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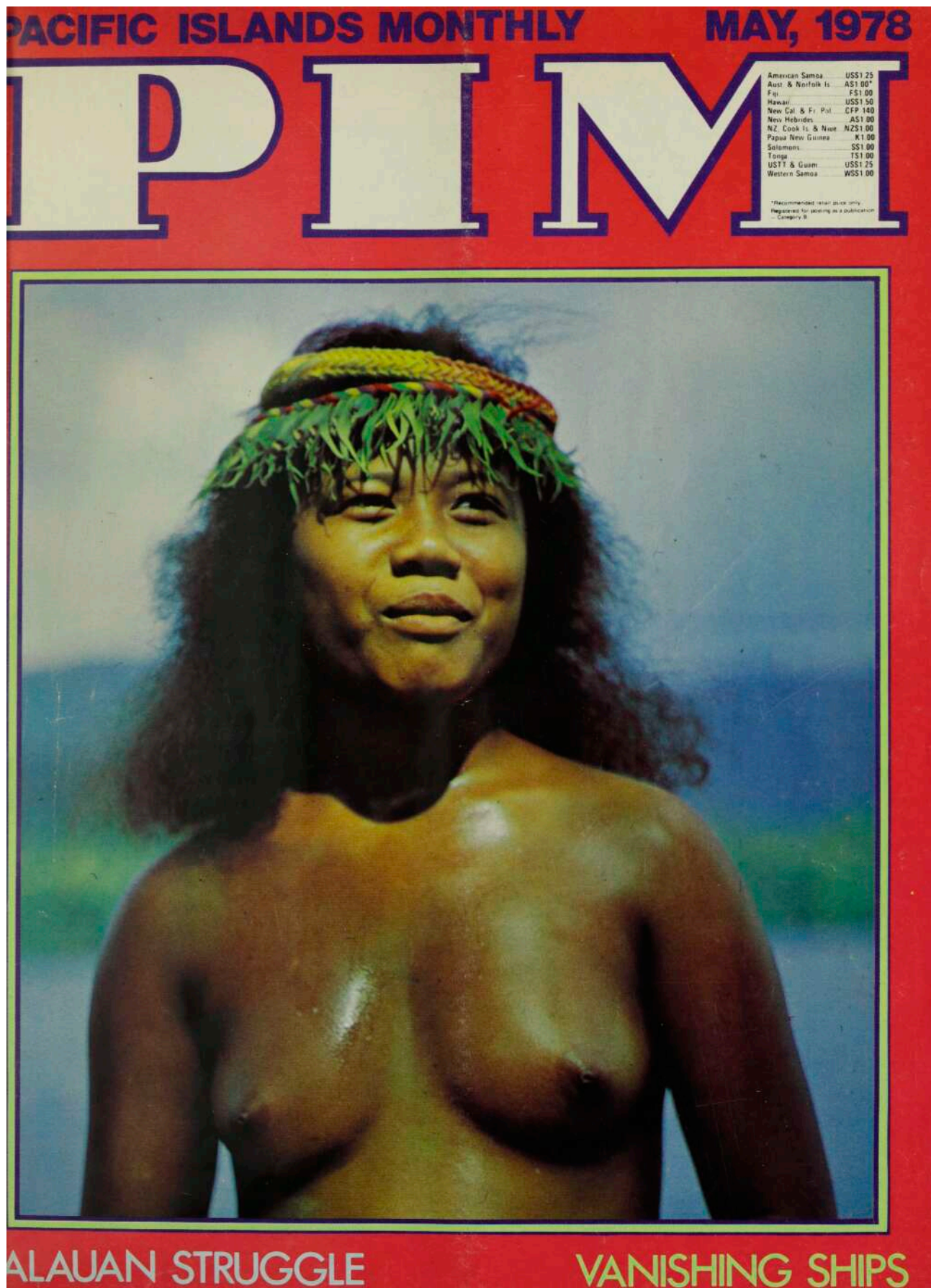
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Pacific Report

SOLOMONS: THE GLOUCESTERS ARE COMING

Twenty-six countries, 13 international organisations and three Pacific universities are being invited to the Solomon Islands' independence celebrations in July. In an exercise in (strictly post-colonial) gunboat diplomacy, the United States, Australia and New Zealand are expected each to send a warship to honour the occasion. The Queen will be represented by her cousin Prince Richard, Duke of Gloucester, who will be accompanied by the Duchess. Selection of the Duke drew a protest from a member of the Malaita Council, who told the Governor, Sir Colin Allan, who was visiting the island, that he felt someone closer to the Queen, Prince Charles for instance, should have got the job. Sir Colin explained that the matter was one for "Her Majesty's sole decision and choice".

OK TEDI AND PNG'S BORDER HEADACHE

Development of the Ok Tedi copper prospect near the border between Papua New Guinea and Irian Jaya might "increase difficulties in administering the border", according to the PNG Minister for Foreign Affairs, Mr. Ebia Olewale. Addressing the Royal Institute for International Affairs in London, Mr Olewale said his government would "take whatever action it reasonably can" to ensure that its territory was not used for operations against the Indonesian Government.

SUGAR COATING ON "LEADERSHIP CODE" PILL

The Papua New Guinea Cabinet in April approved in principle new privileges for senior public servants to compensate them for losses they may suffer under the country's controversial new leadership code. The code bans senior public servants and statutory appointees from holding business interests or investments. The new "perks" include: unrestricted personal use of official cars, free home telephones, allowances of \$120 a time for approved entertaining, an allowance of up to \$600 a year for a house servant, and general purposes allowance of \$1 200 a year, and a formal salary increase of 20%. The new privileges are expected to cost about \$90 000 a year. The office of the Prime Minister, Mr Somare, is believed to consider this a cheap price to pay if it helps to smooth the introduction of the leadership code.

KEEP THOSE REDS OUT" — SIR TEI ABAL

Papua New Guinea's March invitation to the governments of the Soviet Union and China to establish diplomatic mission in PNG brought an angry response from the parliamentary Opposition Leader, Sir Tei Abal. Sir Tei said the decision could make PNG a base for the spy power politics of Russia and China which, in turn, would lead to similar attention from the United States. He said the move could arouse the animosity of other island nations.

PACIFIC AS ECONOMIC TRAIL BLAZER?

Business interests in Australia, Japan and the west coast of the United States should strive to build a Pacific basin economy that will help to show the way out of the world recession, according to Mr. Jiro Tokuyama, managing director of the Nomura Research Institute. Speaking in Tokyo in April on the eve of a lecture tour of Australia, Mr. Tokuyama said he would like to see a new school of business management established for the Pacific region, drawing on the resources of Japanese and American graduate business schools, and the Australian Administrative Staff College. Mr. Tokuyama said the key to a stimulation of the Pacific basin economy was lower air fares in the region.

TWO SAY "NO" ON TUVALU

Members of the Tuvalu House of Assembly have voted themselves a pay rise. The Chief Minister will get just over \$8 200 a year, with an entertainment allowance of \$2 400, while salaries of ministers will rise to \$7 020 (entertainment allowance \$1 200). Ordinary members will get \$2 800 a year — but not

until independence, due on October 1. Two members, Henry F. Naisali and Meauma Moeanga, opposed the measure on the grounds that it discriminated against ordinary members.

NIUE'S DWINDLING NUMBERS

United Nations statistics for Niue show a steady decline in the island's population — 5 194 in 1966, 4 990 in 1971, and 3 858 in 1976. As population fell, the excess in the value of imports over exports soared: from less than \$NZ640 000 in 1968 to almost \$NZ1 900 000 in 1976. The changing pattern of educational support for the island also shows up in the statistics: in 1968 there were 33 Niuean secondary school students on scholarships overseas, mainly in New Zealand. In 1975 there were only four pupils at school outside Niue.

SET FOR THE SYDNEY-SUVA

About 20 entries are expected for the second Sydney-Suva yacht race which will start from Sydney's Middle Harbour on June 4. The race will be held in three divisions: the International Offshore Racing division, a division for yachts not up to that class and given an arbitrary handicap, and a cruising division for yachtsmen who plan to cruise later in the islands. Some yachts from the IOR division may go on to Hawaii for the Clipper Cup contest in August.

