: the dismay of some delegates at the storage conditions of Maori artifacts and other treasures at the National Museum in Wellington, writes William Gasson in Wellington.

Two delegates from the Bishop Museum in Honolulu, Dr Anthony Werner, who is director of the Pacific Region Conservation Centre there, and Dr Roger Rose, Curator of Ethnology, were appalled.

"I am very surprised that you have no conservation facility attached to the museum," Dr Werner said.

In his view the museum's Curator of Ethnology, Mrs Betty McFadgen, and her staff, "are doing the best job under appalling conditions — they are so extremely overcrowded".

"It just doesn't seem that

the National Museum is given the consideration it deserves in view of the importance of its collection," Dr Rose added.

Dr Werner toured the dingy basements in the museum, fingered the stacked carvings, spears, arrows and bows. He saw Maori canoes piled in a courtyard under a tarpaulin, fingered mould on a New Guinea arrow and said: "All this damage is insidious and it progresses over time. The aim of conservation is to prevent this type of damage, not to restore artifacts once they are damaged."

The symposium formed a Pacific Arts Association. It then promptly criticised the rapid deterioration and loss of Maori and Pacific artifacts, adopting a resolution calling on the New Zealand Government to provide conservation facilities in view of their "almost total lack" in the country.

One delegate commented pointedly: "Polynesian artifacts were brought here from the Islands for safekeeping. Now some of the Islands have better preservation facilities than New Zealand. So logically all the Polynesian items should be returned to the islands where they can be kept."

For good measure, the association sent copies of its re-

solution to Prime Minister Muldoon and the Minister for the Arts, Mr Alan Highet.

The museum's director, Dr R. K. Dell, welcomed the attention overseas visitors gave to the inadequate facilities at the museum.

For some 20 years the museum has been trying to get the government to provide money to allow better facilities to be built.

The Ministry of Works is now preparing working drawings for a massive extension for air-conditioned storage and work rooms. "The plans are very good," said Dr Dell. "It's the execution of the plans that worries me." He doubted he would be around to see them translated into buildings.

When asked to put a price on the museum's gradually deteriorating treasures Dr Dell could only guess that the contents of the Maori Hall — one of the major showrooms in the museum — would be worth several million dollars.

Footnote: The Pacific Arts Association's international secretary is Mr Roger Meisch, National Museum, Wellington. The president is Mr Geoffrey Musuwodoga, director of the National Art Gallery and Museum at Port Moresby, Papua New Guinea. The third symposium will be held in Papeete, Tahiti, in 1982.

PACIFIC ISLANDS MONTHLY — APRIL, 1978

AFTERTHOUGHTS

One of the great events of the Motu calendar in my early years at Hanuabada was the Hiri, the annual expedition in which Motu seamen sailed their big trading canoes across the Gulf of Papua to barter pots for sago with the Elema and Koriki people of the Gulf. The sago they brought back was important to them and their kinsfolk, because it helped them to tide over the often hungry months which preceded the yam harvest. The sago was stored in big porous pots called *tohe*, and kept moist with sea-water to keep it fresh.

The preparation of the *lagatoi*, the big multi-hulled canoe in which they sailed, was a long and arduous exercise, hedged about by ritual. At one stage the canoe, launched and decked over, but still without superstructure, was poled to and fro in front of the village, while the girls of the village performed dances on its deck. It was an occasion for rejoicing, a part of the ritual, and also perhaps a test of the soundness of the workmanship which had gone into the canoe's construction.

A few years ago, I saw a group of Hanuabada girls perform these dances on land at the Cultural Centre at Konedobu. Although they had been born after the Hiri, in its traditional form, had been abandoned, they had been well schooled by their mums, and put on a good performance for an audience which had paid 20 cents a head to see it. The girls obviously enjoyed themselves. So did the audience.

Fine. But was this a cultural revival? Clearly not. It was a revival of a particular traditional dance, divorced from its original cultural setting. And with plenty of aluminium cooking pots for sale in the stores of the Gulf villages and plenty of rice to be bought in the stores of Port Moresby, the *raison d'être* of the Hiri had disappeared. It was sadly, but inevitably, a thing of the past. The revival of the dance was worth doing. But it was just that, the revival of a dance, not the revival of a culture.

About the same time that I saw this revival, I read about a group of dancers, I think in Lae, who had performed a rain-making ceremony for the entertainment of the passengers of a cruise ship. I don't doubt that in this case too the dance was well performed, and was enjoyed both by the performers and by the audience. It was well worth doing, but was it a cultural revival? Only if rain was actually needed and if the participants believed that their performance would produce it. I doubt whether either of these conditions was present on that occasion.

The fact is that a culture, and in old-time Papua New Guinea there was not one but many, is not just a hotch-potch of dances, songs, stories, paintings and carvings. It is rather the expression, through these things, of a people's ideas about themselves and the world in which they live, in other words, of their religion. If you jib at the word religion, you may call it their philosophy; or, if you want to be very trendy, their world view. But the English poet T. S. Eliot, who has written a very interesting book which he has modestly called *Towards a Definition of Culture*, does not hesitate to use the word religion.

The Institute of Papua New Guinea Studies was equally modest when it sub-titled its beautifully produced and well balanced film about the Gogodala people of western Papua *A Cultural Revival?* I enjoyed this film immensely and was much moved by some parts of it, but at the end, I felt that the producer had been well advised to insert that question mark in its sub-title.

Nearly 50 years ago, I accompanied a resident magistrate of the old Papuan regime to a village which had won a prize for the "best kept village" of the year. When the prize had been presented and we were about to leave, the RM suggested to the villagers that they should put on a dance to mark the occasion. Their faces showed their puzzlement. In those pre-exhibitionist days dance was not something which was "put on". It happened when the cycle of birth and death called for it.



It's not something just 'put on'.

If some would-be spectators happened to be around, that was their good luck.

Traditional ceremonies were participant-orientated, not spectator-orientated. Their motive was basically a religious one. The presence or absence of spectators was of no importance. Indeed, there were some which spectators were debarred from viewing.

Their present-day revivals are spectator-orientated. They are "put on" for the entertainment of an audience, often with the aim of making money out of them. Fair enough! But don't let us kid ourselves that they are revivals of traditional cultures. The traditional cultures are no longer revivable, because the "world view" on which they were based is no longer that of any but a small and dwindling number of Pagineans.

Where do we go from here? Currently there are two groups in Papua New Guinea which seem to me to be moving in the right direction, avoiding on the one hand the antiquarianism of "cultural revivals" and on the other the sterility of the music of imitation-American string bands. They are the Raun Raun Theatre, based in the Highlands, and the Sanguma Band, based on the National Arts School in Port Moresby.

The Raun Raun Theatre is experimenting with the use of traditional themes, together with themes taken from contemporary village life, expressed through the media of "western" art forms such as rock opera, ballet, theatre and mime. The Sanguma Band is similarly experimenting with traditional themes rendered by a combination of traditional and western instruments. Groups like these, and there may well be others I haven't heard of, seem to me to be on the way to creating a new culture which will be spontaneous and contemporary, and at the same time distinctively rooted in Papua New Guinean tradition.

But somewhere along the road the problem will have to be faced: what is to be the underlying philosophy of life which will bind these elements together into a genuine culture, and prevent them from degenerating into a hotch-potch of audience-titivating "turns"?

Fern Chathoth

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POLITICAL CURRENTS

ASSESSING CHOGRM

A question under debate in Australia is whether the most enduring effects of the Commonwealth Heads of Government Regional Meeting (CHOGRM) held in Sydney in February were on the political relationships between the 12 participants, or on the political climate in the host country.

A bomb explosion outside the conference venue, the Hilton Hotel, in the early morning of February 13, opening day of the meeting, caused the immediate deaths of two garbage collectors, and the death a fortnight later of a policeman wounded in the blast. A larger number of people were injured.

These events tended to overshadow proceedings from the start, especially for the Australian public.

Prime Minister Fraser's controversial move in calling in the army to protect his CHOGRM guests, and many aspects of the handling of the still unsolved crime by police and security forces, will be the stuff of political debate in Australia for months, if not years, to come.

But it would be wrong to assume that the meeting was entirely without consequence in terms of its stated purposes.

Leaders of the Pacific Island nations who took part — Papua New Guinea, Fiji, Western Samoa, Tonga and Nauru — were restrained in their comments on the achievements of CHOGRM, though they showed more enthusiasm than New Zealand's Mr Muldoon, whose parting shot as he abruptly left the meeting before it ended was reported as: "There's nothing in it for us."

In comments to PIM, Island leaders agreed that the meeting was of value as a platform for their views, as a medium for contact with the leaders of the bigger nations, and as a clearing house for information on dealing with problems common to all the

under-developed countries. Problems at village level in India, by far the largest nation represented at the meeting, were similar to problems encountered in villages in the Islands, they said.

Prime Minister Tupuola Efi of Western Samoa told PIM he valued the meeting as an occasion for discussion which had importance for Island countries who lacked embassies in the countries represented. What better way was there to make contact than with the leaders of these countries themselves, he said.

He said that apart from items on the formal agenda, he had been able to talk to the Australian and New Zealand Prime Ministers about air transport and shipping.

Papua New Guinea's Prime Minister, Mr Michael Somare, saw the meeting as of greater value than the bigger, all-in Commonwealth conferences. "At the big conference we talk about international matters which don't really concern our region, but here there were many things we could learn from with regard to the development aspects of other countries with similar problems to our own," he said.

He refuted the claim that the meeting overlapped with the work of the South Pacific Forum, saying: "There were points of view on some aspects of trade put at this conference which can be of great value to us in the Forum."

Fiji's Prime Minister, Ratu Sir Kamisese Mara, also underlined the value of the meeting to the Islands. Commenting on Mr Muldoon's remark about there being "nothing in it" for New Zealand, Ratu Mara said: "Mr Muldoon is always ready to disagree with everyone else. I am quite prepared to disagree with him on this occasion. For instance, the paper by Mr Lee Kuan Yew of Singapore on the subject of world trade was a particularly important one, as it comes within the framework of the regional group."

Among practical steps agreed by the meeting were the establishment of consultative groups on trade (Australia convenor), energy (India convenor), terrorism (Singapore convenor) and illicit drugs (Malaysia convenor).

While some observers originally predicted that the



Nauru's President Bernard Dowiyogo (second right) arrives at the Hilton Hotel to be greeted by Australian Foreign Minister Andrew Peacock while at right Australian Prime Minister, Malcolm Fraser, looks on.

meeting would be a "once", and that no similar gathering would be planned as a sequel to it, events proved them wrong. It is planned that the 12 governments represented will be getting together again — in Delhi in 1980.

WHY SOMARE HIT BACK

There was more than met the eye to the sharp reaction of Papua New Guinea's Prime Minister, Mr Michael Somare, when a Sydney TV station in February labelled him as one of three Commonwealth heads of government marked down for death by terrorists at home, writes Gus Smales in Port Moresby.

In a press statement released in Sydney, where he was attending the Commonwealth Heads of Government Regional Meeting, Mr Somare said: "I want to make it clear to the Australian media that I am Prime Minister of Papua New Guinea and journalists should not use me to suit their own needs."

"My country has been an independent nation for more than three years and despite their differing cultural backgrounds, the people have always respected their leaders."

"Papua Besena (named by the channel as the body out to 'get' Mr Somare) is a small, peaceful organisation whose aim is economic development for the southern part of Papua New Guinea and does not like violence."

"I am very disappointed at Channel 10 over the way it reported my presence at the regional meeting. This kind of irresponsible reporting always projects a bad image of Papua New Guinea in the eyes of the Australian public."

A few background comments might be useful.

When Mr Somare became Chief Minister of Papua New Guinea in the transitional period before independence he set off on what had all the earmarks of a giant barnstorming tour — a "meet the people programme" was Mr Somare's official description.

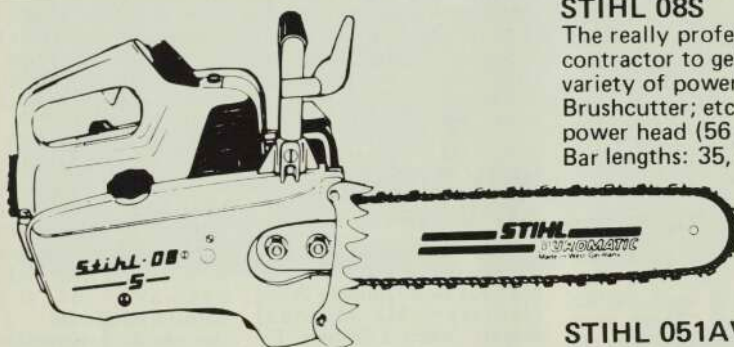
What grew out of those weeks was a serious pilgrimage, bordering sometimes on the reverential.

It was a journey where old men with white beards offered solemn handshakes, where schoolchildren held out flowers and leaves, and where self-sufficient Whites came to stare and stayed to talk. Decorated bowers laced across roadways in unexpected places, people lined the walking tracks and the new bird of paradise flag was everywhere in evidence.

In the thrust of today's more formal PNG politics, often ineffectual and vigorously aimless, and often devious, the sort of attitude demonstrated during that tour is still representative of the country at large.

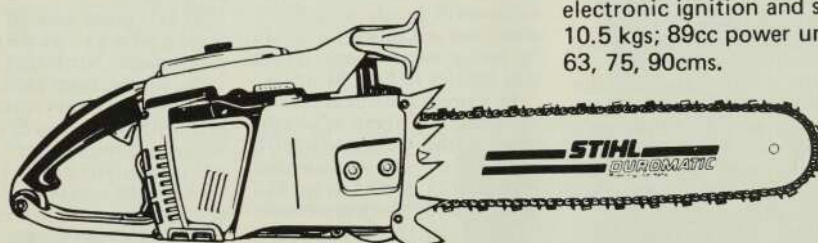
It is an attitude which acknowledges national leadership from a personal point of view, and which relies on consensus and hard

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POLITICAL CURRENTS

political action — even if at times intemperate — as its main tools of change.

The idea of reviling or ignoring Mr Somare simply because he was a stranger from another region, or because his moves for independence were genuinely unpopular at the time, did not occur to the people he met.

Even today, with leadership issues increasingly on the line, and with regional differences often a problem, force and violence for political ends is very much alien to PNG society. If anything, dissident elements tend to become introverted, and threaten secession or civil disobedience as two of the most direly imaginable developments.

Mr Somare was once prepared to laugh when experts in neighbouring Australia saw "new-nation terrorism" in his country, or read terrorism into the future.

But the survival of the myth has begun to irritate him, and he sees its continuation as mischievous sensation-seeking which could damage his country's image.

So his reaction in Sydney was not surprising.

The suggestion that Papua Besena was the arch-demon contrasts almost comically with the sort of weapons this organisation has employed so far.

These have been the symbolic and glibly-golden tongue of Josephine Abaijah, her magnificent acting when she threw down beads and cloth and axes to "buy back" Papua, and the string bands and balloons of her political rallies.

The terrorist myth discredits the legacy which Australia left behind — unfashionable though that legacy may be with most of today's historians.

But Papua New Guineans see it more importantly as straining modern relations and as being unfair to all political factions in the country.

US CLAIMS IN GILBERTS

The Governor of the Gilbert Islands, Mr J. H. Smith, returned to his post in February from a world tour which took in talks in London and Washington. Focus of his talks with US officials was the

US claim to 14 of the Gilbert Islands — eight in the Phoenix Group, and six in the Line Group, including Christmas Island (PIM, Dec 1977, p 17).

Mr Smith summed up the US attitude in an interview with a reporter from the Gilberts paper, Atoll Pioneer, saying: "The US Government is prepared to give up their claims to all of the islands with the exception of three."

"They are Canton, Enderbury and Hull. They are interested in maintaining their facilities on Canton, with the additional small facilities on Enderbury and Hull, which are used in tracking satellites and missiles."

"They were used during the 'moon shots' in the 1960s, and, since 1970, the US Air Force has kept these facilities up for some of its own work."

"They would very much like to be able to go on for another 10 years or so. They have a lot of facilities there, and I see no great difficulty in reaching an agreement with them."

"This would mean that we would also be re-established in the Phoenix Islands, and could obtain employment for some of our people at the Air Force base."

Asked what was the position with the islands in the Line group, Mr Smith said: "If we could come to some agreement over Canton, Enderbury and Hull, I think there would be no difficulty in persuading the US to give up their claims totally to Christmas Island and other islands in the Line Group."

The US claims were first staked in the so-called Guano Act, passed by Congress in 1856. The original act claimed 48 Pacific islands, but a recent revision of these claims cut back the number to 25. Four of these are in the north-

ern group of the Cook Islands.

Mr Smith said that he had had "very interesting discussions" with an American businessman in San Francisco, who had interests in:

- Getting scrap metal shipped of Canton Island — "a useful cargo for us on return trips from Christmas Island";

- Employing Gilbertese for work on Canton;

- Establishing a "fishing camp" on Canton, employing Gilbertese, and providing facilities for wealthy Americans to come and fish for a week at a time — "about 10 people coming in on a small plane and having facilities to enable them to go out fishing for the bigger fish ... a specialised form of tourism, which could expand in the future possibly to some of the other islands where fishing is very good".

THE COOKS POLARISED

The run-up to the Cook Islands March 30 general election saw a political polarisation of the community sharper than any known before.

Symptomatic of the situation was the emergence of a co-called Unity Movement, sponsored by Papa Rau, which planned to contest the election on a platform of opposition to "party politics".

One of the group's bulletins declared: "The entire community is split into two distinct sections, 'Demos' and 'CIPs'."

"The Ekalesia (Church) is divided, Ministers of the Church hesitate to preach for fear of being labelled Demo or CIP ...

"The hospital is split. There are Demo doctors, nurses, etc, and many people are afraid to

seek medical care from a doctor who belongs to the opposite camp.

"Individual government departments are divided. People work side by side with suspicion and disharmony, and in many instances with deliberate attempts to create poor service to the people."

"The field of sports has been spoiled by 'party politics' ...

"Party politics' has entered our youth: there is the Young CIP and Demo Youth Clubs ...

"Is it necessary to create division and trouble in a sector where explosion of tempers may occur uncontrollably?"

It remained an open question as to how the Unity Movement would fare at the polls, but in the circumstances it was not surprising that there should have been more than the usual amount of political manoeuvring by the main parties.

The most spectacular move was the suggestion made by Sir Albert Henry to Dr Tom Davis that he defect to the Cook Islands Party from his own child, the Democratic Party. Rejecting the proposal, Dr Davis made a tongue-in-cheek counter-offer of a merger, which was rejected in its turn.

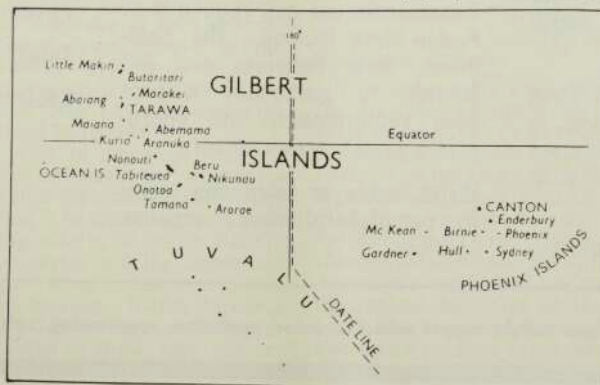
Among the many bones of contention was the question of flying into the Cooks voters resident in New Zealand.

Speaking in New Zealand in February Sir Albert Henry said he believed it was "wrong" for Cook Islanders who have made their homes in New Zealand to be able to fly to the Cooks to vote, raising the possibility that the political fate of the Islands could be determined by people who don't live in them.

Pointing out that at the last general elections the Democratic Party had flown in people whose votes had for a time threatened to decide the election's outcome, Sir Albert said "I have no choice but to fight fire with fire".

He said his party was going to make arrangements to fly in Cook Islanders from New Zealand free of charge. "If the Demos can do it then I'll show them how to do it," he said.

Efforts by both parties to charter aircraft for the purpose from Air New Zealand met an early snag when the airline claimed that there



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were enough vacant seats on normal flights to accommodate intending voters, and that no special charter flights would be made.

One of the main reasons for Sir Albert's New Zealand visit was to discuss with the New Zealand Government the matter of including the waters of the Cook Islands with those of New Zealand as a valuable package for nations seeking to fish their waters in these times of 200-mile exclusive economic zones. A successful outcome to these talks could have been a big vote-catcher.

Although nations such as Holland had expressed interest, early signs were that the highest bidder for the fishing rights would be none other than the Soviet Union. The Cook Islands News commented: "The question is: Whose boats will we see around our islands? Will it be the big red flag of communist Russia?"

SENATE'S REPORT DUE

The Australian Senate's Standing Committee on Foreign Affairs and Defence has completed its report on Australia and the South Pacific. It is expected to be made public in April, and to contain a number of new recommendations on the future direction of Australian policy in the region.

The committee received submissions and held hearings over a period of about 12 months. Submissions were received from 50 individuals and organisations and the committee examined 24 witnesses. They heard evidence from a number of Commonwealth Departments, from people involved in voluntary overseas assistance programmes, health services, education and business.

It was the first major inquiry of its kind completed by the Australian Parliament. It was also the most extensive public inquiry ever held in Australia on relations with the South Pacific. It could therefore have a significant impact on the future direction of Australian policy in the region and on Australia's relations with the South Pacific.

The chairman of the committee, Senator Sim (Lib,

WA), said recently that the committee took as its starting point the fact that Australia is now moving into a new era in its relations with the South Pacific. Senator Sim pointed out that since 1960 10 countries in the region have gained independence or self-government, and that this required significant changes in Australia's approach to the region.

At the same time, the new nations of the South Pacific have begun to widen their diplomatic, political, economic and commercial horizons and are participating in an increasing number of international organisations.

In a recent edition of PIM (Jan, p 14), a member of the committee, Senator Knight (Lib, ACT), pointed out that new factors, such as proposals for a new international economic order and a changing emphasis towards social and economic issues amongst the ANZUS partners, have suggested changing attitudes on the part of Australia.

Another member of the committee, Senator McIntosh (Lab, WA), said at a recent meeting in Tasmania that the committee would proceed to an inquiry on the implications for Australia of the proposed "new international economic order", indicating that the committee itself is well aware of the implications of these new ideas and proposals — often now being assertively put forward by developing countries. (It has since been confirmed in the Australian Senate by Senator Sim that the committee will inquire into "the implications for Australia's foreign policy and national security of proposals for a new international economic order".)

It therefore seems likely that the committee will recommend increasing attention by Australia to such international developments, giving special attention to their relevance to the South Pacific and Australia's role with those countries.

One of the areas where it has seemed that Australia could take more positive action is in assistance with trading efforts of South Pacific countries and the committee gave some attention to this in its hearings. If they follow a good deal of the evidence presented to them, they will recommend that Australia co-

operate more effectively and extensively in assisting its South Pacific neighbours in their trading efforts on important issues such as, for example, marketing, quarantine and tariffs.

The committee also gave a good deal of attention to the immigration question and they might well make some recommendations as to more sensitive handling of migration and visa matters relating to citizens of South Pacific countries.

While Australia can now argue that its policy is non-discriminatory there is, nevertheless, a lot to be desired about the handling of many individual cases of South Pacific Islanders. The vexed question of a "guest worker" scheme in Australia might well be avoided by the committee, but it is to be hoped that they do not dismiss it altogether. Asked about this, the chairman of the committee, Senator Sim, said recently that the committee had directed its attention to the issue and might well make some recommendations as to how Australia should approach it in future.

In recent years, Australia has extended its diplomatic representation in the South Pacific, probably more than in any other area. Senator Sim has made it clear that he, and it seems other members of the committee, believe that Australia should be giving increasing attention to diplomatic and political relationships as well as social and cultural issues, to balance the traditional economic/commercial orientation of Australia's role in the South Pacific. On this basis the committee seems likely to support the continuing consolidation of Australia's representation throughout the region, and it may well urge continuing or increasing high-level ministerial contacts.

Throughout its hearings, the committee took considerable interest in Australia's development assistance programme in the region, while generally giving the impression that it is now believed the level of assistance is commensurate with Australia's responsibilities in the region. Members of the committee frequently showed interest in possible new areas for development assistance, or

new angles of approach. This is consistent with the attitude more recently taken by the Australia Development Assistance Bureau but in its recommendations, the committee could look to possible new avenues of development assistance.

With the evidence received by the committee and the acknowledgement by its chairman of new trends in the development of Australia's relationships with its South Pacific neighbours, it seems the committee is likely to generally endorse those trends and perhaps suggest some measures to consolidate and extend them. That in itself would be a useful contribution.

TOKELAUANS LOOK AHEAD

Tokelau's relations with New Zealand have been discussed during a three-day general *fono* in Fakaofu.

The territory was once administered as part of the Gilbert and Ellice Islands Colony, but has been under New Zealand administration for 52 years.

In June, 1976, at the time of the United Nations mission to Tokelau, the general *fono* expressed a desire to maintain a close link with New Zealand, while at the same time taking on an increasing responsibility for decisions affecting the territory's economic and social development and the welfare of the people.

It was to meet this request that New Zealand has taken steps to strengthen the Tokelau public service over the last two years. The reorganisation of the public service has now been completed and new positions have been added increasing the permanent staff from 100 to 143. The main change involves the establishment of public works teams on each of the three atolls to carry out building construction and maintenance, as well as boat repairs and mechanical work.

The Tokelauans are also looking outward to other Pacific nations to learn more about their experiences in self-government, particularly Niue and Tuvalu. The Premier of Niue, Mr Robert Rex, has been invited to Tokelau this year.



PEOPLE

A simple desire to do something different 16 years ago brought Percy McSweeney to the Solomon Islands. Today this immensely popular New Zealander is totally dedicated to working with the village people of these tropical islands.

Percy McSweeney — known now throughout Guadalcanal as Father Percy — left his clerical job in an Auckland shipping office in 1961 to become a lay missionary in the Solomons. Seeking greater involvement in his work, he returned to New Zealand in 1966 and studied for the priesthood at the Holy Name seminary in Christchurch and the Holy Cross seminary in Mosgiel. He was ordained and returned to the Solomons as Catholic diocesan priest.

The appearance of this slightly built and bearded 43-year-old gives no clue to his role in the life of the Solomon Islanders. Shorts and plastic sandals are his robes. The cross around his neck is tortoise shell inlaid with white shell. It hangs from a string of small red shells used in these islands to purchase wives and pigs.

In 1975 Father Percy moved to Avu Avu, an isolated mission station on the aptly named weather coast on the southern side of Guadalcanal. The parish he came to covers

a third of the island — a parish now deeply scarred and full of uncertainty from a series of earthquakes that were centred on the weather coast in 1977. The earth tremors, which reached a force of 7.7 on the Richter Scale, gave Father Percy his greatest challenge.

He was in Honiara, capital of the Solomons, when the first destructive tremor struck. Within hours he was back among his people organising the evacuation of those whose villages and lives were threatened by landslide.

With his broad and intimate knowledge of the area, accumulated in the months he had spent walking over rough bush tracks visiting his people, he joined the Guadalcanal earthquake relief committee. He became involved in organising the evacuation of villages and the distribution of food to those whose gardens — their only source of food — were destroyed by landslides.

His work with the Royal New Zealand Air Force detachment in Guadalcanal at this time gave Father Percy the chance to be with New Zealanders again. He was among the first seeking news of rugby league matches from home (he had been a senior Marist league player) and the tropical evenings in Honiara were spent catching up with events at home over a couple of beers.

With relief operations over, Father Percy is now back among his people at Avu Avu striving to repair what the earthquake has undone. He will continue to walk up to nine hours each day talking to the villagers of his parish on the weather coast and in the



Re-union in Germany — Teangaua and his sister Aborina — Photo Stellmach Film Int.

rugged and landslide-scarred hills of the Guadalcanal highlands.

Father Percy moves fast, sometimes in bare feet, talking to his people, sharing their simple food and resting at night in their attap huts.

A small jeep purchased six months ago gives quick access along the 30 miles of beach to coastal villages. There are no roads. A light aircraft makes a weekly visit from Honiara, and coastal ships call.

Often he will walk across the island from Avu Avu to Honiara — a distance of 20 miles as the crow flies — calling at villages along the tracks on the four-day stop. It is now a journey that will have to wait, for each of the four tracks he uses were destroyed in the earthquake. — Squadron-Leader Chris Cole, RNZAF.

Christmas, 1977, is likely to be a lasting and happy memory for 22-year-old Gilbertese seaman Teangaua Tenanorake of Tarawa. For he spent it among the snowclad forests and fairyland castles of Bavaria, southern Germany. Teangaua had just completed his contract with the Hamburg-based Bernhard Schultze shipping line. The company kindly made it possible for him to fly south to Bavaria to spend Christmas with his sister Aborina and her husband, the film producer Karl-Heinz von Stellmach, who are no strangers to regular readers of PIM. Brother and sister were delighted to get together after

not seeing each other for five years. The Stellmachs have followed up the considerable success of Karl-Heinz's film, *Sailing in the Trade Winds*, made in the Gilberts in 1972-73, with an active campaign to promote German interests in the Gilberts and Tuvalu. Due largely to their activities, a "pioneering tour" to the Gilberts, Nauru and Tuvalu has been incorporated in the Pacific schedule of one of Germany's largest tour operators. The first such tour, scheduled for March, 1978, was to use the Air Nauru link from Hong Kong. The hope of the Stellmachs is that the Islanders will realise that not all "Europeans" are rich folk at home. Many of them, they point out, will have been saving for years to make their expensive dream of visiting the atolls of the Pacific come true. So, they say: "When these strangers arrive on your shores, remember that their status in their own societies at home is not so much different from yours in your Pacific societies. Make them welcome in traditional Gilbert-Tuvalu style: 'Kam na mauri' 'Talofo'."

Taniela Veitata, industrial adviser for Fiji stevedores and seamen, is out of gaol breathing fire. He had served a six months' sentence for violating the Trade Dispute Act during wharf strikes in 1977. His main target is the Ports Authority of Fiji, saying the refusal of that body to re-employ deregistered dockers



Father Percy McSweeney with his people.

union executives after their release from prison had lit the fuse for another confrontation on the waterfront. He also intended to pursue two other issues — bulk loading of sugar and registration of his union. Taniela also called for an independent commission to look into the alleged ill-treatment of six dockers' union men in prison. He had been fortunate, Taniela said, but the treatment of the others was a remarkable parallel to World War II Japanese torture.

PIM is sure Fiji's Prime Minister, Ratu Sir Kamisese Mara, meant no offence to the proceedings of the Commonwealth Heads of Government Regional Meeting which he had just attended in Sydney in February.

But he did describe as "the highlight" of his visit to Australia something which had nothing at all to do with CHOGRM.

It was a visit to a macadamia-nut plantation at Dunoon, near Lismore in New South Wales.

The PM was enthusiastic. He said Fiji could benefit greatly from a macadamia industry. He pointed out that four hectares (10 acres) of sugar cane supported one Fijian family. Macadamia nuts gave a much higher return (by \$5 000 per 0.405 ha, or one acre, from mature trees).

He said he had obtained 15 trees from Hawaii seven years ago, and they were now bearing nuts, although they had not been tended.

He said a 20 ha trial plantation would be established soon in Fiji with trees from Hawaii and Australia.

Not every retired British army colonel would bear the title "midwife" with pride, but that is the case with Colonel Eric Hefford. For more than 15 years Colonel Hefford has been travelling the world organising ceremonies, and celebrations, for the queue of British colonies who have severed their connections with the Motherland. This former regular soldier of the Royal Lincolnshire Regiment is proud to see himself as the "midwife of evolving nations", rather than as an undertaker of colonialism. Colonel Hefford's next major assignment is to oversee the independence celebrations of the Solomon Islands, due on

July 7, 1978. For this purpose he has already moved into a refurbished office in the old Information building off Honiara's Mendana Avenue.

Exactly what form the celebrations will take is a matter for the Solomon Islanders themselves. Colonel Hefford will work closely with their independence celebrations committee. He always pays great regard to custom and traditions.

He quietly insists, however, on one condition: that he is allowed to retain executive power. Important decisions need to be taken constantly. The celebrations would never get off the ground if everything had to be referred to a committee.

In planning the big event, the colonel's big headache is to see that the many ideas put forward can be translated into practice. If it is agreed to have tribal or custom dancing, he holds auditions to see if the dances are suitable. He cheerfully admits he doesn't know much about custom dancing, but he does claim to know something about showmanship.

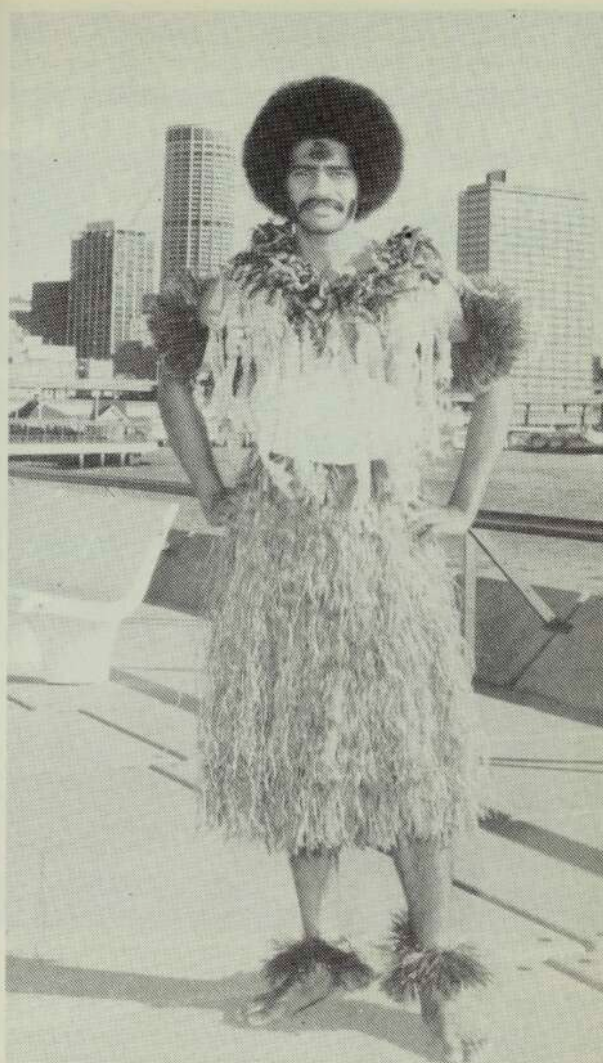
If it has been decided to have hundreds of school-children cheering in one place, he points out that they would need to have lavatories built for them.

Colonel Hefford organised his first independence day celebrations for Nigeria in 1960. Things went so well that other offers followed thick and fast: Sierra Leone, Tanzania, Jamaica, Malta, Guyana, Barbados, Mauritius and Seychelles.

Two years ago, his fame having spread, he was invited by the Dutch Government to launch Surinam, the former Dutch Guiana, into full sovereignty. It was the first celebration he'd organised outside the Commonwealth.

Arrangements for the Solomons' big July day are certainly in experienced hands.

Mr Stanley Arthur, after four years in Fiji as the UK High Commissioner, has been transferred to a similar post in Barbados. He took a keen interest in Fiji library services and education, and helped to secure UK grants to help them develop. He became involved in the Banaban dispute over compensation for mining of phosphate on Ocean Island because he was the UK spokesman in the area.



Manoa Rasigatale all dressed up for a show at Sydney Opera House.

Viscount Dunrossil, who succeeds Mr J. S. Arthur, is aged 52. He is a son of the first Viscount Dunrossil, who died in 1961 while Governor-General of Australia, and was Speaker of the House of Commons as Mr W. S. Morrison, from 1951 to 1959.

Fijian Manoa Rasigatale has given up journalism for his first love — the fine arts. He has been appointed director of presentation at the Pacific Harbour Cultural Centre and Marketplace, Deuba, which is scheduled to open on December 1. He started his entertainment career as one of Fiji's leading pop singers, the first step on the way to performing professionally in England, Australia and New Zealand as well as in his native Fiji. In 1973, he studied acting at the

Ensemble Theatre, Sydney, under the direction of Hayes Gordon. He helped to prepare the Dance Theatre of Fiji for its performance at the Sydney Opera House when it was officially opened by Queen Elizabeth in 1973. Mr Bob Van Dorpe, project director of the Cultural Centre and Marketplace, said Manoa's talents were uniquely tailored to the centre. He had shown a deep commitment towards preserving Fijian culture. He was not only a most creative craftsman. His wide-ranging entertainment background would be of great benefit to the project as well as to Fiji. Manoa was a journalist on the Fijian language newspaper, *Nai Lalakai*, and spent more than a year on secondment to PIM in Sydney, combining journalism with his theatre work.

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TRAVEL—Half a century ago, Papua and New Guinea were as dark and mysterious as Darkest Africa had been 50 years before that. Few had ventured beyond the main centres of civilisation. Today, even the tourist goes where "whitemen have never trod" — to use an old-time phrase. Bob Hawkins has just been "there". He writes of a trip along the Karawari River.

AT AMBOIN, ON THE KARAWARI, YOU CAN (NEARLY) SEE FOR EVER

At Amboin, on a clear day, it seems you can see for ever. Sure, there's a horizon. But it's difficult to decide if it is only a modest 100 kilometres or so away at Wewak — or if it's just a figment and you are, in fact, looking into eternity.

That's the sort of feeling you get at Amboin, an East Sepik Province administrative post on the Karawari River, a tributary of the fabled Sepik. There you are, sitting on the toes of the foothills which mark the beginning of the ascent to the heights of New Guinea's tortured, towering spine. Your exact spot is on the verandah of the *haus tambaran* (spirit house) dining room and bar of Karawari Lodge. West, north, east, the jungle stretches away, as even as a plush multi-greened eiderdown. Exceptions prove the rule. To the west Murder Mountain broodily shadows Kuvenmas Lake, perhaps 30 kilometres distant. To the northwest a puny knob or two try, but fail, to distract you from the immensity of the swampy, forested flatness. To the north there is not as much as a molehill between you and the Alexander Range, hard up against Wewak on the coast. Eastward? There's really nothing for 150 kilometres before the Adelbert Range in Madang Province.