"THANK GOD FOR SOMARE" — CHURCHES

The Melanesian Council of Churches has voiced its "great relief and pride" at the introduction by Papuan New Guinea Prime Minister Michael Somare of the country's new "leadership code". In a rave statement issued after Mr Somare announced he was disposing of his business interests in Wewak in accordance with the code, the council said: "The Council expresses its gratitude to God for blessing this nation with a leader who is prepared to practise what he preaches."

MILAN BRYCH IN AUSTRALIA

In Australia in April at the invitation of Queensland Premier, Johannes Bjelke-Petersen, controversial Cook Islands cancer therapist Milan Brych faced a generally hostile reaction to his announced project to set up a clinic in Queensland. But objections to the idea of Brych practising in Australia seemed beside the point to some insiders: they claim that Brych's true intention was to have a Queensland clinic run by local doctors and providing after-care and booster injections to people already treated in the Cook Islands, where he would continue to operate.

LOOKING AT A PNG STOCK EXCHANGE

A proposal that Papua New Guinea should establish a stock exchange is being studied by the PNG Government. Finance Minister Mr Barry Holloway said the exchange would have to be funded by private investment, and this would have to be at least restricted to a 50-50 national-foreign basis.

THE BIKINI BOMB, 24 YEARS AFTER

Bikini Islanders who returned home after the US Government told them nine years ago it was safe to do so are to be moved again. Reporting this, the Washington Post reveals that tests conducted in 1977 showed that, despite a \$US3 million decontamination project, Bikini groundwater is still too radioactive for human consumption, as are coconuts, fruit and vegetables grown in Bikini soil. The paper says that the US Department of the Interior has quietly asked Congress for a grant of \$US15 million to resettle the Bikinians once again. One site under study is the small atoll of Enyu, about 15 km from Bikini. Enyu is said to have been outside the fallout pattern of the 1954 explosion. Not so the atolls of Rongelap and Utrik. An Associated Press story in March reported that, although these atolls are more than 160 km from Bikini, they suffered so heavily from fallout that 33 of Rongelap's 82 inhabitants at the time of the explosion have since developed thyroid problems. On Utrik, eight of the 157 inhabitants now have thyroid tumors. These facts came to light

when the Department of the Interior asked Congress early this year for an additional \$600 000 to compensate inhabitants of the two atolls who turn up with tumours.

JULY 12 REFERENDUM FOR MICRONESIA

Micronesians will vote on July 12 in a referendum on a proposed constitution for a Federated States of Micronesia. If approved the constitution will go into effect exactly a year later, on July 12, 1979. This date, according to Tosiwo Nakayama, president of the Senate of the Congress of Micronesia, would be considered by future Micronesians as "the birthdate of self-government".

THE SOLOMONS' "BART" IN TROUBLE

The Leader of the Opposition in the Solomon Islands' Legislative Assembly, Mr Bartholomew Ulufa'alu, is appealing against a sentence of two months' gaol and a year's enforced residence on his home island of Malaita. Mr Ulufa'alu was convicted of "disorderly behaviour" near Honiara's Point Cruz Yacht Club. Convicted on a similar charge was Mr Francis Saemala, special secretary to Chief Minister Peter Kenilorea. Mr Saemala is also appealing.

HICOMS HUDDLE IN HEBRIDES

The British and French High Commissioners for the New Hebrides, Messrs R. J. Stratton and J. G. Eriau, were in the New Hebrides for a busy four-day working visit in March. They met representatives of all the main political formations in the condominium, including the Vanuaaku Party. Arrangements for fresh elections to the Representative Assembly were believed to be high on the agenda for their talks.

LOADS OF FLAK FOR FIJI GOVERNMENT

The Fiji Government has been under fire inside and outside parliament on a range of issues, including alleged excessive expenditure on a new fleet of ministerial cars (PIM, April, p25), nepotism in the granting of New Zealand scholarships for the sons of ministers, the opening of an expensive new High Commission in Wellington, abuse of foreign aid, and wasteful spending on the repair of a particular government utility van. Despite its massive majority, the Alliance government has not been finding life easy.

FLYING VOTERS: COOKS POLL UP IN THE AIR

Sir Albert Henry's Cook Islands Party scored a runaway win in the March 30 elections (PIM, April, p 31). But the result, which gave the CIP a 15-7 majority in the House of Assembly, is already under legal scrutiny from three directions. The New Zealand Government has appointed its Auditor-General, Mr A. C. Shalles, who is also Auditor-General of the Cook Islands, to inquire into whether New Zealand aid funds were used in any way to finance the highly-subsidised charter flight from New Zealand of CIP supporters whose votes swung the poll's outcome. The opposition Democratic Party, meanwhile, is presenting a series of petitions to the Cook Islands' Chief Justice, Mr G. J. Donne, alleging irregularities in the poll. And in a third move, Cook Islands police are investigating allegations of bribery made before the elections against the CIP. Not waiting for the outcome of so much "legal process", rumours are thriving mightily in the Cooks and New Zealand. By far the most persistent of these is that the Cook Islands Philatelic Bureau, which is operated by New York businessman, Mr Finbar Kenny (PIM, April, p 24), bankrolled the CIP's six charter flights at a reported cost of \$300 000.

POLITICIANS TALK FISH

"Fish know no political boundaries," said Mr Julius Chan, Deputy Prime Minister and Minister for Primary Industry of Papua New Guinea, following his April talks with Mr Ian Sinclair, Australia's Minister for Primary Industry. But politicians do, and these two trod as lightly as if walking on fish eggs when they

talked about future management of the fish, lobsters and prawns which will move between their countries' two fishing zones. In the end, they said further talks were needed.

TONGA, PACIFIC LEADER FOR CO-OPS?

Tonga leads the Pacific in the development of consumer co-operatives, according to the Registrar of Tonga Co-operatives Mr Wilfred Walton. In 1976 there were five registered consumer societies on the main island of Tongatapu with a total annual turnover of \$30 000. Now there are 23, with a turnover of more than \$500 000, said Mr Walton. The same story applies in Vava'u, particularly regarding vanilla. Production of cured vanilla had quadrupled the revenue of the vanilla co-operatives in Vava'u in the last year.

KILLER PARASITE IN FIJI

Angiostrongylus cantonensis, a parasite which attacks the human brain and has killed many people in the Pacific, has been found for the first time in Fiji. The parasitic worm was isolated in the body of a rat at the Koronivia Agricultural Research Station. It is also transmitted by slugs and snails, and is most commonly found on leafy vegetables. Health authorities have warned people not to eat uncooked prawns and shrimps and to wash leafy vegetables thoroughly before eating them.

MINISTER RAPS VANUAAKU "IRRESPONSIBLES"

Mr Vincent Boulekon, Minister for Internal Affairs in the controversial new government of the New Hebrides, has hit out at "a few irresponsible young men" in the Vanuaaku Party who, he says, want to set up a totalitarian dictatorship in which New Hebrideans would be in a "far more deplorable condition" than under colonialism.

THE CASE OF THE MISSING AIRPORT

After about US\$3 million had been spent on reclaiming land for the site, work on the projected Royal Samoa Hotel at Taumeasina, Western Samoa, has been suspended and may not be resumed. The reason is that no airport capable of handling big jets is planned for the country. The government view is that with Pago Pago airport only half an hour away, the building of such an airport is unnecessary. Hotel project manager, Mr John Dickson, commented ruefully that a major international airport in Western Samoa was necessary if the hotel were to be an economic proposition. If it had been known there would be no such airport there probably wouldn't have been a hotel project.

A NEW PIECE OF FRANCE ON THE WAY UP?

Volcanic activity in the French-owned Australs may add another island to France's overseas territories. MacDonald Volcano, which is underwater near Tubuai, has been showing increasing activity and since the beginning of the year had risen 460 metres. At the beginning of March its cone was only 4 metres below the ocean surface.