Hotel is not an apt description for Karawari Lodge. Motel certainly isn't. Perhaps "boatel" comes nearest, the only access being by river from Amboin "international" airport, 20 minutes steady outboard motoring up-river. The Lodge was conceived some time in the 60s and built nearly 10 years ago under the direction of John Pasquarelli, a member of Papua New Guinea's pre-independence House of Assembly. In the years since it has been operated by Talair and is now run by Peter Spencer, proprietor of Kundu Tours.

Improvements and additions over the past 18 months have provided com-

forts which the "intrepid" tourist-explorer — in the care of Lodge guides — will appreciate after their days out along the waterways, soaking up local culture and custom. Today the Lodge has a smooth, modern interior, a dining room which would much more deserve the title "banqueting hall" even though the decor has a modest element of Sepik carved erotica about it: enormous, heavy carved bar "stools" which no one could fall out of; simply, yet adequately-appointed sleeping quarters, two beds to a room, ceiling fans (air conditioning not required) and individual shower/toilets.

The overall Lodge scene comprises the *haus tambaran*, 10 double-roomed sleeping quarters (bedding for 40), the manager's residence and staff quarters, all built from bush materials. There are back-up pumps and generators to maintain water and power supplies and an incredibly low-g geared International

C1300 truck which brings a party of 40 in three trips up the steep track from the river jetty to the Lodge's ridgetop vantage point. Transport along the river is provided by twin 40-horse Johnson outboards pushing Australian-made flat-bottomed River Trucks. At one stage, some years ago, jet-boats were introduced but the effect of the wash on the river bank and the lives of the local people led to their abandonment on this section of the river.

But the Karawari trump lies not in its simple existence or the comforts it offers. The big drawcard is that within perhaps a dozen miles of Amboin, a visitor can view in a few days a fascinating microcosm of Sepik life and still be able to retreat to the cool of a ridgetop resting place each night.

Probably the most critical element in the Lodge project is the co-operation of the Karawari people. Without it, Karawari Lodge as an off-the-beaten-track attraction can

have no future. Peter Spencer makes no bones about being acutely sensitive to this factor. He says he has attempted in various ways to spread the benefits of this embryo tourist industry as evenly as possible among surrounding villages.

Most of the staff at the Lodge are from Yimas village which lies upstream, along a narrow tributary to the Karawari, and near the Yimas Lakes, preserve of waterbirds in their thousands. Yimas villagers also sell their handicrafts to visitors.

Kuvenmas village is too far away to easily fit into a short stay at Amboin. But the Kuvenmas people have their way of sharing in the industry's rewards. Kuvenmas is the home of the Blackwater carvers whose mark has been left on the interior of the *haus tambaran*. The main pillars and the bar "stools" along with a variety of other *objets d'art* are monuments to Blackwater magic.

Just across the river from the Lodge is Kundiman village number two and just downstream on the same side is Kundiman village number one. The Sepik staple — sago — provides the Kundiman people with their way of keeping tourists happy. Along with demonstrations of cutting, washing and cooking sago, the Kundiman villagers also invite visitors to partake of the finished product. Then they take them on a tour of the village, pointing out the many activities which have evolved to make their community work over thousands of years of relative isolation.

The next village downstream is Manjamai. The people of Manjamai are not the only ones whose customs include skin cutting, one of the rituals involved in making men of boys. But to them has been allotted the task of demonstrating this still-practised ceremony. Though the cutting is only simulated, it can still be a discomforting experience for the faint-hearted.



Washing sago in Kundiman village Number Two.

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A skin-cutting ceremony at Manjamai.

Perhaps the most theatrical of all roles to be played by Karawari villagers has fallen to the people of Konmei, 15 minutes by River Truck up a narrow tributary a few miles downstream and on the same side of the river as the Lodge. Konmei sits inside a tight loop in the river, an ideal setting for visitors to come ashore on one side, walk up to and through the village clearing before finding a re-enactment of a headhunting raid just beginning on the banks of the river on the other side. The Konmei people have this performance down to a fine art. Who can say it is an authentic re-creation? No one. But it is so well staged and the child victims act out their roles with so much dedication that it is easy to understand that this century, and not so long ago at that, has seen the real thing.

We weren't able to get to Ambonwari further upstream from Konmei. The day was late and an extended dry season had reduced the river level to a stage where navigation through a variety of debris deposited by earlier flooding made progress a tortuous and time-consuming exercise. At Ambonwari, we were told, is a wide range of artifacts for sale and one of the last traditional *haus tambaran* in the Karawari area.

One other people who derive some profit from the Lodge are the Alanblak from the headwaters of the Karawari. Accessible in the wet season only, the Alanblak people bring downriver their carvings and timber which is used by other groups for construction and carving.

All in all, a delicately-balanced programme. To ensure its smooth running, an *ad hoc* committee meets from time to time to discuss any rumble of discontent or to suggest improvements. It comprises, along with Peter Spencer or the Lodge manager, the local patrol officer, agricultural officer, schoolteacher, police sergeant and president of the local council. Spencer says that changes are not made without unanimous decision.

So many considerations, factors, costs. Getting something like Karawari Lodge off the ground demands a lot of faith. Its very existence speaks for itself. It's been there nearly a decade and while figures are not available there's no way it could be anywhere near approaching a bonanza profitability level. Recent bookings apparently suggest that with suitable research and marketing there is a demand for this type of off-beat holiday, for both Papua New Guinea residents and visitors.

If the Lodge does become a goer it could prove a useful stimulant to the Karawari people to record and practise customs now in danger of falling victim to 20th century influences. Ironically, modern day tourism, with all the plastic qualities it conjures in the mind's eye, could prove a saviour for the culture of the Karawari. But it is important, as Peter Spencer knows, that everyone should tread softly. If the goodwill of the river people of the Karawari is lost, any hope the Lodge may have of proving viable goes with it.

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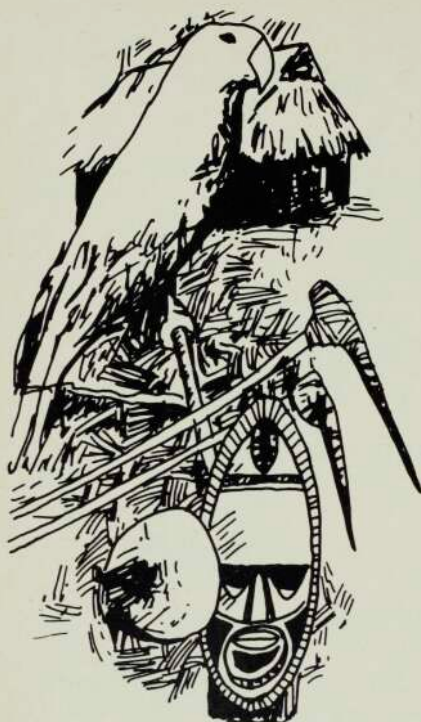


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POLYNESIANS AND THE BOMB – OR FALLOUT OVER MURUROA

Nuclear tests, fallout cancer, and radiation sickness seem to have fallen out of the Australian consciousness, after the decisive election and during the summer heat. *Moruroa mon amour*, purposely reminiscent in title of the anti-bomb film *Hiroshima mon amour*, has not been reviewed in any major Australian periodical and, with Penguin's usual careless publicity, the book's publication has gone almost unnoticed, even though it is in an exclusively Australian series.

Bengi and Marie-Thérèse Danielsson have not published simply a translation of their 1974 original book of the same title; they have re-written and re-shaped almost

all of the long manuscript. They cut the original 140 000 words in French down to just over 90 000 in English, omitting much of the fine detail that so reveals the Danielsson's intimate involvement with life in Tahiti. On the other hand, they have included a fine first chapter with the most concise seven-page history of French Polynesia I have ever seen.

The book takes events up to February, 1977, with a concern for official pronouncement and a keen eye for behind-the-scenes observation. They must have some very well-placed friends to obtain the kind of information they analyse and present, for the book is a minute exam-

ination, under a very well-ground Swedish microscope, of the progress of colonialism in French Polynesia. The official lies, the metropolitan disregard for Polynesian dignity, the sad tale of the patriot Pouvanaa; all these elements make up an absorbing tale of deception and conceit.

The reader unfamiliar with French Polynesia may find the text hard going at times, being as it is the account of extremely perspicacious insiders, which the Danielssons clearly are.

Governors, shopkeepers, petty officials, and military men flash across the pages as the story is unfolded, rather like one of those automobile club road maps of bewildering

BOOKS



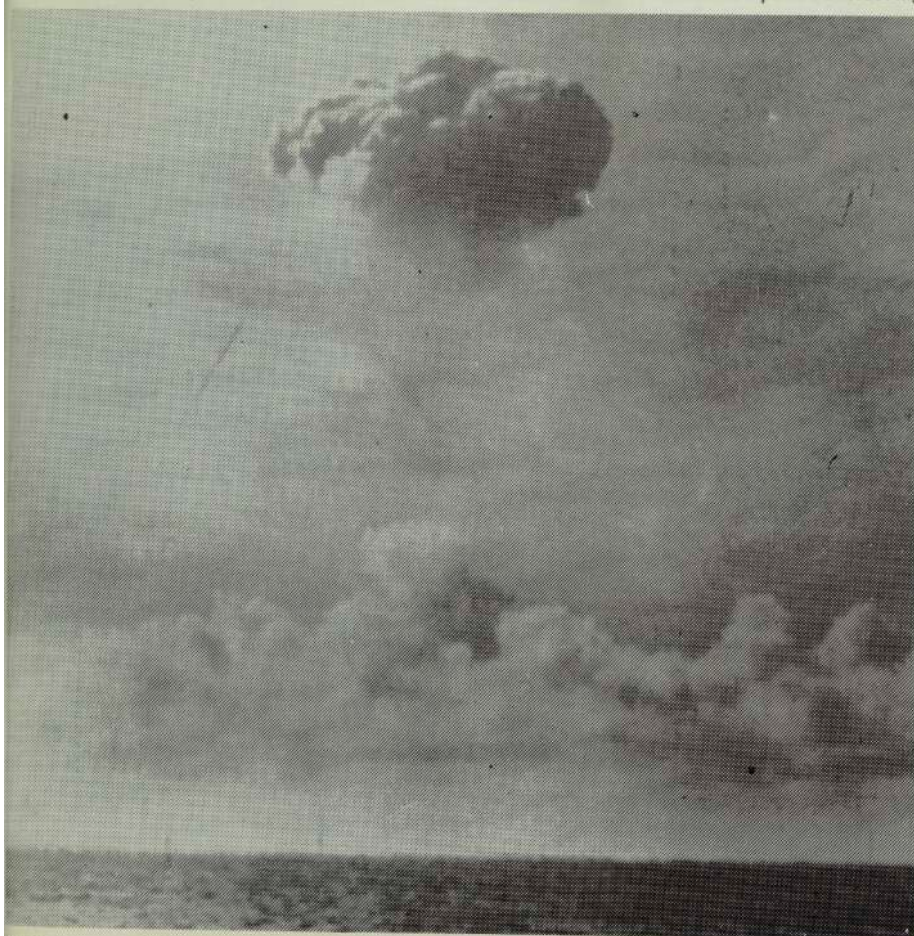
complexity. But the Danielssons do not confine themselves to mere political intrigue. For example, Chapter 36 is perhaps a key one to support their anti-testing case, with much scientific detail. The summary for the Polynesian prosecution is simple: if nuclear bomb testing is so safe, why don't the French save themselves a lot of money and carry out the detonations nearer to home — in France itself?

Apart from the detail, the reader will also have to accommodate the still French style of the book. Chapters may be less than four pages and sentences sometimes seem elliptical. Chapter titles, about a dozen of the 43 present survive from the French edition, are conversational, such as "Mr President!", "Happy Tureians, Happy Galley", "Nothing to worry about", and so on. The Danielssons are also fond of simile and metaphor and their book abounds with these Polynesian-flavoured devices. In the first chapter, the authors liken the European invasion of Tahiti to the fearsome, engulfing *tsunami*, while a chapter shortened from the French version uses elephantiasis to portray economic inflation in wages and prices in French Polynesia.

Colonialism and the dialectic between conquered and conqueror is not unique to French Polynesia. The story, pivoting on another issue, with only the names changed to protect the innocent, could be anywhere in the Pacific. Even those readers without an interest in the nuclear issue will find the Danielssons' account of the development of the French territory fascinating reading. Old colonial hands will be amused by the similarity of tactics they knew and those employed by the French in Papeete.

Moruroa mon amour is the background dossier; the continuing saga appears monthly in PIM. — Grant McCall

(MORUROA MON AMOUR. THE FRENCH NUCLEAR TESTS IN THE PACIFIC. By Bengt and Marie-Thérèse Danielsson. Published by Penguin Books, 1977. \$3.50.)



Mushroom over Mururoa.

BOOKS

THE QUIET AMERICAN ON A HOT TIN ROOF

A few years back, habitual travellers in the Pacific were continually crossing the trail of a quiet American named Robert Trumbull. It was probably something of a shock to most of them to learn that he was a foreign correspondent from the *New York Times*, stationed in Sydney. Outwardly, he seemed the antithesis of the fictionalised American correspondent abroad.

But there was no mistaking his fundamental interest in the Islands. It went far beyond the superficial observations of the usual run of hit-and-miss, once-only journalists in the Islands and this comes out strongly in his new book, *Tin Roofs and Palm Trees*.

The title comes from the reaction of Trumbull's wife when first looking out on a Pacific island — a valid enough bystander's reaction although the subtitle, *A Report on the New South Seas*, sounds much more Trumbull and is what the book is about.

It is written primarily for the North American market and leaves few coconuts unturned all the way from Micronesia to New Caledonia and Papua New Guinea to French Polynesia. It gives a first-rate, workman-like job of giving these readers the background, past and present, to the Pacific area. For the ex-oldhand, who hasn't been in the Pacific for some time, it's not lacking either, bringing him up to date on Islands' events. This latter aspect is all the more remarkable as Trumbull himself has been out of the Pacific for about three years and is now headquartered in Toronto.

He either left behind massive lines of communication or is an avid reader of airmailed copies of the *Pacific Islands Monthly*.

To the uninitiated, Pacific islands may be like elephants in Africa — see one, see the lot. The area is, in fact, as Trumbull shows, diverse and complex, varying greatly from

island territory to island territory physically, economically and ethnologically. Western and colonial influence has also been great. French, Spanish, English, German, Japanese and American, all have left their mark.

It is Trumbull's achievement that he has been able to deal with this diversity in one volume of 300 pages and make it all readable in layman's terms.

He got his introduction to the Pacific — a bloody one — years before he was posted to Sydney for the *NY Times*. As a US war correspondent he accompanied the army unit that landed on Butaritari, Gilberts, in November, 1943, and went on to Tarawa while the fighting was still going on there.

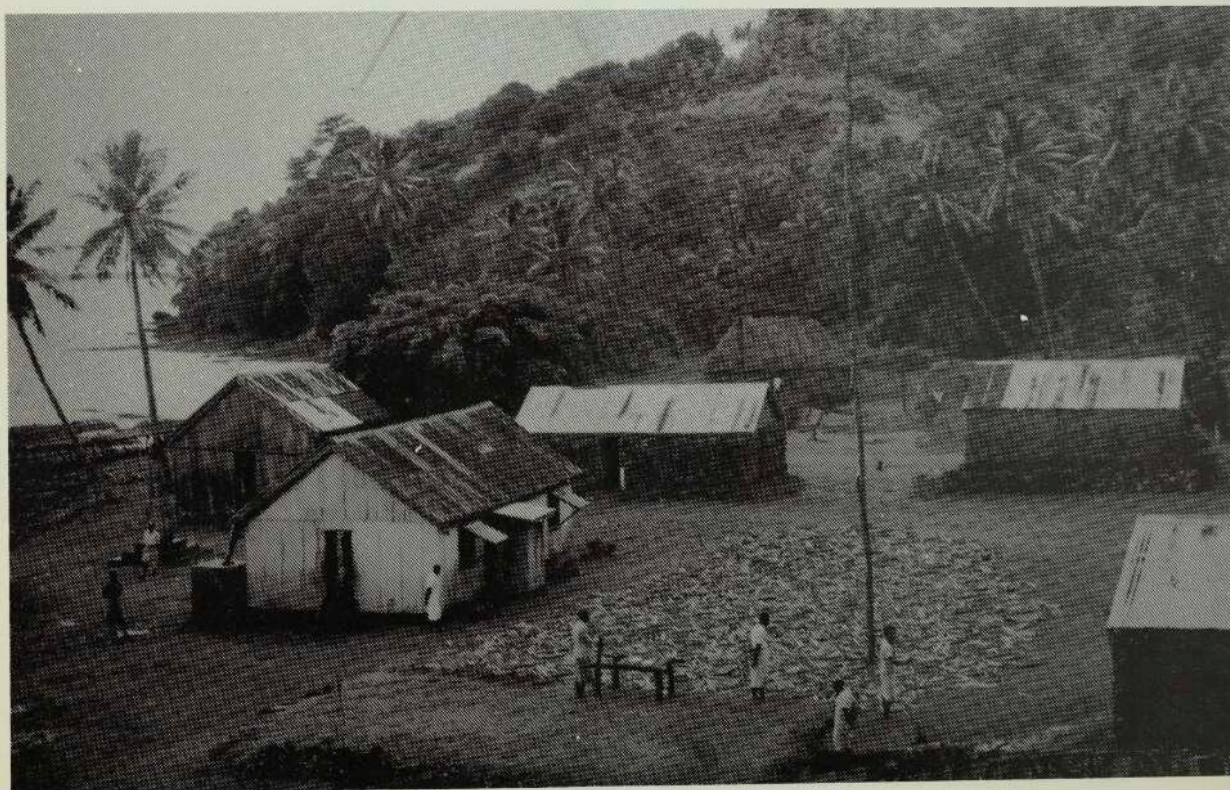
Over 1 000 Americans and the whole Japanese garrison of 5 600 were killed in the few days of fighting as the US Marines struggled to take the tiny speck of coral sand and coconuts called Betio.

When Trumbull landed, after the peak of the fighting had passed, corpses lay everywhere among the shattered trees. Dozens of bodies flo-

ated in the shallows as well, killed before they reached the beach. Those marines who had survived the landing had "made beachhead only by coming on and on, stepping over their fallen comrades as man after man went down".

At the time the outcome at Tarawa was regarded as a triumph. With hindsight many questioned its importance and asked why this atoll could not have been by-passed. The reason, although Trumbull does not say so, probably was that the US Command believed that it would be a push-over after the prolonged naval bombing that preceded the actual landing.