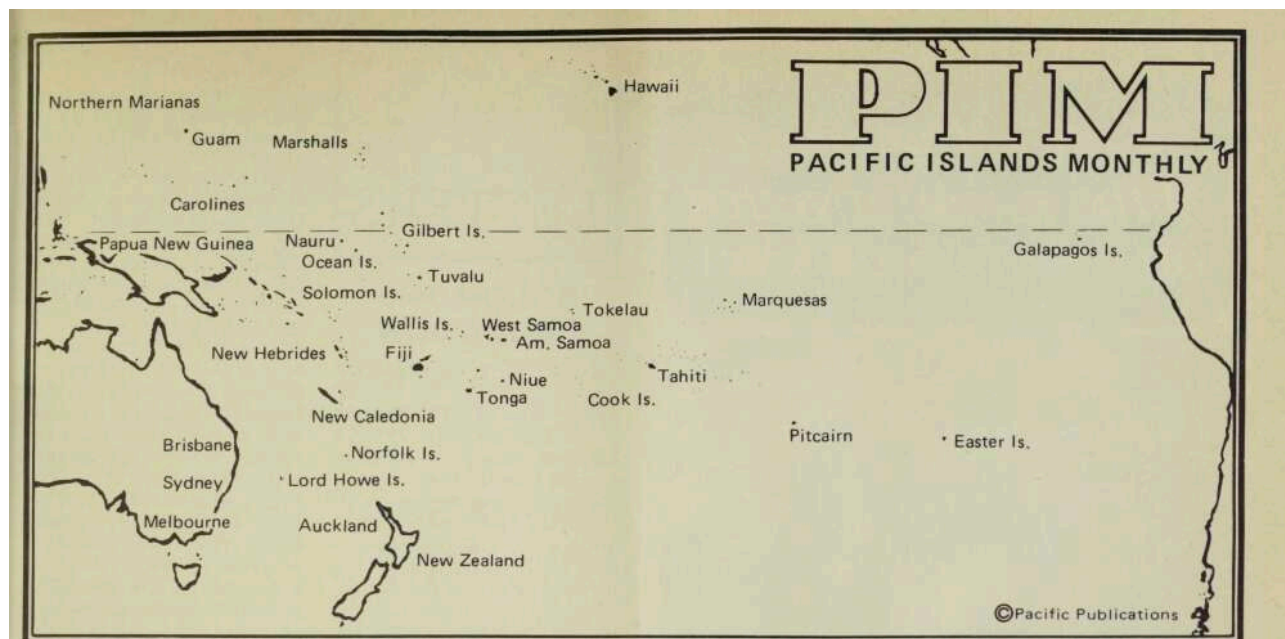
BUMPER YEAR FOR EARTHQUAKES

Western Samoa's Apia Observatory was busy recording earthquakes in 1977: it registered 1 022, the strongest being 7.6 on the Richter scale. This occurred on April 2, about 1 240 km south of Apia, and was felt in Western Samoa, Tonga and Fiji. The observatory records an average of about 200 earthquakes a year with a magnitude of from 2-4 on the Richter scale. Average "felt" earthquakes is about 15, with a magnitude of 4-6.

GILBERTESE WAS GAOLED IN NIGERIA

A Gilbertese seaman, Tabeaua Tabaki, arrived at Tarawa at the end of February after spending 10 months in a Lagos (Nigeria) prison on a murder charge. He was arrested in April 1977, when his ship, *Sanaga*, of the Wallem Steamship Company, was at Lagos, and released on February 8 when a judge of the Nigerian court ruled that he be discharged but not acquitted of the charge.

COVER PHOTO: A photographer from "Glimpses", magazine of Micronesia and the Western Pacific, was away from Guam and roaming around the Carolines when he added this attractive shot of a Trukese beauty to his collection. It comes to PIM through the courtesy of Robert Kiener, the Editor. The Truk Group consists of nearly 90 islands — 50 of them on a great encircling reef enclosing a lagoon with a radius of 3 miles.



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LETTERS

SOLOMONS EDUCATION

I refer to the 'tropicalities' section (p. 25) of the March, 1978, issue of PIM dealing with Education in the Solomon Islands. I agree in general with the tenor of your comments with regard to G. E. Saunder's article in *Melbourne Studies in Education* 1977. As far as I can see it relied solely on the *Education for What?* Report, ignoring among other things the archives available in the Solomons, the developments in the Legislative Assembly and the submissions to the Educational Policy Review Committee (EPRC).

However, while I agree that the involvement of the Islanders with the EPRC meant that the people of the Solomons were incorporated into the decision-making process, the importance of many submissions from Europeans and the role of certain Churches should not be underestimated. Yet to see the *Education for What?* Report as a political statement and not to see the EPRC as a political instrument is a failure to realise that the two are inextricably intertwined: the rejection of the White Paper No 2 of 1974 was a political decision (even taking into consideration the possibility that the rejection was related in part to a clash of European-Melanesian values) as was the acceptance of the 1975-1979 policy. The same may be said for the 'Eight Principles' of Development (and education is an important component) and perhaps even 'the Melanesian Way' has become a political slogan!

Those who are interested in education in the South-West Pacific in general, and the Solomons in particular, may be interested in my recently completed doctoral thesis at the University of New England, Armidale, entitled *Options for the Development of Education on the Solomon Islands: A Critical Analysis*. Copies are lodged with

MECA in Honiara, the old Controlling Authorities of Education in the Solomons, the Western Pacific Archives in Suva (the Solomons section at present in transit to Honiara), the Methodist Overseas Mission in Auckland, and the Mitchell Library in Sydney. Part II, Chapter I, is closed for reasons of copyright. Papers on attempts at educational reform in the Solomons by W. C. Groves (1938-1939) and F. N. Ashley (1930-1938) are to be found at these sources also. Hopefully aspects of the thesis will be published soon but readers may be especially interested in Part III of the thesis which deals with the 1973-1974 phase of educational reform plus an analysis of future trends.

BRUCE S. PALMER,
(Lecturer in Department of Education.)

Bendigo College of Advanced Education,
Vic.

THE CORAL ROUTE

The article in the December issue of PIM (p 42) on the TEAL Coral Route between Fiji and Tahiti recalled to mind a trip that I made on the Solent flying-boat in 1957.

I had arrived in Papeete in March, 1957, on the Matson liner *Mariposa* as a member of a team of biologists from the Smithsonian Institution in Washington, DC. After spending six weeks collecting specimens in the principal islands of the Society Group and on two of the Tuamotus we were scheduled to leave for Fiji and then home by the TEAL Coral Route.

At that time the plane arrived on the morning of every other Thursday and three days later, early on Sunday morning, the flying-boat took off again for Fiji. The little motor-sailer *Mareva* that our group had chartered was moored close to the old wooden post-office (long since replaced by the present modernistic concrete structure), and I well recall seeing on those Thursday mornings, when the plane arrived, the crowds gathering in front of the post-office and waiting for the clerks to sort the mail that had been brought in from the plane. It was a great fortnightly social occasion when people from out of town came in, most of them on bicycles, and met and gossiped

PACIFIC ISLANDS MONTHLY — MAY, 1978

with friends from Papeete. When the doors finally opened there was a great rush to get inside and much jostling before everyone obtained their letters or packages.

Twice during our stay, early on Sunday morning, I walked to the commercial dock to watch the departure of the launch that took the passengers out to the flying-boat moored in the lagoon. I saw friends leaving with heavy hearts, and bidding tearful farewells to friends and *vahines* they were leaving behind. Nevertheless there was a gay, informal party-like atmosphere to these departures with champagne corks popping and *couronne*-laden passengers stepping into the launch carefully holding champagne-filled glasses.

We ourselves left on a lovely May morning, departing from the dock in the launch after saying our good-byes to friends we had made during our stay. The take-off from the lagoon, with the water spraying the cabin windows was a novel experience. As the plane turned westward we looked down on Tahiti and Moorea bathed in the morning sunlight with a mixture of a sudden awareness of their enchanting beauty and of regret at leaving these lovely islands.

At eleven, the plane landed in the magnificent lagoon of Aitutaki where a launch took the passengers to the islet of Akaimi. In a small thatched-roofed resthouse we were served orange juice and a sandwich. Some of us wandered over to the ocean-reef side of Akaiama. With the plane refuelled we took off again and late in the afternoon we landed in Satapuala bay on Upolu. By VW bus the passengers were driven to Apia where some of us were lodged at Aggie Grey's, and the others were put up at the White Horse Inn. On my last visit to Apia a few years ago we, of course, stopped in at Aggie's but I was unable to find the White Horse Inn where I had stayed some 20 years earlier. Can some reader tell me what became of this hostelry?