Even allowing for failure in this department because the Japanese had dug themselves into the very fabric of the island, disaster would not have been so great had the planners heeded Gilberts' oldhands who warned that, on the date and at the time set for the landings, there would be a period of extreme neap tide, a phenomenon that afflicts these atolls. The planners ignored the advice with the result that instead of the invasion barges going into the beaches, the marines had to leave them and



Tin roofs and palm trees in Fiji.

wade the last half-mile over almost exposed reef, directly into the fire of the dug-in Japanese guns.

On the 25th anniversary of the battle for Tarawa, Trumbull returned to Betio and the Gilberts, this time by Fiji Airways (later Air Pacific), to find plenty of old war relics still decorating Betio but that urbanisation had by then overtaken the area, with the usual mixed results.

"What does the future hold for these atoll people," he asks. "The limited expectation of their tiny, sparsely-endowed islets, coupled with expanding awareness of a larger world, unquestionably dictate a steady emigration of the young to lands of greater opportunity, like the blacks from numerous small Caribbean islands whom one meets in Miami, New York and Montreal."

What he does not say is that there are few places where the surplus Gilbertese now get free entry, all other island territories operating as closed a shop, migrant-wise, as Australia and New Zealand.

By contrast to the poverty-stricken Gilberts there are the lucky people of the "smallest and richest" island — Nauru. Trumbull describes how, at the South Pacific Conference held there in 1975, the hotel was enlarged to 56 rooms, a Honolulu firm built a \$5 million airconditioned civic centre for the conference; a Japanese contractor widened and repaved the road and a fleet of minibuses was imported to whisk delegates from hotel to conference hall.

The local airline, Air Nauru, flew in a jazz band from Rarotonga, dance teams from Truk, the Gilberts and the Marshalls, souvenir T-shirts from Hong Kong, oysters from Australia, strawberries from Japan and steaks from Honolulu. There was a drought on at the time so a Japanese tanker was chartered to bring Nauru 30 000 tonnes of fresh water. The delegates, remarks Trumbull, voted it the best SPC ever.

Even the more work-a-day life on Nauru sounds, as he describes it, like a socialist's dream of paradise. "All the necessities of life and some luxuries were free or ridiculously cheap," he reports. Families had two or

more cars and "enough cameras, radios and other toys ... to stock a small shop." When these things broke down there were plenty more to be bought where they came from. Government-built houses rented for \$5 a month and there wasn't any taxation.

Nor is the good life likely to end when the phosphate, which now provides all these goodies, runs out at the end of the century. By that time, according to Nauru's financial advisers, they will have enough stashed away in long-term investment funds for all the Nauruans then in existence to continue to live in the manner to which Hammer deRoburt and the other founding fathers of the republic had accustomed their fathers and grandfathers.

Cargo cults in Papua New Guinea and the New Hebrides, attempted land grabs and tax havens in the latter; the shenanigans of the CIA in the US Trusteehip island of Saipan in the fifties; nepotism in the Cooks; copper in Bougainville; nickel in New Caledonia; and, of course, burgeoning politics everywhere. You name it and if it's Pacific, this diligent author had probably said something about it somewhere.

Nonetheless, this is not a very personal story, as no doubt befits a major effort on the part of a foreign correspondent. But because of its usual objective approach it does lack that feeling of happy-go-lucky, out-of-this-worldness that is still characteristic of Pacific Islanders.

This is something that we have learned to do without anyway, since writers like Nancy Phelan stopped us laughing with our South Seas friends, and went off to write about Turkey or South America.

In spite of being godfathered by no less than two universities, Washington and Australian National, *Tin Roofs and Palm Trees* is interesting, easy to read and assimilate without even one academic, numbered footnote to distract the mind. — *Judy Tudor*.

(TIN ROOFS AND PALM TREES. By Robert Trumbull. Published by Australian National University Press, PO Box 4, Canberra, and University of Washington Press. A\$16.95.)

Colour and Catholicism

The French-controlled islands of Wallis and Futuna, which lie several hundred kilometres north-east of New Caledonia and north of Fiji, are little known even to New Caledonian Frenchmen.

Nothing ever seems to happen there to get them into the news. The "Come to Wallis and Futuna Movement" has not yet begun. And there is little readily available literature on them.

But times are changing. In 1972, this reviewer had the unaccustomed task of reviewing two books on Wallis in the same year; and now we have a book dealing with both Wallis and Futuna.

The new book is by Philippe Godard, a Frenchman, who has made the Pacific his home since 1968. It is an attractive, large-format production, whose text combines a traveller's impressions of the islands with sketches of their histories and general information about them. The whole is strikingly illustrated by many coloured photographs, old maps, sketches and photographs in black and white.

Unfortunately for English-speaking readers, the text is in French. But the captions for the illustrations, which are printed at the back of the book, are in French, English, Wallisian and Futunan.

Both Wallis and Futuna (plus Futuna's sister island, Alofi) are inhabited by Polynesians. The language of the first closely resembles Tongan, while that of Futuna is akin to Samoan. "Nevertheless," Godard tells us, "Wallisians and Futunans appear to have little difficulty in understanding one another."

Wallis, otherwise known as Uvea, received its European name from Captain Samuel Wallis, who came upon it in HMS Dolphin in 1767, following his discovery of Tahiti. Despite Wallis' fame in connection with Tahiti, Godard is the first author, I believe, to discover and reproduce the portrait of him in the National Portrait Gallery, London.

For many years, Wallis Island was dominated by a formidable, bearded Marist,

Bishop Bataillon, who went there in 1837 and turned the island into a virtual theocracy. He was largely responsible for its becoming a French Protectorate.

A colleague of Bataillon, Father Pierre Chanel, who was sent to Futuna in 1837, achieved celebrity as the first Christian martyr in the South Pacific. He was murdered in 1841. Despite this unpromising start, Futuna, too, eventually came under the strong influence of the Roman Catholic Church.

The Catholicism of Wallis and Futuna is strongly reflected, in its Polynesian way, in Godard's book. A notable example is a specially-executed painting of Chanel's death by the imitable Wallisian artist Aloisio Pilioko.

Besides the Catholicity of the two islands, Godard's book reveals them to be places of brilliant colours and clear blue skies; places where much of the old-style, pre-tourism Polynesia is still to be found.

There are still thatched roofs and outrigger canoes aplenty, not to mention pigs that root for shells in the shallows when the tide goes out.

On the other hand, the *papalagi* who have sojourned in the islands over the years — such as the Americans who had a base on Wallis during World War II — have done their bit to alter the local genotype. At least, that's the impression that I get from studying some of Godard's portraits, particularly of children. — *Robert Langdon*.

(WALLIS and FUTUNA. By Philippe Godard. Published by Editions Melanesia, 27 Rue Sebastopol, Noumea. Price not available.)

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From the ISLANDS PRESS

From The Fiji Times:

How does a destitute widow on \$4 a month welfare payments buy a coffin for her husband's funeral. This was the problem which faced Bayly Clinic almoner, Mrs Shirley Hemming, yesterday just two hours before the funeral was due to take place ... the husband died of a heart attack and his widow ordered a coffin from a construction firm. When they told her it would cost \$50 the already distressed woman broke down. She turned to the Bayly Clinic for help. "We could not find \$50 for a coffin so I asked the construction firm if they could donate one. They could not and appeals to the Commissioner Central and Nausori welfare department were unable to solve the problem either," Mrs Hemming said. "Meanwhile, the widow and a small group of friends and relatives were waiting at the hospital to claim the body — when they got a coffin. Finally, a really kind businessman in Toorak donated a coffin and the funeral could go ahead."

From the Arawa Bulletin

The President of the Honiara Boxing Association, Mr George Abana, complimented the members of the North Solomons boxing team on good bout display, although the Honiara officials were sorry to see their boxers knocked about and knocked down in either the first or second round. He said it was unbelievable that even their two most promising boxers, Saro and Takerebu, went down too. Mr Abana followed on by saying that the North Solomons boxers did not fight using normal "human powers" and instead used "black magic". He said one of the boxers admitted this was being used and "the magic was passed around so that everyone had a look at it". It was reported that one parcel contains a substance resembling lime and another contains material believed to have been dug up from a dead man's grave.

From a House of Assembly debate on a proposal to raise members' salaries, as reported by the Tuvalu News Sheet:

... Mr Moeanga maintained that government claims not to have sufficient funds available to raise the price of copra, but there is always enough money to increase its officials' salaries ...

From the Lae Nius:

A man has been convicted and sentenced by the Morobe Provincial Court to six months in jail with hard labour for committing adultery. He is Anton Bebeim Buka, aged 23.

From the Solomon Islands News Drum:

A taxi driver who was in the police station reporting an assault made upon himself, found his vehicle missing when he returned to where he had left it. This was at White River, on Saturday.

From the Papua New Guinea Post-Courier:

A Filipino woman was warned in the Goroka Court last week for dealing in coffee. Aroa Masive, of Bena, in the Eastern Highlands, appeared on a charge of being a person other than a PNG citizen dealing in unprocessed coffee. The magistrate, Mr Stephen Awagasi, found Mrs Masive guilty of the charge, and cautioned and discharged her.

From an article by Richard Nathanson in the Tonga Chronicle:

... If the Bank of the South Pacific is going to exist at all, it should be above reproach from the first. There is no point in sowing the seeds of its own destruction early in the ball game. After all they have 99 years to practise ...

Opening gambit in an interview by an Atoll Pioneer (Gilberts) reporter with the Governor, Mr John Smith:

Reporter: Sir, did you have a good time going again overseas for some weeks? H.E.: Well, I don't call it a good time to have to go from here to Europe and back inside a couple of weeks and in this particular two weeks I encountered snowstorms, floods, fog and even the aftermath of an earthquake in Guam ...

From a letter by Policeman Bilong PNG in the Lae Nius protest against the new Summary Offences Act:

... The new acts are not really good at all and I'd say they help the people to commit more crimes and give the police a hard time nowadays in carrying out their duties and to maintain law and order ... I think the old laws made by the Colonial Administration are good and why don't we obey the laws made by them and make amendments only to the ones that are not suited to the people of Papua New Guinea ...

From The Fiji Times:

In the interests of justice, scheduled court cases are often stood down by magistrates for a short while for various reasons — witnesses are late, an accused wants to brief his lawyer, prosecution wants to amend the charges. Just as pressing a reason was given the other morning when Suva lawyer Mr Vijay Parmanandam asked that cases in which he appeared be stood down for half an hour in Suva Court. His fly zipper had failed in its duty and he had to go home and change his trousers. He went out of court holding his jacket in front of him but returned later with his "briefs" and trousers intact.

From the Tonga Chronicle:

It was vital that, as Pacific Islands people came into the New Zealand community, they thought of themselves as New Zealanders, the Prime Minister (Mr Muldoon) told a Conference of Pacifica in Dunedin recently. "New Zealanders — if you like, of Samoan, Cook Island, Tongan, or Niuean origin, but New Zealanders, part of the New Zealand community," he added. All should retain a pride in their ancestry and indigenous culture, but think of themselves, first and foremost, as New Zealanders living as one people.

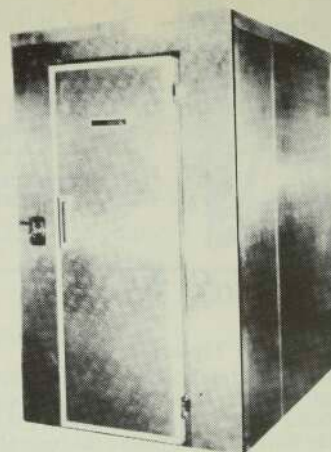
From the Papua New Guinea Post-Courier:

The Moge people of the Kimininga sub-clan are frightened by the mysterious death of one of their clansmen. Six clansmen have cut off fingers to show their grief at two recent deaths. This is customary but unusual in such numbers. Joseph Rumints died recently after a long illness which his people said originated from a painful leg. Sim Pup, in his 30s, with four young children, joined the village mourning group circling Rumints' close relatives after the man's death. A spokesman from the village said Pup suddenly fell out from the circle and died. He said there was no indication of ill health. The youngsters in the village are whispering of poison and sorcery.

From The Fiji Times:

Seven long years of dreams and hard saving by a young Nasinu family came to nothing within a few minutes this week, and almost claimed the life of their young son. Without warning, Khalid Dean's \$12 000 house simply fell down ... On Wednesday morning, the almost-completed contractor-built house collapsed on its foundation on their block of land in Secala Road, Nasinu. Their son Omar, 3, the youngest of the Dean's three children, was playing under the house throughout the morning, and narrowly escaped serious injury when his mother called him out only seconds before the collapse ... Mr Dean said support piles "just gave way under the weight of the concrete floor".

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A new national expenditure plan and the closing of tax-evading loopholes were features of the Papua New Guinea Government's budget session in Port Moresby towards the end of February. Finance Minister Barry Holloway's budget provides for an income of \$A572 million and expenditure of \$A583 million with short-term borrowings to cover the \$A11 million budget deficit. Direct Australian aid content of the budget is \$A208 million with \$A305 million to be raised internally. Gus Smales reports.

PNG plans to erase tax dodgers and raise insects and crocodiles

Foreign businessmen — mainly Australians — have been using legal lurks to beat tax and investment restrictions in Papua New Guinea. One loophole alone has been costing the government an estimated six million dollars annually and is fast approaching a grand total of \$36 million.

But the government wrote new rules at its budget session, and now believes it can keep a tighter control on the situation without also scaring away badly-needed investment.

Finance Minister Mr Holloway described the loopholes and how he was closing them when he brought down what he called his "Let's get moving" \$583 million budget, the first in which the financial and calendar years coincide, and, Mr Holloway claimed, the first to embody an integrated overall spending plan.

Just over 37% of its total revenue, apart from financing items, is an untied grant-in-aid from Australia under a five-year assistance plan. The budget provides new incentives to businessmen and investors inside and outside the country, arising from Mr Holloway's admission that the level of investment was not quite as high as hoped for.

But it also closes the legal loopholes which Mr Holloway claimed were being used by investors to beat the spirit of the law.

The biggest loophole reported by Mr Holloway was created by the tax holiday given to Papua New Guineans who bought businesses from Australians and other non-nationals.

Mr Holloway said the plan had been designed to phase Papua New Guineans into their own economy, but instead there had been an upsurge of "nominal" arrangements to deliberately

beat the tax laws. He told of one man who had nominally transferred a major business undertaking to his domestic servant. The boss continued to run it, he continued to get the profits — but he was also keeping the tax which used to go to the government.

Mr Holloway said the tax holiday system had been greatly abused, and it had also artificially inflated the value of businesses which Papua New Guineans wanted to buy.

Under the new budget the tax holiday system will be abolished, replaced by a tax relief system applicable only to PNG nationals and eliminating nominal deals.

Mr Holloway said he was convinced the business of putting the economy into line with the government's wishes required "a set of precision tools rather than a blunt instrument". The theme of the budget was to check the drain

of money which "flows first to the richest people and then flows out of the country".

Another loophole to be closed will prevent non-resident shareholders from avoiding payment or withholding tax on their dividends. Mr Holloway announced three major incentives to attract major investment from outside:

- Half tax on profits earned from an increase in the export of manufactured goods;

- Government loan assistance to approved manufacturing or processing industries which find the going tough in their first four years; and

- Government aid of up to \$120 000 for industry feasibility studies undertaken by approved syndicates.

The minister also announced easier loans for major ventures being undertaken by companies consisting solely of Papua New Guinea nationals.



The budget does away with income tax returns for people whose sole income is from wages and salaries.

This is expected to reduce the number of returns processed each year from 140 000 to 20 000. Book-makers will be taxed 1% of their turnover instead of by 24 cents per betting ticket as at present.

There will be a slight increase in duty on cars, confectionery, electrical appliances and household goods.

Livestock projects ranging



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PACIFIC ISLANDS MONTHLY — APRIL, 1978

TRADE WINDS

from insect farming to crocodile farming are among commercial ventures listed for development under the expenditure plan.

The insect-farming is for an expenditure of \$130 000 over the next four years to encourage some village communities to breed beetles and butterflies. The beetles and butterflies will be sold to collectors as part of a small but fast-developing industry.

Agricultural projects listed in the plan range from rice-growing to orchid-farming. Rice-growing projects are an attempt to cut down PNG's heavy dependence on rice supplies from Australia, and orchid-farming is a fast-growing industry which could earn substantial money for PNG.

The National Expenditure Plan was tabled by the Prime Minister, Mr Somare. It lays down expenditure projects which will serve as guidelines for the preparation of the annual budget.

It deals with capital ex-

penditure which is considered of a national developmental nature, ranging from some roads and bridges, through primary and secondary production projects to specialised training courses.

The guidelines in the plan list the specific expenditure projects and the amount they will be allocated each year for four years ahead. The four-year plan will be reassessed every year, and consultation between cabinet, parliament, provincial governments and government departments will recommend changes and additions during the reassessments.

Some of the expenditure projects listed in the plan include deer farming, dugong conservation, courses in Pidgin at the PNG University, overseas police training, a wide range of agricultural development absorbing large sums, radio station extensions, specialised services on matters ranging from conservation to public management and mineral ex-

ploration, medical projects, youth training and sports development.

Total expenditure listed in the four-year plan is about \$100 million, of which about \$24 million is allocated for spending this year.

It will represent just under 5% of the total budget expenditure, and places special emphasis on rural development.

Politically, the plan has had a mixed reception. The opposition spokesman on finance, Mr Jaminan, said he considered the expenditure plan was "a good document" but he had doubts of how the government could keep to it.

And Sir John Guise, the influential independent in parliament, described the plan as "a great academic exercise by people who have a way with words". He said that, although the plan went to lengths to set out how PNG should best spend its money, it failed to indicate how the money spent would implement the aims.

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The Crown of Thorns threatens Samoa's reefs

The Crown of Thorns starfish which has threatened coral reefs all over the South Pacific is reported to be causing severe damage to the reefs of American Samoa and may constitute a threat to the entire reef system.

The infestation of these dark red starfish in American Samoa has been relatively sudden, for at the beginning of 1976 very few starfish were reported by divers around the main island of Tutuila. Since that time, however, severe damage caused by the starfish has been reported on the Taema Banks, an off-shore reef extending across Pago Pago Harbour entrance. Up to 70% of the coral in the deeper water is dead, and the starfish are moving on to the live coral that remains on the reef.

Some fishing experts have gone so far as to predict that the starfish would continue its damage until all the living coral around American Samoa had been eaten, and compared the present situation with the extensive damage which the starfish had caused in some of the Micronesian islands in the early 1960s.

But in Western Samoa, it has been some time since the starfish has caused any real alarm. In the early 1970s, the Fisheries Division in Apia campaigned to control the starfish and offered small cash rewards to people who captured them.

Villagers caught more than 13 000, but later inspections of Western Samoa's south coast reefs reveal that the starfish is still abundant. But on a more optimistic note, new corals have grown over the areas which were previously grazed by the starfish.

There have been no further campaigns to control the starfish in Western Samoa, but fishermen on the reefs around American Samoa are being urged to spear the starfish and carry them up on the land where they will dry out and die. The fishermen are warned not to cut the starfish into pieces, because each piece will grow back into a whole starfish.