The following morning we were driven back to Satapuala very early through a beautiful tropical morning enhanced by a magnificent sunrise, past villages with the people beginning to stir about their *fales* with morning activities. At seven we left Samoa and at

eleven we came down in Laucala Bay and our flight was over.

I am grateful to George Lynch for evoking these memories from my first visit to the South Pacific, and I hope that my brief account may recall to some readers those pre-airstrip days of Tahiti, when, between the flights of the flying-boat and the arrivals and departures of tour boats or Messageries Maritimes liners, Papeete reverted to a rather quiet tropical town.

HARALD A. REHDER
Bethesda, Maryland, USA.

C'EST SI BON!

Readers of your magazine may study every month articles dealing with the life of the English-speaking islands of the South Pacific. But the information offered about the French-speaking islands appears to me to be incomplete. In fact, your readers could even get an incorrect impression about the life of the people of Wallis and Futuna, French Polynesia, and New Caledonia — that is, an incorrect impression of the lives of 300 000 people. I am therefore taking the liberty of offering some facts about their situation.

Certain people are irritated by the fact that these French territories have not yet acceded to independence. This situation arises from the fact that in none of them has a majority yet appeared in favour of changing their status in the direction of independence. This is the case in French Polynesia, New Caledonia and Wallis and Futuna. The most recent elections held in March have again confirmed this situation.

The standard of living in these territories is high: for example, in New Caledonia, gross national product amounts to more than \$A4 740 per head of population. For many years now the French Government has been granting these populations financial aid of more than \$A200 million *per year*. In spite of the general economic crisis, which has also affected these countries, the level of employment remains high. In New Caledonia the annual inflation rate is only 6.5%, and salaries remain at a level which may stand comparison with the level in Australia. There are 34 000 wage-ear-

ners and 4 000 unemployed persons in the territory.

In these French territories there are some 100 000 private and commercial motor vehicles and more than 50 000 television sets, a few thousand of which are colour sets. Television was introduced 13 years ago and costs the inhabitants nothing. On the other hand, the transmissions to the territories cost France \$A12 000 a day. In the evening TV viewers can see by satellite, like most Australians and New Zealanders, up-to-the-minute world news.

Young people of the English-speaking Pacific Islands must stay in their countries because the doors of Australia and New Zealand are closed to them. New Caledonians and Tahitians on the other hand may find employment in France because they are full French citizens.

Three scientific institutions in New Caledonia and Tahiti employ 400 persons, half of them locals, and three scientific research vessels, all financed by France, sail the South Seas.

The 200-mile exclusive economic zones of these territories are now protected by French naval and air forces based in Papeete and Noumea.

Noting the content of this letter your readers will no doubt appreciate why the option of independence, in one or other of these territories, has not yet gathered as much support as may be the case elsewhere. In their present status, they benefit from a high degree of social progress, and they see no reason why they should change this status which, incidentally, provides them with wide powers over local and budgetary affairs.

The technical progress from which the French people benefit due to their country's industrial and scientific capacities — is also of great benefit to Caledonians, Wallisians and Tahitians.

May this situation endure.
Noumea. H. WRIGHT

HIGH-HANDED

When the government of the Gilbert Islands met for the first time after the election of February 1, this year, one of the first pieces of business dealt with was about the post of Governor. In a unique ac-

tion for a colonial country the Gilbertese Government passed unanimously a motion requesting the British Government to retain the present Governor in office until independence.

The Secretary of State for Foreign and Commonwealth Affairs has rejected this request outright.

This high-handed action of the British Government has happened just before the Gilbert Islands gets its independence. Why must this young country continue to receive orders from its colonial masters in this tactless manner right up to independence? Clearly the Gilbertese Government had strong reasons for wishing Governor Smith to remain in office until independence. Is it not possible for Whitehall to recognise the unanimous wishes of this government at this late stage in the colonial game?

It is this type of thoughtless action which high-lights the colonial status of the Gilberts and the ugly role of colonial master, of the British. A number of expatriates living in the Gilberts are embarrassed by the way the British Government has behaved on this matter.

R. G. BROWN,
P. R. DREAVER,
King George V School,
Tarawa.

INFERTILITY

I read with interest your information concerning my second visit to the Solomon Islands in the issue of PIM (Feb, p 5. A problem in the Solomons).

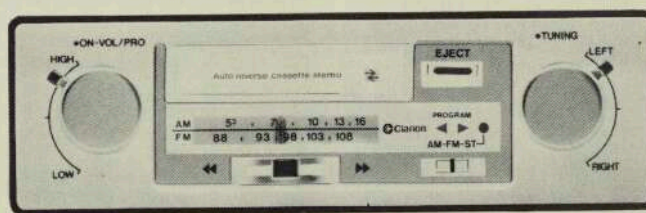
On the second visit I had the privilege of visiting more centres than on the first and the women came forward in greater numbers at each centre, possibly because they learned that I was a woman doctor (gynaecologist). It would appear that infertility is no more frequent than in other similar countries, but it is highlighted by the obvious fecundity and joy of parenthood apparent in the majority of the community.

The Australian Aid to Developing Countries Bureau, now part of the Department of External Affairs, sponsored my visits and the great pleasure in making so many Solomon Islands friends will remain with me.

DEL PUFLETT (Dr)
229 Macquarie St,
Sydney.

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PIM staff writer Malcolm Salmon reviews recent developments in the long-running story of Palau's proposed superport, including the sacking of a Palauan senator by the Congress of Micronesia, the emergence of new facts on the background of the superport's most active American promoter, and the interplay between the superport plan and the delicate question of Micronesia's future political unity.

Before it is even in existence, Palau's proposed new superport, Port Pacific, has had its first "oil spill": the political "spill" has seen the superport's most ardent Micronesian advocate, Palau Senator Roman Tmetuchl, poured out of the Senate of the Congress of Micronesia.

The Senate has voted 8-2 to "censure and expel" Mr Tmetuchl. The expulsion resolution, the first of its kind in the history of the Congress of Micronesia, highlighted Tmetuchl's consistent failure to attend Congress sessions, and charged him with "neglecting and violating his oath of office", thus "denying the people of Palau full representation in the Senate at this critical period of our history".

In the hour-long debate on the resolution, Senator Hiroshi Ismael of Kosrae said that while he respected Tmetuchl, "I'm swayed to cast an affirmative vote by the many messages I have received", especially a cable sent by the two paramount chiefs of Palau.

The chiefs, Ibedul and Rekal, said in their message: "We fully concur that the people of Palau are unjustly deprived of representation in the Congress of Micronesia ... We guarantee the unanimous support of the people of Palau."

Only Senators Kaleb Udui of Palau and Wilfred Kendall of the Marshalls voted against the resolution.

For his part, Mr Tmetuchl, in a long open letter to Senate President Tosiwo Nakayama, branded his sponsorship of the expulsion resolution "irresponsible and illegal".

He said: "While I continue daily in my duties as chairman of the Palau Political Status Commission to prepare and expedite a just termination of the trusteeship agreement for my people, you have the arrogance to state that my first responsibility lies in Ponape (seat of the COM), not in Palau."

Perhaps it was congressional convention that led members to tread lightly in debate on the issue of the superport. But it was well and truly in the back of their minds, and certainly looms

MICRONESIA: SUPERPORT PLAN A THREAT TO UNITY?

large in the thinking of Palauans whenever the name of Roman Tmetuchl comes up.

A few days before the paramount chiefs took their stand against Tmetuchl, 32 prominent Palauan citizens, in an open letter to COM House Speaker, Mr Bethwel Henry, had tied together some political events of 1974, the superport project, and the separate status negotiations to mount a withering attack on Tmetuchl and his Palauan colleague in the House of Representatives, Polycarp Basilius.

Published in the *Micronesian Independent*, the letter said in part: "The rhetoric of separatism on the part of our delegation began to be heard in the COM's councils after the congressional election of 1974 when the Liberal Party of Palau lost all seats in the House and one seat in the Senate."

"This configuration within the Palauan delegation left the Liberal Party, in the person of Senator Roman Tmetuchl practically powerless in influencing Palau's programmes and goals in the Congress."

"By then the proposed oil facility for Palau known as Port Pacific was meeting serious public opposition inside and outside Palau. It should be said here that no leader in Palau is more closely associated with this proposal than the good senator. Certainly no one stands to profit more from the success of this venture."

"Unable to push this oil project through the Congress, Senator Tmetuchl, through means highly suspected of

seriously abusing public office, manipulated other members of Palau's delegation, notably Congressman Polycarp Basilius, to come out openly against Micronesian unity in favour of separate political status for Palau. Thus it was no accident when Basilius stood on the floor of the House and made certain utterances to the effect that Palau would get out of the Congress of Micronesia within 18 months ...

"The idea of separate political status for Palau as we have said is clearly tied with the proposed oil facility for Palau."

"Tmetuchl and Basilius pushed for separation because in Palau Tmetuchl and his Liberal Party control the district legislature where such a project meets no opposition."

"Thus the just right and aspiration of the Palauans for a political future in unity with their brethren Micronesian people were blunted and otherwise jeopardised in favour of oil interests whose chief beneficiaries would be Tmetuchl, his political mouthpiece Basilius, and others."

The American conservation magazine, *Audubon*, in a recent study of the superport proposal, presented Roman Tmetuchl as the wealthiest inhabitant of Palau, and reputedly the most important.

"When Roman moves, the earth shakes," the magazine said. Time will tell whether it will shake quite as much as before following Roman's sacking from the Senate.

While new light was being shed on the superport scheme



Roman Tmetuchl

and its political background in Micronesia, something similar was happening to the United States side of the operation.

To the names of Messrs Oliver, Peacock and Meier (of Bank of the South Pacific fame), connoisseurs of the activities of energetic (if sometimes dubious) American entrepreneurs in the Pacific can now add another one, and he may well turn out to be the daddy of them all. He is Mr Robert B. Panero, and his giant "baby" is nothing less than the proposed "Port Pacific" plan for Palau.

Writing from San Francisco recently, journalist Roger Allebone said: "It was Panero who first conceived the 'Port Pacific' scheme in 1974 after concluding that Palau's natural deepwater harbour would be ideal for an oil transshipment port."

"In May 1975, Panero informed the Pacific newspapers that Palau was a natural crossroads of the western Pacific. It offered a 'wide variety of port facility alternatives, including substantial land areas, offshore platforms, which are among the world's broadest and strongest reefs, shoal areas which can be filled with dredged material from the lagoon bottoms or crushed rock from the limestone hills of Babelthup island' ...

"According to the American businessman's plan, initial construction of the port would cost \$300 million but Palau would then be ready to take advantage of the trade routes carrying iron ore from Western Australia, copper



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from Bougainville, iron from India, zinc and tin from Africa. Next would come refineries, oil-fired power plants, and petro-chemical installations.

Allebone went on: "Whatever the truth of the report, there was no doubt about Panero's skill as a supersalesman on the international huckster circuit. Twelve months ago, the Los Angeles Times ran a series of front page features on the Palau superport scheme which included a detailed investigation of Panero's business background. The Times quoted federal records indicating Panero had filed for bankruptcy in 1965: 'With an estate consisting largely of a 1962 Volkswagen, Panero's bankruptcy file listed claims of nearly \$800 000 from creditors around the world.'

"Panero's business past apparently didn't concern the Texas-based millionaire, Fred M. Zeder II, who was appointed by President Ford in 1975 to head the US administration in Micronesia. Soon

Panero and Zeder were travelling the world together to develop the superport scheme. The Times asked: 'Was it a proper role for a US government official overseeing Micronesia to globetrot at his own expense with someone promoting a private venture in Micronesia?' Zeder defended his travels as simply part of the job."

Allebone wrote: "Conspiracy theorists can find a wealth of evidence to support fears that the superport is destined to become an enormous boondoggle."

"The Times discovered that all references to the proposal had been mysteriously dropped from the final draft of a study on the economic future of Micronesia done last year by the United Nations."

"A specialist in environmental and Japanese law at Harvard, Julian Gressner, was alarmed that essential information about the proposal was being kept from the Palauans. He maintains the issue goes far beyond Palau and will set an international precedent

especially in regard to the ethics of multi-national activities."

"A leading opponent of the project, the US Environment Defence Fund's attorney, David Rowe, found that an agreement had already been signed between the US Trust Territory and a worldwide Japanese trading company, Nissho-Iwai Co, in which the American officials had pledged support for the scheme before anything was known about the superport's social and environmental impact, or even the actual size and scope of the project."

One man in a good position to try to pull the whole thing together is Stewart Beck, a New York attorney hired by the Palau legislature to represent them in the status negotiations."

Of the superport project, Beck told journalist Allebone: "The Palauan legislature has asked the US for \$200 000 to conduct feasibility studies for the port. But the rest of it is just the ludicrous fantasy of some promoter."

"If the Americans, the Japanese and Iran have certain plans for Palau, I can assure you that those plans will not be implemented without the consent of the Palauan people who have taken on Professor J. K. Galbraith as their adviser in these matters."

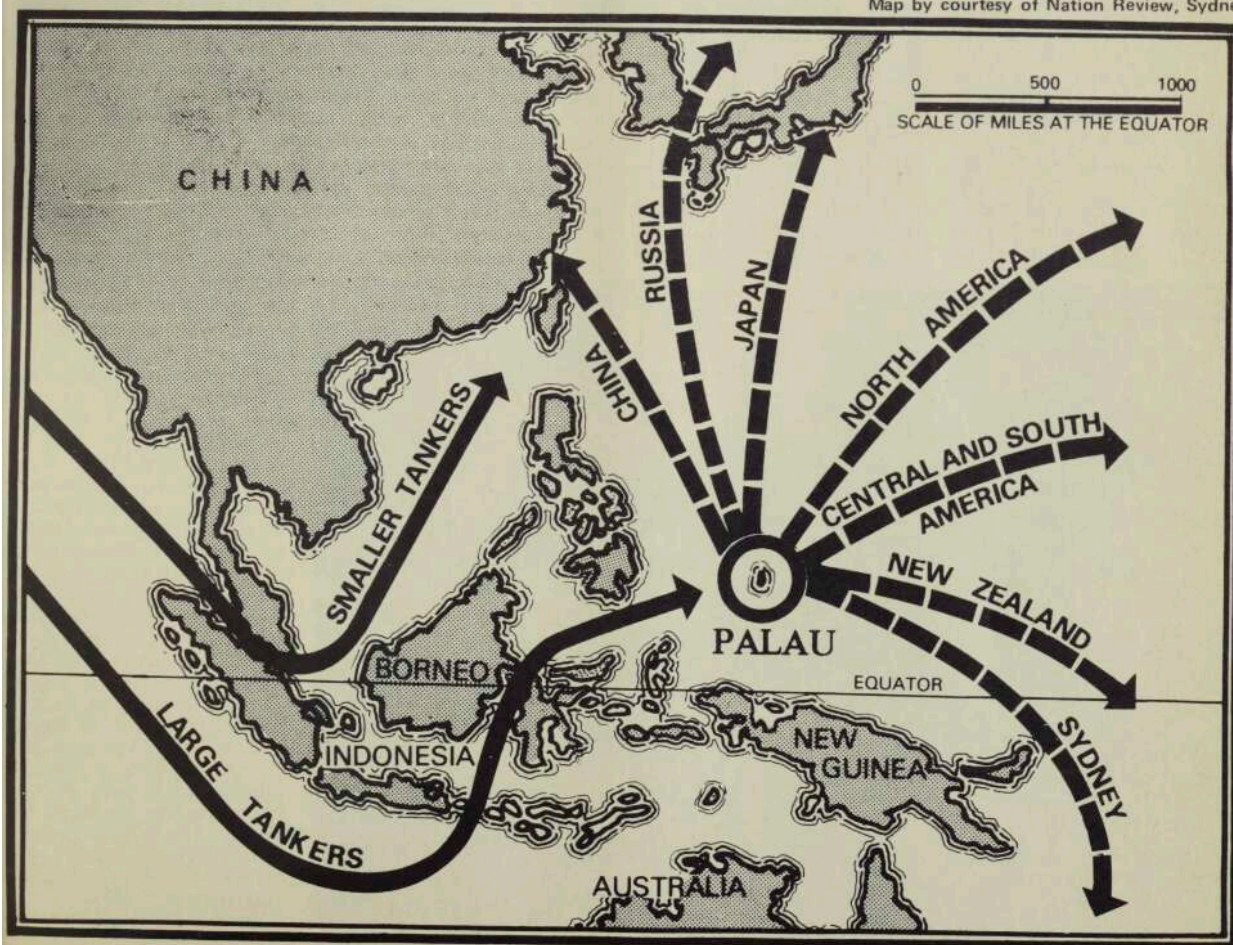
The 69-year-old Professor Galbraith served as a key economic adviser to the late President John F. Kennedy. He has been US Ambassador to India, and is the author of many books.