They are known to grow as large as two feet in diameter, with 15 arms radiating from the central portion of the

body which is described as about the size of a dinner plate.

Fishermen are warned to be careful when handling the starfish, as the spines are poisonous and can cause a painful wound. People stung by the starfish, however, are advised to place the underside of the animal against the wound, as this is supposed to neutralise the poison. But the Samoans put it this way, *E fofo e le alamea le alamea*. (The starfish is the treatment of its own wound). — *Judie Teall in Apia*.

The latest news was that the government is offering a bounty of 15c for dead starfish. The Office of Marine Resources warned potential collectors that as the thorns on the starfish are poisonous, care was needed in handling them. The starfish can be killed by slashing with a bush knife or similar instrument. To ensure a "kill" it is necessary to pick the starfish up with a stick or spear and carry it to land where it will dry out and die. If cut to pieces in the water each piece will grow back into a whole starfish.

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TRADE WINDS

New sea-wall for American Samoa

Construction of 1 734 metres of seawall has already begun on the southern shore of Tutuila, American Samoa. Six separate sections are to be built within the next year at a cost of nearly \$2 million or over \$900 a metre. The 7-11 metre wide, 3-4 metre high wall is designed to protect Samoa's only existing road and major water line from nothing less than waves generated by hurricane force winds.

In planning the construction of such an extensive seawall, the US Army Corps of Engineers conducted a study costing \$76 300.

Though the road that the seawall is designed to protect is in no danger from the nearby sea, the study dealt expansively with the chaos that could ensue if portions of the road were ever destroyed, and with the estimated cost of coping with such a disaster situation.

About 3 525 persons commute daily upon this 9 km stretch of road that provides them with their only link to

the town centre, the hospital, the Community College, and two out of the three high schools.

The flow of agricultural products, fuel, water, etc., is also heavy on this stretch of coastline. But, unless a hurricane of a force that is estimated to hit only once every 100 years, comes within the next year, American Samoa will escape all the envisioned inconveniences and expenses for centuries to come.

An area of 1.782 ha of nearshore land will be used for the materials consisting of stones weighing up to 1.814 tonnes. Portions of the coastal reef will be destroyed with the construction of this seawall. Erosion caused by wave action now causes only minimal reef damage. The new seawall will halt this erosion, but at the same time, with its very existence, 7-11 metres of reef will be completely wiped out.

This seawall is one of many construction projects in progress on American Samoa. These projects create local jobs and the American Samoa

Government usually pays only half of the project's cost yet the value of such projects is questionable, for the effect they have upon the fragile environment, the beauty of the island, and the way of life in Samoa is often massive and irrevocable.

But the Department of Public Works, together with local labour, is involved in a project which will benefit all segments of the population. A distance of 4.8 km of sidewalks already stretch around the island with another 3.048 km planned to be laid. Federal safety funds of \$180 000 have been granted for this project. Safety for school children and for anyone walking along the busy road has been increased.

A warship to Niue's rescue

The Canadian destroyer HMCS Restigouche sailed into Apia Harbour on February 8 a fight machine, and

three days later sailed out as a civilian cargo ship, writes Mike Field from Apia.

This was the result of an unusual link-up between the Canadian Government and the Western Samoa Government to get urgently-needed food supplies to drought-stricken Niue.

Niue had appealed to Western Samoa for bananas, taro and taro shoots, and New Zealand agreed to provide the shipping transport. However, this could not be done in time, and the Restigouche appeared to be the only answer. So, with the approval of Ottawa 420 cases of taro and bananas were loaded onto the after-deck of the destroyer in an area usually used for anti-submarine work.

On February 11, the ship sailed and on February 12 hove to off Alofi, Niue, to unload the cargo. The ship had only four hours to get the cargo over the side and into lighters, before having to sail on to meet New Zealand Navy units.

A larger consignment of taro and bananas will go to Niue on board the Upolu-Savai'i ferry Queen Salamasina.

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● The development of tuna "waste" as a pig food in the Solomon Islands gave the pig industry a boost and an export industry may not be too far away. Tuna have been canned on Tulagi since 1973 by a Japanese company on a commercial basis. But only about 45% by weight of the fish went into the cans. Pig rearing had reached a stage where it became necessary to import protein concentrates in the form of fish meal from Australia. A technologist from the Tropical Products Institute of London visited the Solomons and developed a process of fish meal preservation through adding formic acid to the cooked fish. This was mixed with rice bran or meal and fed to the pigs. Feeding trials were satisfactory.

A TPI animal nutritionist estimated in 1976 that silage production could reach a stage where 16 000 pigs could be fed, far more than the local demand. Now there are possi-

ble export markets, nearby in Bougainville, and further afield. As the cost of the Australian product was \$60 a tonne, fish meal has become an economic proposition for the Solomons.

● Last year was a good year for tourism on Guam. There were 245 828 visitors, an increase of about 20% on 1976. Japan provided 63% of the visitors, 13% came from North America and Hawaii, 8% from Micronesia and 2% from Asia, other than Japan. With expenditure per head estimated at \$450, the tourism revenue was close to \$110 million.

● Mr Barry Fennell has been appointed general manager of CIG Bougainville Pty Ltd, and will be based at Kieta. He was formerly CIG customer services supervisor with the South Queensland branch.

● Mr E. A. Ryan has been appointed general manager of Pagini Brambles Transport Pty Ltd in Papua New Guinea. Mr Ryan, who was controller, Brambles Transport Group at the company's Sydney headquarters, succeeds Mr F. J. Cook, who resigned to take up

a senior appointment with Namasu, which is based in Lae. Mr Ryan is no stranger to PNG. Before joining Pagini Brambles, then Gordoka Road Transport, as commercial manager in April, 1972, Mr Ryan had spent two years as company accountant for Collins and Leahy Pty Ltd, a large PNG company with interests in trade stores, transport, hotels and coffee. He was in Australia from 1973, with Seatainer Terminals Ltd and with Brambles.

● Officials from US Pacific territories have made positive moves towards setting up an agency to regulate a proposed 200 nautical mile fishing zone agreement for the Pacific. These officials met the US Environmental Secretary of State, Mrs Patsy Mink, in Honolulu, and agreed that regulation of a zone agreement should be done through a multi-national body to be known as the South Pacific Regional Fisheries Agency. Mrs Mink said later the conclusions of the meeting would be referred to Washington for final policy decision-making before the next round of talks, tentatively scheduled for Suva. Apart from Mrs Mink,

those at the meeting were Peter Coleman, Governor of American Samoa, Carlos Camacho, Governor of the Northern Marianas, Guam Cabinet members and Robert Law, Trust Territory liaison officer.

● Past heavy investments by the Fiji Government in a pine scheme, hydro-electricity development, cane farming expansion, cattle schemes and commercial fishing should start to bear fruit in about three years, and the economy would then start to brighten up. The Fiji Finance Minister, Mr Charles Stinson, made that forecast in an address to Fiji accountants. He did not expect a rapid upturn in the economy for two years, but beyond that he was confident. The impact of the investments he mentioned would be substantial, and Fiji's sensitivity to outside economic forces would be reduced.

● Ten African students from Rhodesia are spending 1978 at the University of the South Pacific, Suva. They are studying under a Commonwealth programme aimed at helping African Rhodesians to prepare to take over administration of the country.

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

SOLOMON ISLANDS: Man Sang Co.

TAHITI: Marine Corail, Tahiti Sport.

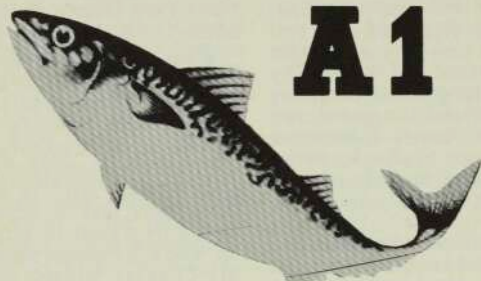
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● **KESTREL**, 9.5 m Brown A-frame trimaran, carrying Ted Judd, of San Diego, sailing single-handed, arrived at Tubuai from Tahiti early in February. He left San Diego in April, 1977, and after a brief stop in Hawaii sailed on to Tahiti. He cruised through the Society Islands before going on to Tubuai. On the way back to Tahiti he intended to visit Huahine and the Marquesas. In 1975 he made a return trip from California to Hawaii in **Kestrel**.

● **WIND BIRD**, cutter, with skipper William B. Johnson and three crew, arrived at Rarotonga from Papeete on February 2. They sailed for Auckland two days later.

● **FLIGHT PASSAT**, a yacht with Captain P. Fellestad, a Norwegian, and three crew, arrived at Rarotonga on January 1 from Bora Bora. They sailed a few days later for Auckland.

● **THIRD SEA**, 21.3 m schooner, visited Rabaul recently under the command of Harold Stephens, from California. Harold, who writes for several South-East Asia publications, planned in the peace and quiet of Rabaul to conclude his book, *Asian Portraits*. With him as first mate was Don Maclean, an engineer from Montana, US. Don has been with **Third Sea** for five years. Harold signs on his crew in various ports, sometimes sailing with as many as eight or nine. His schooner has capacity for 15 tonnes of cargo and accommodation for a crew of 12.

● **FAITH**, 19.8 m motor vessel built in Scotland in 1936 and registered in Falmouth, arrived at Rarotonga from Bora Bora on February 12. On board were owner-captain Roy Ryan, a New Zealander retuning home from Venezuela with his Japanese wife, Kiyoko, and their daughter, Satani. From Venezuela, Roy Ryan, aged 70, sailed to Caracao, Panama, the Marquesas and Bora Bora. He expected to be

in Auckland about mid-March with his wife, daughter, and motor vessel **Faith**.

● **BRAVURA**, US sloop-rigged 14.9 m ocean racing yacht registered at Lahaina, Hawaiian Islands, arrived at Rarotonga from Hobart and Auckland, bound for San Francisco, on February 12. The yacht had taken part in the last Trans-Pacific race. On board were Captain Arthur Mersereau and five other crew members. **Bravura** is Spanish for "ferocity", "courage" and "bravado".

● **TABAITHA**, 13.71 m ketch, which has been at Rabaul since December, 1977, is expected to sail in April for the Trobriands, South Africa and the US, via the Caribbean. Owners Jim and Carol Moore, from Connecticut, USA, who had their first experience of cruising in US coastal waters in 1946, started their present voyage in 1973. They have been in the Pacific since 1974, spending several months in different areas. They flew home in January, and were to return to Rabaul in March. Both have developed an interest in amateur radio during their cruising and this helps them to keep in touch with many "yachtie" friends. The **Tabaitha** is equipped with radar, refrigeration and a diesel generator. The Moores never have to steer as the **Tabaitha** has wind-vane self-steering and an electric autopilot.

● **QUEST**, 15.85 m motor sailer, owned by Charles H. Carter, a US lawyer, has sunk in the Adriatic. Mr Carter, his wife Vann, daughter Charla, Evan Evans and Lisa Blandi, both 14, were on board and were saved. The Carter family had been sailing round the world in **Quest** since 1971 and planned to stay at sea for another four years. **Quest** was in Sydney during the 1974 Pacific hurricane season, after having cruised through Micronesia and several South Pacific groups. After leaving Sydney she sailed east, aiming for Tahiti, then back through Tonga, Fiji, and New Caledonia to the Australian coast, thence north and west to Singapore and beyond. Charla Carter who left **Quest** for a short time took a "temp's" job in Sydney as PIM's receptionist. She then intended to fly from Australia to rejoin her family in Greece.

Half a century ago Papua and New Guinea were separate territories and the separation was something more than a border line. Ethnically, economically, in language, in outlook, in almost everything they were poles apart. That old New Guinea hand, Bert Weston, tells a story which underlines those differences.

In Papua and New Guinea we differed — and how!

The pre-war Territories of Papua and the Mandated Territory of New Guinea had a few things in common. They were both tropical regions occupying the mainland of New Guinea and adjacent islands and both governed by administrations responsible to the Commonwealth of Australia. Here the similarity ended and the various factors dividing the two territories were at their peak around 50 years ago.

Papua was far from wealthy and in the late 1920s its exports totalled \$700 000 and imports \$800 000 as against \$1.5 million and \$1.6 million respectively for New Guinea. Papua's main revenue came from an annual grant of \$80 000 from Canberra and the spending activities of several oil search companies. Papua's copra was produced from 20 235 ha of coconut plantations whereas New Guinea possessed 80 940 ha; in only one direction did Papua overtop its neighbour, this was in its 1928 figure of 3 240 ha of rubber plantations, an industry which never got off the ground in New Guinea.

Three hundred former German-owned coconut plantations in New Guinea were in the hands of generally young and vigorous Australian returned soliders, most of them actively engaged in clearing and planting additional areas.

In the same year the value of gold won in Papua was less than \$20 000 compared with \$800 000 in the Mandated Territory rising to over \$4 million some years later; the price of gold being then about \$8 an ounce.

So the position then was that of an impoverished Papua, jealous and somewhat resentful of its increasingly gold-rich and prosperous neighbour and the world-wide publicity it was receiving for its successful and record-breaking activities in use of



MORINDA, RETIRED IN THE MID-THIRTIES.

aircraft for heavy air-freighting.

The cleavage was aggravated by the almost total lack of communication between the while populations of both territories divided as they were by the almost impassable barrier of the Owen Stanley mountain chain or otherwise by days of ocean travel. Those few from the Mandated Territory who had ever visited Port Moresby in Papua referred to it derisively as "That suburb of Townsville" which it resembled in topography, arid terrain, vegetation and style of building construction.

The Burns Philp shipping line ran completely separate services to each territory. The 1 900 tonne *Morinda* served

Papua with a monthly sailing from Sydney calling at Queensland ports, Port Moresby and Samarai in Papua thence via Norfolk Island and Lord Howe Island back to Sydney.

The New Guinea service was carried out by the 10-knot coal burning steamers *Marsina* of 1 940 tonnes and *Montoro* of 4 060 tonnes, each taking a full load of passengers and general cargo from Sydney every six weeks and returning with an equally full passenger list and copra filled holds.

My first trip from Sydney to Salamaua in 1928 followed a typical timetable. SS *Montoro* called at Brisbane, Samarai, Rabaul, Kavieng, plantations

at Lorengau and Lombrum in the Admiralty Islands, and Tomleo and Seleo Island near Wewak, Madang and Alexishafen, Singaua plantation in the Huon Gulf and finally, after 23 days, reached Salamaua. From there it returned to Rabaul via Lindenhafen plantation on the South Coast of New Britain before heading back to Australia.

The fare for those 23 days, covering transport, meals and accommodation was \$52 or \$1.30 a day, barely enough to cover two days bed and breakfast at a present-day motel. And it was said that few passenger ships anywhere in the world on regular runs had to be as self-sufficient in coal, food supplies and liquor for almost six weeks as did the hard-worked steamers of the BP New Guinea service.

The result of these separate passenger services was that residents travelling by sea — the only method in those days between either territory and Australia — never had an opportunity to meet. This situation eventually changed when, in the mid-thirties, the *Morinda* was retired from the Papuan run and the new 4 565 tonne motorship *Macdhui* commenced a combined run to Papua and New Guinea calling at Port Moresby both north and southbound; however it was semi-jokingly said that passengers from Rabaul and from Moresby tended to foregather on opposite sides of the ship as they had nothing in common to talk about.

But this twin-screw 17-knot vessel, with modern appointments, forced-draught ventilation and cool all-white paintwork brought a new era of comfort and fast travel to Islands passengers. This was further augmented when the even more up-to-date and faster motorship *Bulolo* of 6 280 tonnes was added to the Burns Philp Papua-New Guinea run.



MACDHUI AT SAMARAI.

YESTERDAY

In 1938, the long-talked about airmail and passenger service began between Sydney, Port Moresby and Rabaul with W. R. Carpenter as the successful tenderers. A prerequisite was the installation of aeradio and directional air navigation systems at Salamaua in New Guinea and Port Moresby in Papua.

I was awarded the contract for erection of twin 60 m high Eiffel Tower-type towers plus various ancillary installations at both centres and that at Salamaua was started first with the help of a small gang of novice native steel erectors who, on completion six weeks later, were experts at the job.

I had already applied to the Administrator of the Mandated Territory, Brigadier-General Sir Walter McNicoll, for permission to take four of my most skilful workers and a Chinese foreman to Port Moresby to carry out the identical work there; a similar application was made to the

Lieut-Governor of Papua, Sir Hubert Murray, to allow their entry to his territory.

From Sir Walter came immediate permission on condition that their return to New Guinea was assured on completion of the work; but from Sir Hubert came an absolute refusal on the grounds of his unswerving policy of never allowing New Guineans to enter Papua, especially for work purposes, their pidgin was offensive to him and they would be a bad influence generally. And as for having a "Chinaman" set foot in Port Moresby this was an unthinkable suggestion which would never eventuate.

Time was slipping by; Carpenter's aircraft were due for delivery in Sydney and starting date for the first flight was looming up. I appealed to the Civil Aviation authorities to intercede on my and their own behalf but Sir Hubert was adamant to the point that if commencement of the service depended on the temporary

presence of my natives in his domain he still would not relent.

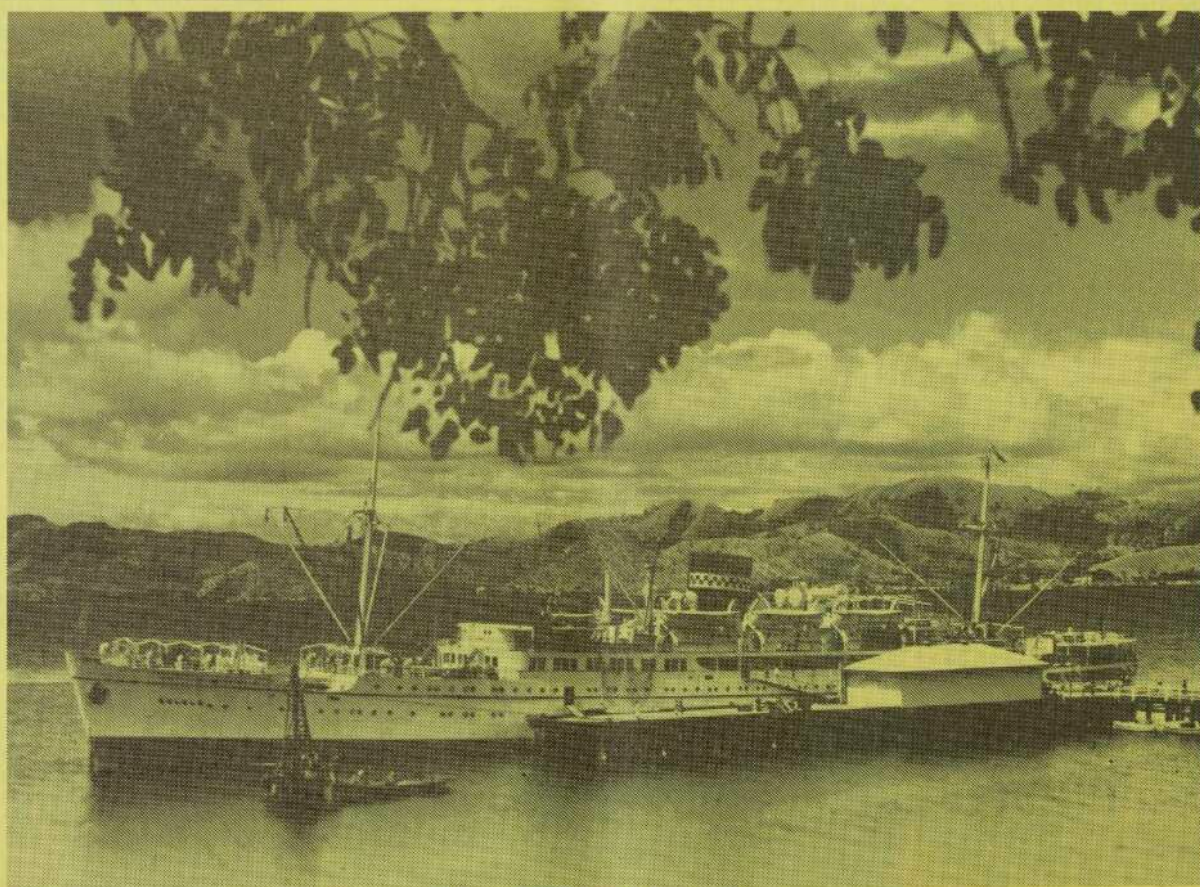
It was not until the matter was taken at top level to Canberra that he was overruled and permission granted with his proviso that the Chinese must be excluded and the four New Guineans be restricted to movement only between the township and their worksites at the Three-Mile peg and on Kila Kila airstrip and their departure guaranteed at the expiry of six weeks.

All then went according to schedule, the work was completed and the mail plane came through on due date. My team was a great hit in Port Moresby, both because of their performance on high steel construction by day, other performance by night, and their air of lofty condescension and tolerant amusement as they paraded the main street after work followed by a small crowd of locals intrigued by their chat-

tering in pidgin, heard for the first time.

At the end of the prescribed six weeks, the four Casanovas were returned safely to New Guinea with none of the forebodings of the Lieut-Governor fulfilled and with, no doubt, wonderful stories to relate in their home villages. The war brought a change when hundred of native labourers were brought to Buna by the Japanese during their attempt to march overland on Port Moresby. After the defeat of the invaders these natives were gathered up by the Australian-New Guinea Administration Unit — ANGAU — organised into working parties and used where needed as carriers, anywhere in both territories.

I was sometimes heartened during the war in New Guinea when the grinning face of some former work boy of mine would suddenly appear and say *Goddamya masta me tink yu dai pinish long taim befo.*



BULOLO AT PORT MORESBY FOR HER MAIDEN TRIP.

YESTERDAY

Robert Langdon, author of 'The Lost Caravel' and a former assistant-editor of PIM, was on the island of Raiatea, in the Leewards, a few months ago. From the airstrip he saw, a few kilometres away, Raiatea's sister isle, Tahaa. During his stay he was told the story of the beautiful girls of Tiva, on Tahaa. Below, he tells that story and of what he discovered when he, detective-like, probed the background of the legend of the Spanish galleon and the beautiful maidens.

Why Tiva's maidens are 'very beautiful — like Castilians'

Being a historically-minded fellow myself, it is frequently my practice when visiting some new island in the South Seas to seek out whoever is reputed to be the local repository of historical knowledge and to ask him or her a question or two.

So it was that when I paid my first visit a few months ago to Raiatea, some 200 km north-west of Tahiti, I was soon told that the man I should see was Charles Brotherson.

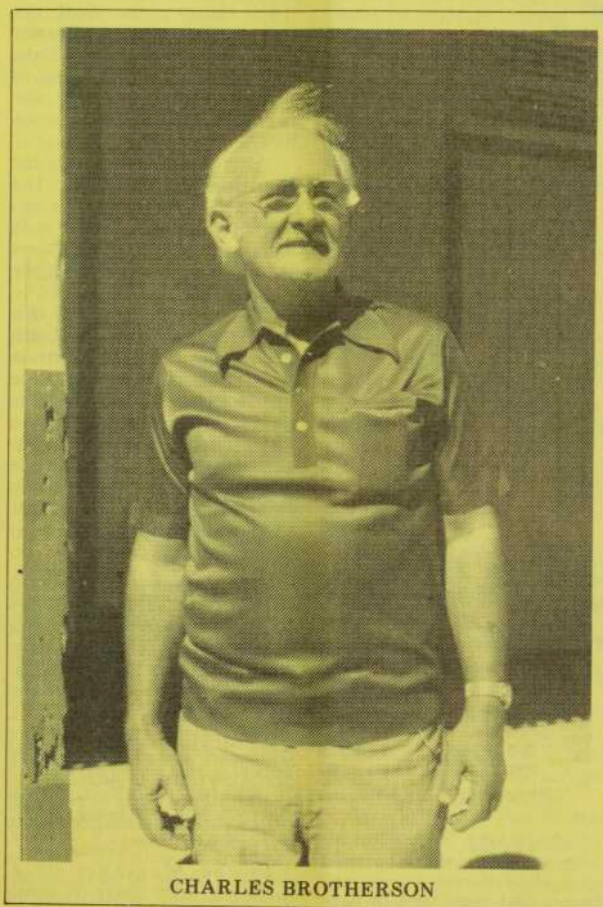
'If Charles doesn't know, then nobody knows,' my informant said. And he went on to tell me that Charles Brotherson was a descendant of a Danish seaman who had settled on Raiatea about 100 years ago; that his brother, Philippe, was the mayor of Uturoa, Raiatea's chief settlement; and that Charles himself ran a barber's shop in Uturoa, from which he also hired out motor scooters.

All this sounded like a promising set of qualifications. So I set off for the Brothersons, addressing salon hopefuls that, although I wanted neither a haircut nor a motor scooter, I might be vouchsafed a few secrets of Raiatean history that I was particularly interested to know.

My Brotherson proved to be a most affable, communicative man; and as invariably happens when one meets such a person, I finished up learning a good deal more about this and that than I had thought to learn.

It was during our interview, for example, that I first heard of the ladies of Tiva, a village on the west coast of Tahaa, Tahaa is Raiatea's sister isle, a roughly-circular ancient volcano that lies only a few kilometres north of it and enclosed by the same reef.

The question of Tiva's ladies came up when Mr Brotherson was telling me



CHARLES BROTHERSON

about his interest in skin-diving, and how, over the years, he had located a number of wrecks on Raiatea's reefs and had brought up such things as anchors and chain cables.

This prompted him to tell me that over at Tahaa someone had recently recovered the anchor of a 'Spanish galleon' that had been wrecked off the village of Tiva, and that the anchor was now at the French administrator's house.

'Some of the seamen from this galleon ran away and married local women,' Mr Brotherson went on. 'Their

descendants still live at Tiva today and are known as the *fetii Paniora* — the Spanish clan. The woman are all very beautiful — like Castilians.'

Mr Brotherson told me all this with such obvious sincerity that I checked my inclination to say that the idea of a Spanish galleon being wrecked at Tahaa sounded rather improbable to me. Instead, I asked him how long ago the galleon was supposed to have been wrecked. When he replied, 'four generations,' I immediately suspected what had happened:

- A ship that could never, in its own time, have been classified as a galleon, had been romantically converted into one over the years.

- The ship had not been a Spanish vessel at all, but one from the Spanish west coast of South America — either Chile or Peru.

These suspicions of mine were not simply idle speculations, for I remembered having once read that a Chilean or Peruvian ship had been wrecked at Tahaa in the sixties of last century. I also recalled that this ship had had something to do with the notorious slave raids on Easter Island and other islands in the eastern Pacific when many hundreds of Polynesians were kidnapped to provide cheap labour for the plantations and guano islands of Peru.

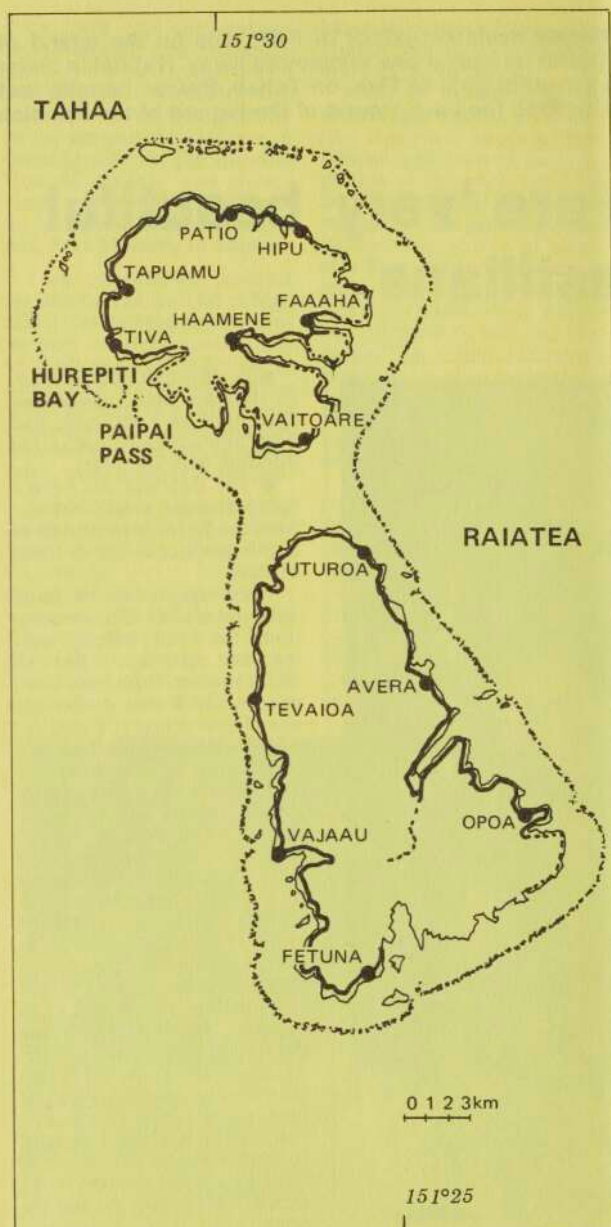
I mentioned my suspicions to Mr Brotherson and added that when I got back to Australia I would try to locate details of the wreck in the *Messenger de Tahiti*, the Tahitian weekly newspaper of last century, in which I thought I had read of it. I said I thought it highly probable that the Tiva wreck and the one that I had in mind were one and the same.

Well, I have just had leisure to browse through the *Messenger* for 1862/63 in the National Library of Australia, and I now have little doubt that the two wrecks are the same. The news item I had in mind is in the issue of the *Messenger* for Saturday, June 27, 1863. Translated from French, it begins as follows:

'The three-masted Chilean barque *Concepcion* has been lost at Tahaa (Raiatea). The crew has been saved and the ship, it is said, has been sold to speculators in the spot where she was after the wreck.'

'The *Concepcion* left Valparaiso on February 7

YESTERDAY



last, bound for Caldera. Having discharged her cargo, she took on water and provisions, and a few bales of clothing and made sail for Polynesia.

'One is assured that at Caldera, the ship's papers were altered; but everything tends to prove that the Concepcion's voyage was made without the authorisation of the Chilean Government and even unbeknown to it.

'An attempt to engage labourers at Easter Island was unsuccessful; none of the people of that unhappy island [whose previous experiences at the hands of Peruvian

slavers had been told in harrowing detail in earlier issues of the Messenger] wished to go in the ship.'

The Messenger goes on to say that after leaving Easter Island, the Concepcion reconnoitred and tried to land on uninhabited Henderson Island, near Pitcairn. She then headed for Hivaoa in the Marquesas group, which the French knew in those days as Dominique.

Here, off the village of Puamou, the captain sent a whaleboat ashore with his first officer and four men. A canoe came out to meet them. In it

were several brothers from the local Catholic mission. With almost unbelievable naivete, the first mate explained to them that he had 'come to obtain natives.'

One of the Catholic brothers replied that the mate and his men were scarcely likely to be successful in their quest. And when, shortly afterwards, the whaleboat reached the shore, the islanders detained it and made sure that its occupants caused no trouble.

For the next five days, the five would-be slavers were put up by the missionaries. Then the missionaries took them to Nukuhiva, from where the French resident sent them on to Tahiti.

'After waiting two days for the return of the boat,' the Messenger went on, 'the Concepcion sailed on and it is without doubt that a few days later she was wrecked on the coast of Tahaa.

'The second (mate) of this ship, known on board as Louis Fleury, is none other than Julien Fauchoux, sailor of the brig Railler, from which he deserted at Valparaiso in 1859. The four men who manned the boat were Estevan Narvaes, Chilean; Antonio Boggiano, Italian; Jose Anta Miralo, Chilean; and Manuel Fernandez, Spaniard.'

The Messenger records no further details about the wreck of the Concepcion. But a shipping item in the same issue mentions the arrival at Papeete from Raiatea of the cutter Mary with five passengers, of whom two were Chileans, and therefore very probably further members of the Concepcion's crew. The other three passengers were Frenchmen.

In the Messenger of a fortnight later there is some news about the Concepcion's captain, Senor Thomas Gervasoni. On the previous Tuesday, the paper says, this worthy had been robbed of 8 000 francs while staying ashore in the house of a Papeete restaurateur.

However, a search made by the chief of police on board the Chilean barque, Mathias Salvinus, then in port, had revealed the money hidden in a passenger's cabin. The passenger was identified by the Messenger only as 'W.W., known as M.' He had been living ashore in the same lodg-

ings as Captain Gervasoni, and had been duly arrested.

The Messenger does not reveal whether the said 'W.W., known as M.' had previously been a member of the Concepcion's crew. But if he was then that will only account for nine men who can be said with reasonable certainty to have made the voyage from Caldera — namely, the captain, the five men who went ashore in the Marquesas, the two Chileans who travelled to Papeete in the Mary, and W.W. himself. If the three Frenchmen who travelled in the Mary are also counted in that makes 12 — not quite enough, one would think, to man a three-masted barque.

Subsequent issues of the Messenger — or, at least, those of the next few months — give no hint of any other member of the ill-fated Concepcion's crew making their way to Tahiti to seek repatriation to South America.

So there seems to be clear evidence of a negative kind that some of the Concepcion's sailors did 'run away', as Charles Brotherson said. And if they did then there is every reason to believe that they would have found themselves local wives and had children thereby establishing Tahaa's *fetii Paniora* of today.

Mr Brotherson told me that the Paniora of Tiva now number about 80. But others, suppose, are also scattered in other parts of Tahaa and probably elsewhere in the Society Islands.

I very much regret that my visit to Raiatea was too brief for me to travel the few kilometres across the channel from Raiatea to Tahaa to make the acquaintance of Tiva's *fetii Paniora*.

But then, as beauty is in the eye of the beholder, perhaps it was best that I did not — that I should simply think of those Paniora women as being 'very beautiful' — like Castilians'. If I had seen them for myself perhaps my illusions would have been shattered.

Certainly, it seems to me that the 'Spanish' ancestors of Tahaa's Paniora could not have been such a bad lot. After all, who ever heard of a bunch of true-blue, double-dyed, would-be slavers going ashore and meekly confessing to the first people they met that they had 'come to obtain slaves'?

There's an air war going on over the Pacific — the prize, not territory but people, the travelling public; the combatants, the national flag carriers Qantas (Australia), Pan-Am (United States) and Air New Zealand, with Continental Airlines (United States) and cheaper fares advocate Englishman Freddie Laker waiting in the wings. The story is told by PIM's aviation correspondents in this special aviation feature.

A new air battle for the Pacific, but it's in the market place

That 1940s phenomenon known as the "air war over the Pacific" hasn't really ended. Of course, the shooting stopped in 1945 and we don't see many fatal results any more.

The protagonists have changed too. In fact, the former allies have become combatants dedicated to claiming a large chunk of the Pacific — in terms of passenger traffic anyway — as their own.

These days the battle for the Pacific is being waged by the national airlines. It's a game of marketing ploys and advertising campaigns which, in Qantas' case, have involved "we're the fastest" advertisements in such prestige publications as the *Wall Street Journal*.

While 1978 is the 50th anniversary of the first aerial crossing of the Pacific by Kingsford Smith and Charles Ulm, it seems also that 1978 is itself going to slide into the history books as a significant year in its own right.

The storm clouds have been gathering for some months now as the route's big operators limber up for a contest which is to come to a head this year.

The tactical battle was joined more than two years ago when Pan-Am fired the first shot with the introduction of the long-range, though smaller version of the Boeing 747 known as the Special Performance, or SP, late in 1976.

The introduction of the SP marked the first really significant change in Pacific route patterns for some years. Until then the traditional routing had involved stops at Fiji and/or Pago Pago in Pan-Am's case, while Qantas' services included a call at Fiji before Honolulu and then San Francisco.

The initial Pan-Am SP operation was two a week — one direct between Australia and Sydney and the other via Auckland.

In April, 1977, Qantas began operating three of its x weekly services over the

top of Fiji direct to Honolulu and then on to San Francisco.

There was much talk around the industry about who was the fastest. A study of the flight times however, indicates that while the Sunday Pan-Am SP service direct from Sydney to San Francisco was the fastest for the week, Qantas was faster in every other service in both directions.

Both airlines began to build up a determined "We're the fastest" theme in their marketing battle. Pan-Am was pitching hard for the businessman while Qantas obviously placed importance on the Honolulu market which had been successfully developed as part of their Explorer Package holiday range.

The flying range of the aircraft used also had a bearing on the type of patterns the two airlines were operating. While the SP was a proved long-range performer and could achieve Australia/US mainland non-stop, it paid a passenger penalty in that it was capable of carrying only 260 or 270 passengers against the 400 passenger capability of the 747B version operated by the Australian airline.

Developing the "We're the fastest" theme, further, Qantas now flies direct Sydney/Honolulu on each of its services to the United States. This followed the airline's decision to increase the number of weekly flights by one, thus providing a daily service.

Qantas' decision to service Fiji with four terminators each week underlines the airline's obvious belief that the US long-haul market and the Fiji market have grown to a point where it considers the best interests of each market would be better served by separate development.

Qantas wasn't the only piece moving on the Pacific chess board however.

Pan-Am began to prepare itself for operations out of Los Angeles instead of San Francisco with the promise of five of their services each week to

be operated by the SP. This move was seen as a counter to the imminent arrival on the Pacific scene of a second US carrier, Continental, which plans to operate out of Los Angeles.

While Qantas and Pan-Am had been locked in combat over their long-range, direct-flight operations, the US Government had approved the introduction of Continental in the Pacific — much to the disdain of the Australian authorities and the airlines already servicing the route.

The introduction of a second carrier would mean an increase of 1 000 seats a week on the Pacific route. Both the Minister for Transport, Mr Peter Nixon, and Qantas Chairman, Sir Lenox Hewitt, warned that the risk of over-capacity on the trans-Pacific route could jeopardise the introduction of lower fares on the Pacific.