Professor Galbraith visited the Palauan capital, Koror, in April.

According to Micronesian News Service, he had earlier told the press in Guam his purpose was to "give the problems facing Micronesia visibility in the United States".

He acknowledged knowing very little about the Micronesian situation and generally refrained from discussing economic problems concerning Guam and Micronesia.

Map by courtesy of Nation Review, Sydney



TRAVEL— When people talk about “going to Samoa” they usually mean to Apia or to Pago Pago. Few people spare a thought for Western Samoa’s “big island”, little-known Savai’i, nearly twice the size of the main island of Upolu and with less than half the population. Recently, Mike Field, of Apia, spent three weeks sampling the quiet life on Savai’i. This is his story.

The good life for Samoans in a “rather special place”

The roads are not very good, the bus service is preposterous, the mosquitos bite like sharks and such luxuries as piped water and electricity are received by only a lucky few. But for all that, Savai’i, Samoa’s biggest island, is a rather special place and, as a purely subjective judgment, the better half of Western Samoa.

Savai’i is considerably less “developed” than its sister island of Upolu, although this year should see the start of major road improvements, making life easier for people.

But then life on Savai’i is not all that hard anyway.

Savai’i is 1 820 square kilometres with a population of 40 572 people. Upolu is 1 100 square kilometres with a population of 106 063.

The origins of the Polynesian people are still the subject of much debate and many scholars believe that Savai’i is the *Hawaiki* of Polynesian

legends. “The cradle of Polynesia” as one expression has it.

Most people in Savai’i live on the coast and cultivate the flat land which, because of its volcanic origins, is very rich. With little effort *taro* and *ta’amu* can be grown in quantity enough to feed an *aiga* (extended family). This can be supplemented with breadfruit, coconuts, pork and fish. And for those who like struggling through bush there are tasty wild pigeon. Flying foxes, which some people eat, can be had any evening by casually pointing a shotgun in the general direction of the sky. Chances are a flying fox, which looks like a rat with wings, will head towards the ground.

Inland Savai’i speaks of its mysterious origins. Rugged and wild with volcanic peaks and cliffs, Savai’i keeps its heart almost always shrouded in cloud. It is a lucky person

who catches a glimpse of Mt Silisili, at 1 859 metres the highest point in Samoa.

The fury of Savai’i can be seen on the north coast. Kilometre after kilometre has been laid waste by lava flows, some as recent as the turn of this century. And on the spectacular south coast the sea crashes into the base of massive cliffs rising straight up for nearly 200 metres. A rough road runs along the top giving bus passengers some unforgettable sights.

Oddly, amid the evidence of nature’s violence, quiet and beautiful villages nestle on white sand beaches and manage to give a sense of order to the wildness of the mountains and the greenness of the forest.

If *fa’a Samoa* (the traditional way) and the *matai* (family head) system are under attack in Upolu, as some claim, the pressures of modern development have yet

to become evident in Savai’i.

The Apolima Strait seems to act as a barrier between two different times and only the occasional ferry or the small Polynesian aircraft makes the time trip.

Samoa culture is a living daily event in Savai’i, and in village life, ceremonies are common events. Yet they retain their importance. Recently, I spent three weeks in the village of Neiafu. On the south coast of Savai’i, and at its western end, Neiafu is about 20 minutes driving from the timber town of Asau. The road from Neiafu to Asau is rough and over a small range of mountains, but the view is worth it.

Neiafu is really two villages. Neiafu-uta is settled about two kilometres off the main road on a long sweeping piece of coast line made up of solid lava with sea caves, and white sand. Most *fales* (open-sided houses) are built along the traditional lines. Neiafu-tai is the other half of the village stretched out thinly on the main road up the main hill from the beach.

The Neiafu village council meets weekly. Made up of the *matai* of the village, the council is the authority over the people of the village. Their rule is wide, but benign. Some of the rules include a ban on women wearing short dresses or trousers, men from wearing long hair and beards. And they set rules for vespers, and rules for when everybody has to settle down and sleep.

For the *palagi* (foreigner) these rules may sound silly, or even an invasion of the right of the individual. In Neiafu, and all other villages, with everybody living in *fales* and close together, such rules are necessary for harmony and peace. The village council also settles any disputes and a policeman is an especially rare sight in Neiafu.

If some of the young people who have been to Apia, and



Through Savai’i’s Jungle

perhaps, even New Zealand, resist the rules a bit, as they grow older they conform. On assuming a title they may even see the value of such order.

For people in the villages one day can be fairly much like the next.

People rise early, around six, when it is not so hot. The women do the usual sort of housekeeping work while the men go off to tend the taro, cocoa or whatever. Pigs need to be fed, or perhaps a new fale is to be built.

During the day older women make mats, or sit around and chat with other people. The children, when they are not at school, more or less take care of themselves. The youngest child is looked after by the oldest child, until the oldest reaches an age when he or she is beyond it. Then the duty falls on the next in line and this continues until they all grow up.

In Neiafu, children are always with other children and nobody lacks a playing companion.

In the early evening, when it is cooling down again, the village youth will play volleyball or Polynesia's version of cricket.

And around six o'clock the church bell rings out and each family retires to its fale for family prayer. The village council would take a dim view of anybody playing games in this time.

At dinner, the matai and any guests eat first, and a lonely experience it can be for any palagi used to a crowded table. The women and children eat later.

After everybody has eaten and had a "bath" — with no piped water this means tipping a pot of water over yourself — the family joins together again. The children play around while the adults discuss the day's events or listen to the crackling broadcast of the local radio.

The radio serves as the only real linking force throughout Western Samoa. Newspapers in this part of the world are not common and only the occasional edition of the government *Savali* reaches the village. So through the radio the village people learn of the news of government, of church and of death. And at one stage during the evening the radio broadcasts messages for people not served by postal facilities.

By about 10 o'clock most people are sleeping on the



Children look after themselves in the Samoan villages. It ensures that nobody is ever lonely.

mats or on kapok mattresses beneath the mosquito nets, and aside from the full drone of the little insects trying to get through to fresh blood, peace presides over all.

It may not sound like exciting living, and it isn't in terms of the modern pressures which cause heart attacks, but it is living with a tremendous degree of stability and security.

The daily routine frequently incorporates some social event which most people in the village take part in.

Most villages these days have women's committees and they engage themselves on a wide range of projects. They include improving chicken production, through to upgrading village hygiene by improving water storage and toilet facilities.

They will also enjoy themselves and a day's work by the committee usually ends with singing and dancing.

Occasionally a *saofa'i* will be held in which a person receives a matai title. Most everybody in the village takes part and makes presentations of fine mats, the major currency in Samoa.

Another event may follow the building of a new fale.

For the builders of the fale this is an important time, as this is when they are paid. During the building of the fale they have received meals, but not until they have finished will they be paid.

All the village chiefs attend such a ceremony, *umusaga*. After taking 'ava and having a snack, the owner of the new

fale distributes the gifts of fine mats, tapa, money and food that have been given to him by his aiga. Not all of it goes to the builders, the chiefs each receive a share.

If the chief's share seems an unnecessary expense, at least the system ensures that nobody gets too rich and thus becomes different to the rest of the village. Besides, accurate records are kept of what is given by whom and what is taken and eventually those who give, receive. Everything in the end balances out.

Nor do the chiefs find themselves accumulating riches; they also have demanding responsibilities.

Another event which provides an interlude for the daily routine is the *aisiga*. In this, people from one village travel to the next to obtain funds for some project or another. They stop at fale

along the way and sing and *siva* in return for a gift. It is kind of like the carol singers of the western world.

Sunday in the villages is carefully observed as the Lords Day. Services are held twice, once in the morning and once in the afternoon. Everybody attends both services. Dress is all white. No work is done and Sunday is very much the day of rest the Bible intended it to be.