Sir Lenox said there would be cheaper air fares on the Pacific route this year provided there was not an over-capacity situation brought about by the projected increase in American capacity. He said that Qantas was not worried about a threat to its position, but was concerned about the substantial increase in capacity in the Pacific.

"It is a matter that is now the subject of discussions between the two governments and these talks will commence this month," Sir Lenox said. "We think at the moment the Pacific route has an adequate supply of seats together with the increase that will be made in the ordinary course this year by the two existing carriers, Pan-American and Qantas."

Transport Minister Nixon said the Continental application to serve the route had increased the number of weekly frequencies of the American airlines to 13. This was almost double the seven Qantas weekly services.

Talks between the US and Australian government were held in February-March.



Industry sources suggested that the introduction of Continental could see history repeat itself. In 1970, the US gave approval for American Airlines to operate on the Pacific. Three years later the American operator withdrew after suffering losses and experiencing an over-capacity situation on the route which had a devastating effect on all the operators.

Meanwhile, the Continental introduction could also present some problems for Air New Zealand which will find itself in direct competition with Pan-Am and Continental out of Los Angeles.

Meanwhile, a related issue, but one which has prompted a great deal of discussion in the press in recent weeks, is the proposal for budget fares on the Pacific.

The Australian Government rejected a Pan-Am application for the introduction of the fare on the grounds that the matter should be considered as part of the government's international civil aviation policy was received.

Although Qantas has gone on record as saying that it does not oppose the Pan-Am budget fare and in fact supported it at an International Air Transport Association meeting last year, it believes that conditions attached to the fare which call for 21 days advance booking and knowledge of the date of travel only seven days before departure, are too stringent and would benefit only a small proportion of travellers.

What with direct flights, a second American carrier, terminator services to Fiji and budget fare proposals, the Pacific "pot" is really boiling in this 50th anniversary year.

PACIFIC ISLANDS MONTHLY : APRIL 1978



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PAL 2

PACIFIC ISLANDS MONTHLY APRIL 1977

Australia 'protects' its public against cheaper air fares . . .

Cheap air fares across the Pacific from the North American west coast to New Zealand, via places like Fiji, American Samoa and Tahiti, are receiving close attention from airlines and governments. The stumbling block to cheaper fares is the Australian Government which, through Transport Minister Peter Nixon, gives lip service to the principle, but through the bureaucracy, says a cheaper fare is not in the public interest.

Apparently Australia does this to protect Qantas, the country's international airline. Not that Qantas needs protection; in fact to suggest protection is almost an insult to Qantas management.

Air New Zealand and Pan American World Airways, the main competitors of Qantas on the Pacific route, have advised of cheaper fares across the Pacific. Some of these services will be via Pacific Is-

lands and of direct interest to places like Fiji, American Samoa, and Hawaii, and to a lesser extent to Tahiti. True there are a number of strings, such as pre-payment of fares, limitation of aircraft capacity to these fares to something like 15%, and having to travel when the airline says so.

The incredible Australian reaction was to ban advertising, promoting or selling these fares in Australia, even though they represent a substantial saving to passengers on whom airlines depend for their bread and butter.

From a practical point of view Australia could not stop such advertising in Australian newspapers. But as the Australian Government controls the licences of television and radio stations it could "lean on" that media to stop cheap fare advertising. But what the Australian Department of Transport did was invoke a section of the Air

Traffic Regulations to prevent any undercutting of an existing bilateral fare agreement between Australia and the United States. This prevents Air NZ from advertising the cheap fare if it is combined with the cross-Tasman fare.

The cheap fares Air NZ and PAA want to apply between NZ and North America are about \$580 return, compared with \$951 as the cheapest return fare between Australia and North America. When the trans-Tasman fare of \$202 and the NZ Government's travel tax of 10% are added, the return fare from Australia via NZ comes to only \$842, still \$109 below Australia's cheapest fare.

PAA would like the cheap fares to be established before Continental Airlines starts flying to the South Pacific.

Australia, fighting hard for Qantas, claims there will be an excess US over-capacity on

the route. It will point to the failure of American Airlines, which lost \$32 million over three years on the South Pacific route. However, American could only fly from the eastern part of the US, whereas Continental will fly from California. American was unable to generate sufficient traffic in a new market area.

Australia would probably be quite happy with the four Continental services a week, provided there was a cut-back in PAA services. But President Carter and his administration in their approach to civil aviation lean to an "open skies" policy, with more internal and international competition. That could lead to cut-throat competition and a survival of the fittest, which might not be a bad thing in the long run if it led to cheaper fares and more efficient services.

... AND PAN-AM PUTS ITS CASE FOR A BUDGET FARES PLAN

Since late in 1977, Pan American World Airways has been progressively introducing a new type of fare — a budget fare — on its scheduled routes around the world. More recently, it has been concentrating on extending the fare to the South Pacific.

Air fare reductions averaging 50% are at present enjoyed by travellers in the US, several European countries, the UK, the Philippines, Hong Kong, Singapore, Taiwan, Thailand, American Samoa, Fiji and New Zealand. A PAA budget fare is also being considered by the governments of Indonesia and Japan.

However, the airline's fare-cut proposal has been stalled in Canberra. Present indications are that it will be some time — probably not before the middle of the year — before Australians can enjoy the same cheap air travel as their Pacific neighbours.

For example, the budget fare now enables New Zealanders

to fly to any one of the four US West Coast cities (Los Angeles, San Francisco, Portland and Seattle) and return for only \$582. They pay 21 days in advance and have no minimum or maximum stay limitations while in the US.

However, the cheapest fare for Australians is \$951 and they must pay 60 days in advance for a visit restricted to not less than 14 days and no more than 45 days.

Pan-Am sought to reduce this fare by almost \$250.

The airline told Canberra it was prepared to fly Australians to the US and back for only \$706, under the same conditions as those applying to the New Zealanders. Canberra said no and rejected the budget fare proposal.

Pan-Am has since re-submitted the fare to the government committee, appointed last year to review Australia's international aviation policies. One important

area of the committee's investigation is low fares. However, the committee was not scheduled to complete its investigations till March 31 and industry observers agree that no major decisions on international aviation are likely to be made before the middle of the year.

Pan-Am tried again.

As an interim measure the airline proposed combining the cheapest trans-Tasman fare of \$181 with the New Zealand budget fare. The resulting fare, \$762, would enable Australians to travel to the US and back for a saving of \$188.

Again, Canberra gave the thumbs down. And there the matter rests for the moment.

It's ironic that the low-fare initiative has been stalled in Australia because it was Canberra's reaction to Freddie Laker's plans for cheap fares on the Kangaroo route that influenced Pan-Am to propose its budget fare concept.

Responding to the Laker move, Transport Minister Peter Nixon said the Australian Government would welcome any form of innovative low fare.

Airline fares are frequently described as confusing, complex and irrational, and sometimes they are. Pricing is a deadly serious matter in any business. However, the budget fare is none of these things. Here's how it works.

A passenger simply buys his ticket 21 days in advance nominating the week in which he wants to travel. The airline confirms the exact date and flight number at least seven days before the start of the week nominated.

Pan-Am designed the budget fare to fill seats that otherwise would go empty on the basic theory that in the airline business it's easier to make money and, at the same time, give the public a break on fares when aircraft fly full.

PACIFIC ISLANDS MONTHLY APRIL 1978

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SFP8

AIR NEW ZEALAND STEPS UP PACIFIC ISLANDS SERVICES

At least one new route and an increase in capacity on others are the key features of Air New Zealand's immediate plans to better serve the air transport needs of the Pacific region in the months ahead.

Air New Zealand and Polynesian Airlines started services twice a week between Auckland and Faleolo, Western Samoa, from February 25, using a chartered National Airways Boeing 737 jet.

The last Air New Zealand service to Western Samoa was in 1960 when a Solent flying-boat operated the legendary Coral Route from Suva to Apia, Aitutaki and Papeete.

The new service will operate direct northbound on Mondays with a technical stop at Nadi on the return. The Polynesian Airlines flight each Saturday will stop at Tonga in both directions.

In other developments affecting Pacific Islands, the wide-bodied DC10 aircraft will be used more often on flights between Auckland and Rarotonga to cater to increased demand since the opening last year of the international standard hotel The Rarotongan. The DC10 will be used instead of a DC8 for one of the three flights a week in the peak May and August holiday period.

Consideration is also being given to introducing the DC10 to the Rarotonga/Honolulu weekly flight in place of the current DC8 service.

Further aviation developments expected — and which will require deliberation by the New Zealand government — are the declared intentions in respect of Air Nauru and Cathay Pacific Airways to operate into New Zealand.

Air Nauru would like to operate a weekly service between Nauru and Auckland, and Cathay Pacific seeks two flights a week between Hong Kong, Port Moresby and Auckland.

In New Zealand itself, the merger of Air New Zealand and the National Airways Corporation on April 1 will present a strong single entity airline in the next few years.

An amalgamation of the two largest aviation operations in the country will take several years to complete, the integration being effected gradually in the best interests of both Air New Zealand and NAC.

Some of the obvious benefits which will materialise will be a joint and united marketing effort, a common reservations system and the opportunity to make better use of aircraft equip-

ment within the region, such as the new services launched to Western Samoa with Boeing 737s.

Air New Zealand will continue as a bigger and stronger aviation force in the Pacific with the possibility of improved air service links between such countries as Papua New Guinea, Tonga, New Hebrides and the Cook Islands.

Further afield, Air New Zealand's declared policy of operating services to Japan and possibly South America have been partly responsible for the evaluation of future aircraft equipment which is being conducted.

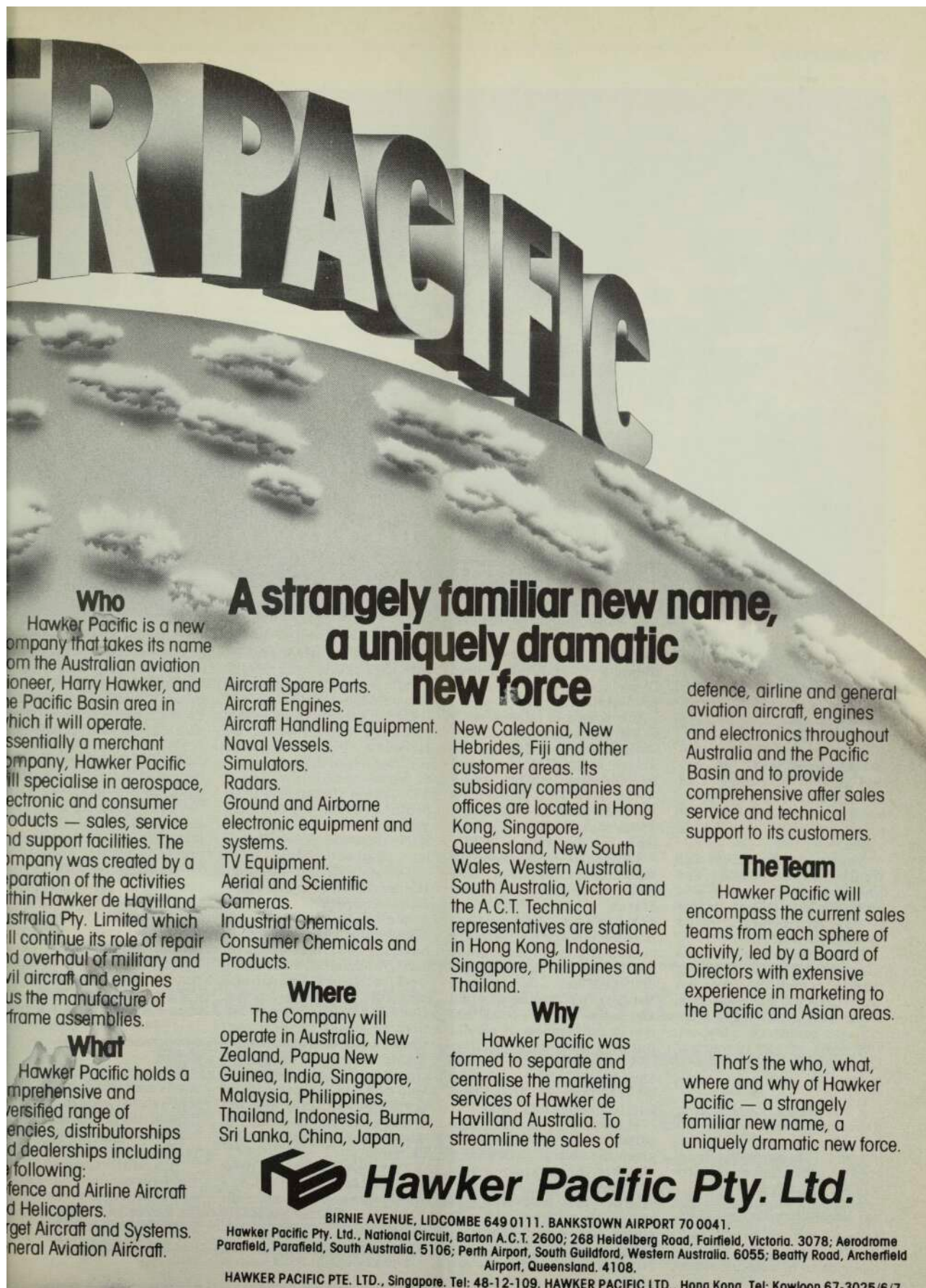
The airline is assessing Boeing 747B aircraft, the Special Performance 747 version, and a "stretched DC10" to meet future needs.

Air services in remote areas of a number of Pacific Islands are often dependent on strips carved out of bush or jungle or flattened after a fashion. Aircraft using these strips need to be stoutly built and capable of landing on short runways. An aircraft which meets these requirements is the Italian-designed Partenavia P68B (pictured), of which 30 have been sold in Australia, with sales of a further 15 expected in 1978. It incorporates American engines and instruments. It has a final landing approach of 80 knots, and a minimum control speed of only 60 knots. It needs a landing strip of only 210 metres, and the strip need not be sealed. Its ability to land on rather rough landing strips, plus its commercial economy, make it a popular aircraft for charter operators. Its flight performance at 55% power is 160 knots. Fuel consumption of 69.1 L an hour, gives it an effective range of 894 nautical miles. Forrestair, the aviation division of H.C. Sleight Ltd, distributes these six-seater aircraft in the Pacific Islands, Papua New Guinea, New Zealand and Australia.



PACIFIC ISLANDS MONTHLY APRIL 1978





HAWKER PACIFIC

A strangely familiar new name, a uniquely dramatic new force

Who
Hawker Pacific is a new company that takes its name from the Australian aviation pioneer, Harry Hawker, and the Pacific Basin area in which it will operate. Essentially a merchant company, Hawker Pacific will specialise in aerospace, electronic and consumer products — sales, service and support facilities. The company was created by a separation of the activities within Hawker de Havilland Australia Pty. Limited which will continue its role of repair and overhaul of military and civil aircraft and engines as the manufacture of frame assemblies.

What
Hawker Pacific holds a comprehensive and diversified range of agencies, distributorships and dealerships including the following:
Defence and Airline Aircraft and Helicopters.
Fighter Aircraft and Systems.
General Aviation Aircraft.

Where
The Company will operate in Australia, New Zealand, Papua New Guinea, India, Singapore, Malaysia, Philippines, Thailand, Indonesia, Burma, Sri Lanka, China, Japan,

Why
Hawker Pacific was formed to separate and centralise the marketing services of Hawker de Havilland Australia. To streamline the sales of

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Industrial Chemicals.
Consumer Chemicals and Products.

New Caledonia, New Hebrides, Fiji and other customer areas. Its subsidiary companies and offices are located in Hong Kong, Singapore, Queensland, New South Wales, Western Australia, South Australia, Victoria and the A.C.T. Technical representatives are stationed in Hong Kong, Indonesia, Singapore, Philippines and Thailand.

defence, airline and general aviation aircraft, engines and electronics throughout Australia and the Pacific Basin and to provide comprehensive after sales service and technical support to its customers.

The Team
Hawker Pacific will encompass the current sales teams from each sphere of activity, led by a Board of Directors with extensive experience in marketing to the Pacific and Asian areas.

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TRANSPORT



How Fiji Air flew into the black

The progress of a small Pacific island from isolation to integration within a larger community is usually a step-by-step process. The first step is the change from the occasional arrival of ships to regular scheduled visits; the second is the introduction of chartered aircraft as an alternative means of communication with the outside world.

Among a number of the smaller Fijian islands, the final step of integration — a regular scheduled air service — has been achieved under the aegis of Fiji Air.

The introduction of these scheduled air services, linking the islands with Viti Levu, has benefited the business community, by providing a more efficient means of transport, and given a boost to tourism, by providing fast, frequent access to outlying tourist resorts.

The services have developed steadily over the past few years as Fiji Air has shifted its emphasis from charter operations to the provision of regular public transport. The change has been beneficial to the company as well as to the community. Since 1970, Fiji Air has seen an increase of almost

tenfold in its turnover and has moved from a position of near insolvency to strong profitability.

The dramatic improvement in Fiji Air's finances and services has been brought about under managers seconded from Hawker de Havilland Australia Pty Ltd (now Hawker Pacific Pty Ltd), which took a 15% shareholding in the company in 1970.

Launched by a group of shareholders from Fiji, New Zealand and the United States, Fiji Air began operations in 1967 with a Beechcraft Baron, offering charter flights throughout the South Pacific area. By the end of 1969 it had a fleet of three Barons, a Grumman Mallard and a Victor Air Tourer and was in the business of regular public transport as well as charters. However, during that year it encountered severe financial difficulties and lost about F\$80 000.

Hawker de Havilland supplied a manager, who was given the task of determining whether the company could be placed on a viable footing. A decision was made to reduce the existing fleet to a single Baron and acquire a reliable, economical Britten Norman Islander — an

aircraft which has proved itself throughout the South Pacific — as the cornerstone of a new-look Fiji Air.

Under successive managers seconded from Hawker de Havilland, Fiji Air acquired two more Islanders and moved out of the red. In 1972 and 1973, the airline made a small profit. In 1974 — a recession year — it broke even, but since then the profit figures have climbed steadily.

Today, Fiji Air has four Islanders, a Queen Air and a Baron. It operates 14 services a week from Nadi to Malololailai and from Nadi to Suva via the Coral Coast resorts; it operates 19 services a week to Levuka. Fiji Air also operates regularly to Lakeba, Gau, Ba and Bua, the new airfield on Vanua Levu. It continues to undertake charter flights to a number of outlying communities, including the island of Futuna, about 640 km north-east of Fiji. It also operates a service on behalf of Air Pacific to Tuvalu, using its Baron.

The development of these services has been marked by a steady growth in traffic. In 1970, Fiji Air carried 4 000 passengers. Last year it carried 35 000 passengers.

The key to Fiji Air's success

has been the provision of regular services, according to Mr Bryan O'Loan, manager general aviation, of Hawker Pacific, who is also an alternate director of Fiji Air.

"When we took over the management of Fiji Air, it was operating only four times a week to Levuka," he said. "We immediately increased the number of services to 14 and there was a responsive increase in traffic. Today, Fiji Air is using the right equipment for the job it is doing — the Islanders complemented by the Baron and Queen Air for special tasks — and it is getting full utilisation of its aircraft. That is why the company is financially sound."

The Fiji Government accepted shares in the company in 1974 and now owns approximately 30% of the airline.

So far as the future of Fiji Air is concerned, Mr O'Loan sees a steady growth along the lines of the airline's development over the past seven years.

"I would expect that Fiji Air will continue to expand and improve its services with the aim of providing Fiji with an increasingly efficient internal operation," Mr O'Loan said.

PACIFIC ISLANDS MONTHLY — APRIL 1977

Tonga and Columbus sign on the dotted line

Tonga expects a number of advantages for her maritime industry under a contract signed on February 7 by the Prime Minister, Prince Tu'ipelehake, and Hamburg-based Columbus Line. Columbus, as agent for the West German Government, will provide the expertise and infrastructure for various maritime ventures, made possible under that country's economic co-operation programme.

The contract was signed on behalf of Columbus by the line president, Mr Erwin Ludewig, and Mr Achim Drescher, Columbus regional director in the South Pacific. Under the contract a new shipping line, Shipping Corporation of Polynesia Ltd (SCP), was set up with Tonga holding a 60% interest and Columbus 40%.

Mr Ludewig made a special trip to Nukualofa from West Germany to sign the contract in the palace office. King Taufa'ahau Tupou cut short a state visit to Nauru to return to Nukualofa to receive Mr Ludewig in audience after the contract was signed. They discussed shipping matters.

Under the contract West Germany's economic co-operation expenditure for Tonga will be \$A6.5 million in 1978 \$A5.9 million in capital aid and \$A600 000 for technical assistance).

This is what Tonga will gain:

- A 4 000 tonne lift-on-lift-off roll-on-roll-off (lolo-oro) vessel, which Tonga will

charter to the Pacific Forum Line;

- Appointment of Columbus Line as a consultant on domestic and overseas shipping matters;

- Re-establishment of domestic services covering the main groups of Tongatapu, Haapai and Vavau;

- Financial aid from West Germany to refit and re-structure the Inter-island vessel, Olovaha;

- A marine training school at Nukualofa and

- A technical workshop at Nukualofa.

Columbus Line will manage, maintain and arrange crews for ships West Germany supplies to Tonga under the economic co-operation programme. The first ship is likely to be the one to be chartered to the Forum Line and is expected to be delivered early in 1979.

This ship will be owned by Tonga, registered in Tonga, crewed by Tongans and sail under the Tongan flag. When chartered to the Forum Line it will operate between various South Pacific countries and to New Zealand and/or Australia. The object is to supply Tonga with a regular frequent service for both export and import cargoes. The ship will be used in an effort to revive Tonga's banana trade.

Another vessel will be provided by West Germany to carry about 100 passengers and cargo on inter-island services in Tonga. This will run in con-

junction with the Olovaha, which is under refit at Suva. The Olovaha will be fitted with new auxiliary engines and will be provided with other new marine engine parts. The object is to extend the life of the Olovaha by two or three years, after which a new ferry may be provided. The Olovaha is being brought up to accepted international safety standards.

The training school will turn out seamen to crew Tongan ships, and will be staffed by West German and Tongan instructors. The school will be similar to the school which West Germany is providing for Western Samoa.

The technical workshop is a joint New Zealand-West Germany project, which will provide technical equipment and maintenance for ships on Tonga's internal service. The concept of the workshop was developed by the NZ High Commissioner in Tonga, Mr Donald Hunn, and West Germany.

The board to conduct the operations of SCP comprises Baron Vaea, Tonga's Minister for Economics, Tevita Tupou, Tonga's Crown Solicitor, Mr Cecil Cocker, Tonga's Director of Economics, Mr Drescher and Mr Rex Brown, director and general manager, Columbus Maritime Services, New Zealand. The alternate directors are Mr Albin Johansson, general manager of the International Dateline Hotel and a chartered accountant (for Tonga) and Mr



Ralph Sanft, Tonga businessman and honorary consul for West Germany in Tonga (for Columbus).

Discussions between Tonga and Columbus on establishing West German economic co-operation with Tonga, started in January, 1977, at the highest level — King Taufa'ahau Tupou on one side and Mr Ludewig on the other.

Having established links with Columbus, the Tonga Government has withdrawn from Pacific Navigation of Tonga (PIM, March, p 63), and is offering its interest in that line to the J. Lauritzen group, of Denmark. PNT will be free to continue trading under their present name as long as they wish.

However, there seems to be an inconsistency or conflict of interests. Baron Vaea, as well as being on the board of SCP, is also chairman of PNT. Mr Cocker is a director of both companies, and Tevita Tupou, as well as being on the SCP board is an alternate director of PNT.

- Marine Pacific Ltd, of Fiji has increased its tug fleet to four with the purchase of the Pacific Salvor, 340 tonnes, in Bahrain. It will be used for salvage work and ocean towing. Marine Pacific has also acquired another barge, which has been named MPL4, of 510 tonnes. This replaces the GM 10 barge which sank off Yanuca Island in 1977.

Polynesian Airlines spreads its wings

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A. Samoa: Island Pacific Agencies Inc., Pago Pago
W. Samoa: Morris Hedstrom Ltd., Apia
Fiji: Carpenter Shipping, Suva & Lautoka
PNG: Carpenter Shipping Agencies, Port Moresby, Rabaul
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Details from Chandris Lines, 135 King St., Sydney (232-2455).

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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).

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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).

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

Details from Sitmar Cruises, 7 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 (2-517).

P & O liners call at Apia, Auckland, Bay of Islands, Honiara, 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).

AUSTRALIA - FIJI - SAMOAS - TONGA - NORFOLK ISLAND

Pacific Navigation of Tonga operates a five-weekly refrigerated general cargo/container service from Sydney and Brisbane, to Suva, Lautoka, Apia, Pago Pago, Nukualofa and Norfolk Island.

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 (221-3116), Elders-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).

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 (221-3116), Elders-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), Nedlloyd Swire, 8 Spring Street, Sydney (2-0522).

AUSTRALIA - TONGA - SAMOAS - TAHITI

Karlander operates a monthly cargo service from Melbourne and Sydney to Nukualofa, Apia, Pago Pago, Papeete, US west coast.

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

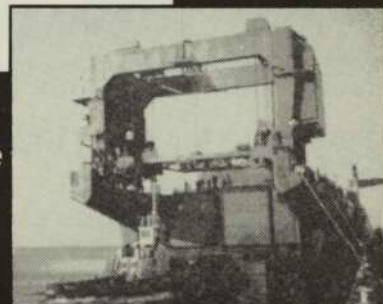
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INCORPORATED

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Singledecker, 330 dwt., 39.29 x 7.21 x 3.0m, 292 grt., 6000m³/5692.30m³ holds, 2 hatches - 9.60 x 4.60m each, gearless, B + W/Alpha 310 hp., Ruston aux., all modern nav. aids, in Jan '78 nearly whole accom. was renewed. US\$120,000.

Singledecker, 315 dwt., 37.50 x 6.48 x 2.69m, built 1958, 199 grt., 5384.61m³/ 4923.07m³ holds, hatch 20 x 4.1m, B + W/Alpha of 280 hp., 2 Lister aux., contr. pitch prop. all modern nav. aids. US\$150,000.

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For further details contact: AUSTRALIAN SHIPBROKERS, P.O. Box 401, Maroochydore 4558, Qld. Aust. Ph. (071) 441174.

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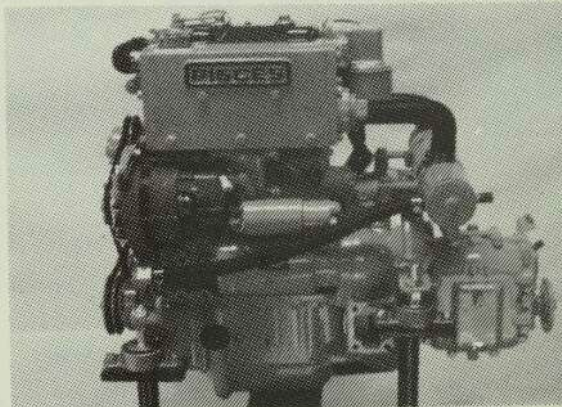
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AUSTRALIA - TAHITI

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, Lae, Rabaul, Kavieng, Wewak, Madang, 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 Wilh Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (2-0517), 60 Market Street, Melbourne (61-3031), J. C. Waller (Rabaul) Pty Ltd, Rabaul, Robert Laurie-Carpenter (NG) Pty Ltd, Lae.

New Guinea Express Lines operates three-weekly conventional and container services, Melbourne, Sydney, Brisbane, Port Moresby, Lae, Rabaul.

Details from New Guinea Express Lines, PO Box R73, Royal Exchange, Sydney (241-3991), MacArthur Shipping Agency Co, 82-92 Eagle Street, Brisbane (229-3777), Refrigerated Express Lines, 327 Collins Street, Melbourne (61-3053), Treckwoldt's Shipping Agencies, Port Moresby (24-2525), Lae (2-1536), Rabtrad Nuigini Pty Ltd, Rabaul (92-2911).

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

Details from Karlender (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (7-6301), Dalgety Shipping, 461 Bourke Street, Melbourne (60-731).

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).

AUSTRALIA - NAURU - MAJURO

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

Details Nauru Pacific Line, Nauru House, 80 Collins Street,

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

US - PNG

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

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

PNG - US - CANADA

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

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

PNG - UK/CONTINENT

Bank Line operates regular cargo service from Kieta, Rabaul, Kimbe, Madang and Lae to Liverpool, Hamburg, Rotterdam, Antwerp and London.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Burns Philp (PNG) Ltd, PNG ports.

PNG - US

Bank Line operates regular cargo service from Kieta, Rabaul, Kimbe, Madang and Lae direct to San Francisco; calls at US Gulf and East Coast ports on inducement.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Burns Philp (PNG) Ltd, PNG ports or Howard Smith Industries Pty Ltd, 1 York Street, Sydney (27-5611).

SOLOMONS - FIJI - TONGA - W. SAMOA - UK/CONTINENT

Bank Line operates regular cargo service from Honiara, Suva, Nukualofa and Apia to Liverpool, Hamburg, Rotterdam and Antwerp.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Burns Philp (SS) Co Ltd, Suva.

FAR EAST - FIJI - NEW ZEALAND

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

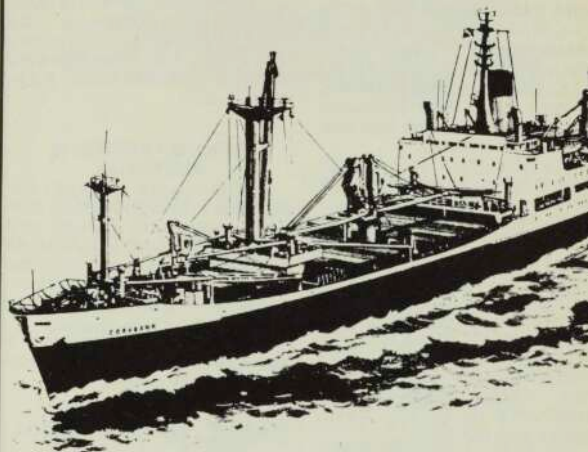
Details from Intercoast Swire, 8 Spring Street, Sydney (2-0522).

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)



THE BANK LINE



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and Solomon Islands.



Papua New Guinea to:

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Solomons, Fiji, Tonga,

Samoa and Tarawa to:

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and Continent.

For particulars apply:

THE BANK LINE (AUSTRALASIA) PTY. LTD.,

18TH FLOOR, 1 YORK ST., SYDNEY, N.S.W. 2000.
Phone: 27 2041. Telex: 24063.

Pty Ltd, 8 Spring Street, Sydney (27-3801), Burns Philp (SS) Co Ltd, Suva and Lautoka.

JAPAN - NZ - PNG

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

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

FAR EAST - MID-S. PACIFIC

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

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

Kyowa Shipping Co Ltd operates monthly services from Hong Kong, Taiwan, S. Korea and Japan, to Guam, Saipan, Solomons, New Caledonia, Fiji, Western and American Samoa, Tahiti, Cook Is., Tonga and New Hebrides and 45-day container/break bulk cargo service from Kobe, Nagoya and Yokohama to Guam, Suva, Lautoka and Noumea.

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

Daiwa Line with container ships operates 30-day service from Moji, Kobe, Nagoya and Yokohama to 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).

EUROPE - PACIFIC IS AUSTRALIA

Compagnie Generale Maritime maintains regular services from North Europe and Mediterranean ports to Sydney via Papeete, Santo, Vila and Noumea, and via those ports on return, using ro-ro and multi-purpose ships.

Details from Compagnie Generale Maritime, 261 George Street, Sydney (241-2872).

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

Union Steam Ship Co of NZ operates a roll-on, roll-off, unitised service from Auckland to Lautoka-Suva-Pago Pago- Apia-Nuku'alofa on a 14 day frequency.

Details from Union Steam Ship Co of NZ Ltd., PO Box 12, Auckland or from Branch offices/agents in Fiji, Tonga and the Samoas.

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 - NEW HEBRIDES/ SOLOMONS

Warner Pacific Line services Auckland, Honiara, Santo, Vila monthly — general and freezer cargoes.

Details from Air Marine Services (NZ) Ltd, PO Box 2505, Auckland, NZ(363-731).

NZ - AUSTRALIA - NEW CALEDONIA - SOLOMONS - GILBERTS - MICRONESIA

Union Co/Daiwa Line operate a container service from New Zealand through Sydney to Noumea, Honiara, Tarawa and Guam. Trans-shipment to Saipan, Majuro and Gizo.

Details: Union Steam Ship Co of NZ Ltd, PO Box 12, Auckland, or Union Bulkships Pty Ltd, 333-339 George Street Sydney, (2-0238).

NZ - PNG

Farrell Lines operates regular service every 30 days from Auckland to Lae and Rabaul.

Details from Dalgety NZ Ltd 41-45 Albert Street, Auckland (7-1859), J. C. Waller (Rabaul) Pty Ltd, Rabaul, Robert Laurie-Carpenter (PNG) Pty Ltd, Lae.

NZ - FIJI - NORTH AMERICA (WC)

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

Details from Blueport AC (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).

**NUKU'ALOFA:
PACIFIC NAVIGATION
OF TONGA LTD.**

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NORFOLK ISLAND**

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BRISBANE	10-11 Apr.	15-16 May	19-20 Jun.
NORFOLK IS.	14-15 Apr.	19-20 May	23-24 Jun.
SUVA	18-19 Apr.	23-24 May	27-28 Jun.
LAUTOKA	20-21 Apr.	25-26 May	29-30 Jun.
APIA	22-24 Apr.	27-29 May	1-3 July
PAGO PAGO	25-25 Apr.	30-30 May	4-5 July
NUKU'ALOFA	28-29 Apr.	2-3 Jun.	8-10 July

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Australian Managing Agents:

Sydney 221 2388 Melbourne 67 8401
Brisbane 268 4922

**ALL ENQUIRIES:
BEAUFORT SHIPPING
G.P.O. Box 3988,
Sydney, N.S.W.
Australia.**

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 - Apia - Nukualofa - Auckland.

Details from McKay Shipping Ltd, Downtown House, Queen Street, Auckland (33-656).

Warner Pacific Line services Onehunga - Nukualofa - Vavau fortnightly, and Timaru - Nukualofa - Vavau monthly and Onehunga - Apia and Pago Pago 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 - NIUE - TAHITI

Shipping Corporation of NZ Ltd operates cargo services based on pallets and similar units from Auckland to Niue, Cook Islands and Tahiti.

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 or Compagnie Maritime Polynésienne, BP 368, Papeete.

NZ - AMERICAN SAMOA

Farrell Lines operates regular service every 30 days from Auckland to Pago Pago.

Details from Dalgety (NZ) Ltd, 1-45 Albert St, Auckland 71859. Kneubuhl Maritime Services Box 9, 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) Ltd, Suva.

UK/N. CONTINENT - TAHITI - I. 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 (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, Yandina, Tarawa and Nauru.

Details from Bank Line

(Asia) Pty Ltd, 1 York Street, Sydney (27-2041); Burns Philp (PNG) Ltd, PNG ports.

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 9411 (981-0343).

US - FIJI - TAHITI - NZ - AUSTRALIA

Bank and Savill 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) or Howard Smith Industries Pty Ltd, 1 York Street, Sydney (27-5611).

US - A. SAMOA - NZ - AUST

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

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (2-0517), 60 Market Street, Melbourne (61-0301); Farrell Lines, 1 Market Plaza, San Francisco, L.A. (415-777-3300); Dalgety NZ Ltd, Auckland (7-1859); Kneubuhl Maritime Services, Pago Pago (633-5121).

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).

WANTED PLANTATION

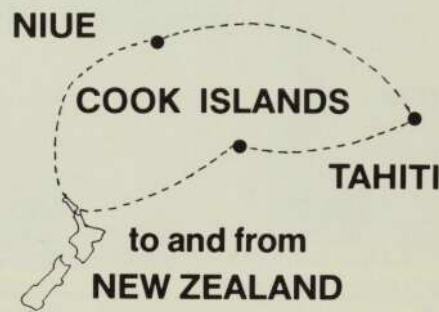
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Regular service using pallet load ships TIARE MOANA and FETU MOANA. Refrigerated and general cargo between Auckland and Niue, Rarotonga, Aitutaki, Papeete. Other nearby ports by inducement.

AREA AGENTS

Niue: Government Shipping Office, Alofi.
Cook Islands: Waterfront Commission, PO Box 61, Rarotonga.
Telex Shipping RG 2002
Tahiti: Agence Maritime et de Voyage, B P 131, Papeete.
Telex AMAV 251 FP

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WELLINGTON: Phone 728-500. PO Box 3344. Telex: NZ3495
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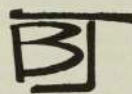
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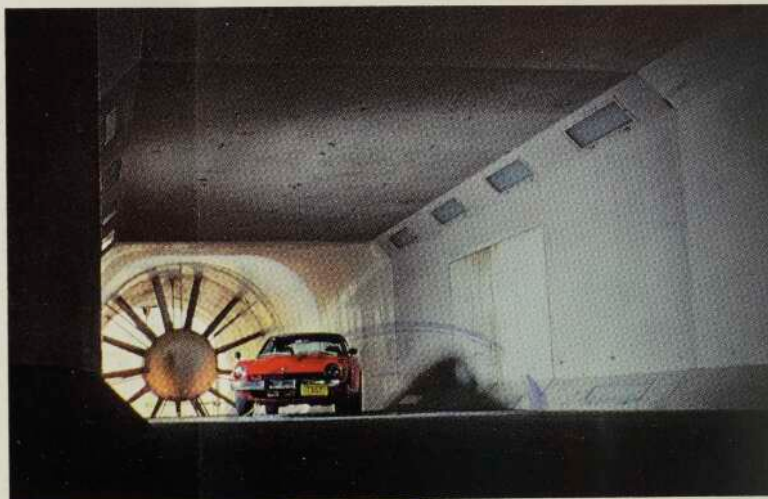
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