Sunday evenings are times for a quiet walk, dropping by on nearby relatives for a chat.

In three weeks of village living the impressions one can gain are obviously superficial. Yet it is possible to be impressed by its obvious strengths.

After all as Maiava Iulai Toma, Samoa's ambassador at the United Nations says: "The real Samoan life out in the village has very real meaning to every Samoan."



Music plays an important part in the life of a Samoan villager.

IRIAN JAYA — The Indonesian's plan to bring the people of Irian Jaya into the 20th century is meeting with several obstacles. Dr R. S. Roosman, senior lecturer in Indonesian Studies at the University of Papua New Guinea, gives the background to events of the last few years.

Pants for penis gourds: Indonesia's cultural plan for West Irianese

The first disaster was in mid-1976 when a severe tremor rocked Irian Jaya's Highlands causing massive landslides along the Balim (formerly spelled Baliem) valley, burying villages and killing an estimated 2 000 people. In less than a year another disaster of a different character and magnitude struck the area taking an even heavier toll among its inhabitants.

On the eve of the Indonesian general elections in March, 1977, warriors of the local Dani tribes — the inhabitants of the Balim valley — armed with axes, spears, bows and arrows went on a rampage, destroying airstrips, schools, polyclinics and government offices, killing or wounding a number of Indonesian police, military and administrative personnel. One foreign missionary was severely wounded.

All this happened in Karubaga, Bokondini, Kelila, Asologima, Tiom, Magi and Kurulu villages or hamlets in the Jayawijaya district bordering Papua New Guinea. And 547 Indonesian officials together with their families fled to the district capital of Wamena, leaving everything behind. The rebellion spilled over to neighbouring Paniai district to the West. The military retaliated with planes, rockets and other modern weapons.

One June 6, 1977, an eight-man team flew from the provincial capital Jayapura to Wamena and some other trouble spots to assess the situation. They produced a first-hand report for the governor. Despite the carefully formulated phrases — commonly used in Indonesian official newscoverage — this report unmistakably disclosed a political tragedy which had befallen one of the most primitive tribes on earth.

According to the report, the troubles started at the beginning of 1976 when a breakdown of authority occurred



A mixture of the old—the penis gourd—which the Indonesians want to replace with pants, and the new, a motor scooter, surely the most incongruous sight in Irian Jaya.

after Indonesian authorities hesitated to take firm steps to contain a series of incidents taking place in the area — a tribal war between the Kimbin and Pyramid clans; an attempt of local villagers to cross the Papua New Guinea-Indonesian border, during which some of them were caught at Lerih near the border; the entering of the rebel leader Marthen Tabu of the OPM (an Indonesian acronym for "Free Papua Movement") into the Highland area; the opposition of local villagers to tactless policies imposed by civilian and military authorities and clashes over the selection of local representatives during the general election campaign which was used by the OPM to provoke incidents.

On April 7 a large number of villagers under Marthen Tabu, armed with spears, bows and arrows, attacked the

Pagai police post, snatched their firearms and incited people to rebel against the Indonesian Government. On April 20, about 800 OPM followers attacked the Kobakma post killing three soldiers; in the melee 10 civilians died, and a missionary was severely wounded. As soon as the troops were called in, people fled into the bush. They dare not return to their villages for fear that they would be suspected of "being a spy for or collaborating with the rebels".

The cause of the unrest, said the Indonesian Government was "a soccer match which developed into a tribal war". Since there have been no tribal wars in the Highlands for the last five years — as they are prohibited by the Indonesian administration — and judging from the magnitude of the unrest which

spread over an extensive area and involved numerous tribes, the government's statement proved to be too simplistic. Meanwhile, several hundred Irianese villagers attempted to cross the border into Papua New Guinea but were halted by the Papua New Guinea border authorities. The United Nations Representative for Refugee Affairs flew in from Port Moresby for a first-hand look into the troubles. After reassurances of a safe passage home, the villagers were advised to return to their villages.

Political developments in Irian Jaya and government policies for in the area over the last seven years lead us to believe that the cause of the rebellion in the Jayawijaya Highland district is of a more complex character than suggested initially.

The practice of Indonesian government policies in Irian Jaya dated back to the early 1960s when a confrontation occurred between the Netherlands, which, at the time, held West New Guinea, now Irian Jaya, and Indonesia, which claimed the territory was an integral part of the country. To pave the way for transfer of West New Guinea to Indonesia, an agreement between Indonesia and the Netherlands on West New Guinea was signed on August 15, 1962.

Under the chapter "Indonesian Administration and Self Determination" Article XIV which is of significance for understanding further Indonesian policies in Irian Jaya, says, "After the transfer of full administrative responsibility to Indonesia, Indonesian national laws and regulations will, in principle, be applicable in the territory, it being understood that they be consistent with the rights and freedoms guaranteed to the inhabitants under the term of the present Agreement", and also: "After the transfer

of full administrative responsibility to Indonesia, the primary task of Indonesia will be further intensification of the education of the people, of the combating of illiteracy, and of the advancement of their social, cultural and economic development. Efforts also will be made in accordance with present Indonesian practice to accelerate the participation of the people in local government through periodic elections".

After an interim period during which the United Nations took over administration of the area, under the *PePeRa* an Indonesian acronym for *Penentuan Pendapat Rakyat* (Determination of People's Opinion) — commonly and probably inaccurately translated as the "Act of Free Choice", West New Guinea in 1969 was incorporated into the Republic of Indonesia as its most eastern province.

The Balim Valley was "discovered" by an American expedition in 1938. Outsiders first thought there were no inhabitants in the deep interior of West New Guinea and the Dani tribes — the autochthones of the valley — first thought "they were the only people on earth". World War II had left the Danis in their traditional isolation. After the war, when the Dutch reoccupied their former colonial territory, administration was set up in the Highlands in the 1950s after the mission-

aries had moved into the interior.

On September 16, 1969, President Suharto flew to the provincial capital Jayapura, to address the Irian Jaya House of Representatives and urged "full participation of Irian Jaya's population in the development programme", stressing that Irian Jaya's administrative apparatus would be directed towards reconstruction. He then visited several inland areas including Womana, the Jayawijaya Highland district capital and instituted the Task Force with the sole aim of developing Irian Jaya's rural sector. Irian Jaya's governor functions also as chairman of the Task Force Programme with the military commander as his co-chairman.

Meanwhile, the *Repelita* five-year national development programme was instigated in 1969 for the whole of Indonesia; due to technical difficulties it could only be started in Irian Jaya in 1970. The priorities of the programme lie differently for the respective provinces: for Irian Jaya the emphasis was placed on the reconstruction of its infrastructure, roads, air and sea transport, and telecommunications. The longest road in Irian Jaya passable for vehicles is only 150 km long. Practically all transport has to be by air.

The less than one million population of Irian Jaya lives on a land surface of 413 000 square kilometres giving a

population density figure of two people to a square kilometre, and 80% of the population lives in an archaic state in the jungle covered interior. Only the coastal population had been in contact with the outside world for the last hundred years.

It was unfortunate that Acub Zainal — then governor — had emphasised urban development and neglected the rural sector. This caused criticism and discontent among the population.

One cause was the *Koteka Operation* which was aimed at replacing the penis gourds (*koteka*) of the highlanders with short pants for the males, and giving sarongs to the females. It proved to be a failure, and had to be abandoned. The distribution of clothes was not well organised: most of the highlanders received only one piece and had to wear it for some time; the dirty clothes were thrown away and people returned to their former habit of wearing *kotekas* and mini-grass skirts. Local administrators, who were too officious in following the instructions, imposed the wearing of clothes by the highlanders forcefully, causing a general resentment against the officials to develop.

However, clothes distribution has been continued with the difference that now President Suharto's portrait and the Indonesian red-and-white flag are inserted in each

package with the obvious message of "who is in power", for most of the highlanders live in scattered and often isolated hamlets in the rugged mountain areas where government patrols come once in three months at the most, or never at all.

There are still tribes in the deep interior of Irian Jaya who have never seen an Indonesian or a representative of the Indonesian Government, and who recognise the traditional authority of their war-leaders as the sole authority in their villages.

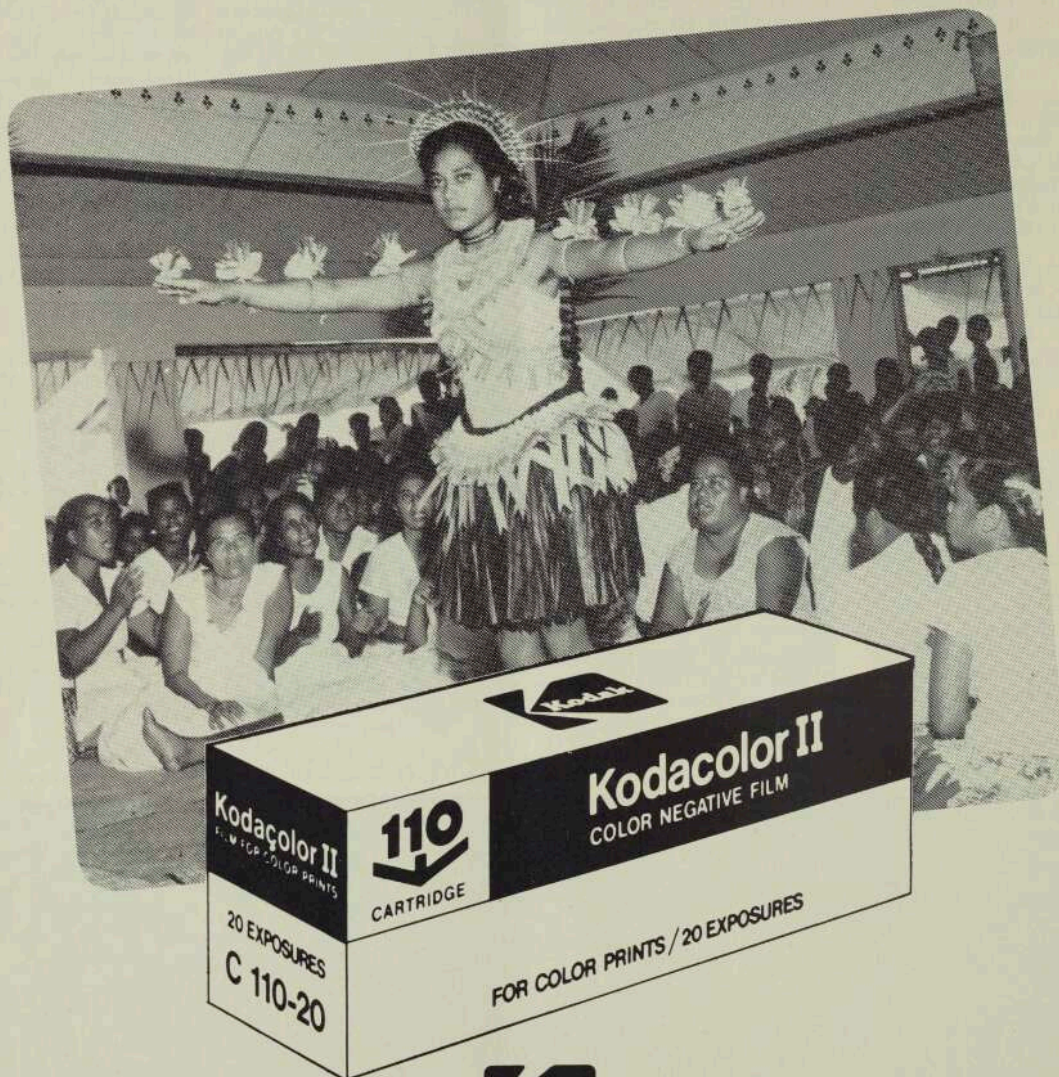
With the policy of establishing its administration and reinforcing its authority in Irian Jaya, the Indonesian Government aims at resettling the so-called *suku terasing*, an Indonesian term for "isolated or alienated tribes" many of whom are nomads practising hunting and slash-and-burn food cultivation, along main roads leading to district capitals as has happened around Jayapura, Biak, Manokwari, Sorong and Merauke. It is anticipated that "the new settlers will end their nomadic life and start practising permanent agriculture; subsequently they will bring their produce to the local or district markets which will bring them into regular contact with other tribes and furthermore will enhance the earning of money".

It was speculated that these contacts would take them out



A native village on the Balim River.

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of their isolation and that frequent association with other advanced tribes would accelerate the process of acculturation. Their involvement in the monetary economy was thought to stimulate their desire to produce food surpluses or market products to enhance their needs for new commodities which, in turn, will bring them into the main stream of modern economy.

Of a more drastic character was the change in the traditional power structure in the villages with the institution of the new administrative system which places the Jakarta-appointed governor as a political figure heading the province, and the territorial division of the province into administrative regions — *kabupaten* (districts) headed by the *bupati* (district administrator), and *kecamatan* (sub-districts) under the *camat* (sub-district administrator). Each sub-district is made up of a number of villages (*desa*) each headed by a *kepala desa* (village chief) who is elected by the local villagers.

The position of the traditional village chief is non-hereditary; he is the fighting leader in tribal wars who has shown superb performance in killing the most of his enemies. Upon his death another war leader will be chosen by the tribe. The super-imposition of the new Indonesian administrative system will push the traditional war leader aside as the requirement for becoming elected as village chief is now a primary school diploma or at least a knowledge of reading, writing and speaking Indonesian, and some knowledge of civics of Indonesia. And the legalisation of his position as village chief after being elected will be ultimately done by the *bupati* who will further verify his loyalty to the Republic of Indonesia.

With the establishment of schools in the villages, the chances of the old war leaders of retaining their position as village chiefs have become more and more remote. However, there are instances in the Highlands where the charisma of the war leaders was so deep-rooted among his fellow-villagers that the Indonesian administration had to retain them in the modern administrative system of Irian Jaya.

The situation now is that, generally, younger, educated



The grand valley through which the Balim River snakes.

people have replaced the older war leaders as village or tribal chiefs; authority has shifted from the village elders to the younger generation and this represents a total change in the traditional village power structure. The former fighting leaders together with the other village elders still enjoy the respect of the villagers by serving as advisers to the new-style village administration. Another problem for the fighting leaders emerged when tribal fights became prohibited by the Indonesian administration.

The recent general elections for the House of Representatives proved to have caused confusion in Irian Jaya, particularly in the Highlands. There are now only three political parties in Indonesia: the government-backed *Golkar* party; the United Party for Development (PPP) a coalition of the former Moslem parties, and the PDI, the Indonesian Democratic Party, an uneasy fusion between the former Christian (Catholic and Protestant) parties and late President Sukarno's Indonesian National Party (PNI). Public servants have to vote for *Golkar*, and since most of Irian Jaya's population are

Christians, the Irianese will most likely vote for PDI.

Rivalry among the parties caused bloody confrontations to erupt as happened in Java. In Irian Jaya the confusion was blamed on the OPM "who exploited the elections by spreading rumours that Irian Jaya would become independent (from Indonesia) if people vote for PDI." An OPM-phobia in Irian Jaya has also contributed to the confusion. There is a paranoid suspicion among Indonesian officials in Irian Jaya branding locals who speak publicly against Indonesian policies as members of the OPM.

A cargo-cult of the type which often erupts in Irian Jaya has been identified with the unrest in the Highlands in which local tribes performed rituals "and hoped for the return of their ancestors who will bring them peace and prosperity". Already under the Dutch administration cargo cults had occurred, particularly in areas of accelerated socio-economic transition.

The nucleus of the OPM operating in Irian Jaya — estimated at several hundred crack fighters — would not stand a chance against the 25 000-30 000 Indonesian soldiers stationed in the prov-

ince, if they were not supported by discontented elements among the local Irianese.

In September, 1977, it was reported from Jayapura that a former student of Cenderawasih University (Irian Jaya's only university in Abepura where in the past few years, several student leaders have been arrested for political reasons) was among the highland rebel leaders.

There is some feeling of superiority among Indonesian officials toward the highlanders "who still live in the Stone Age". All the same, they have received instructions from Jakarta to "civilise" them. As one official stated: "We would not tolerate our fellow-citizens (the Irianese) to remain in such primitive conditions. They should be elevated to the level of their more advanced countrymen, however painful the process of acculturation may be for them".

A paternalistic attitude is noticeable among the Indonesian officials in executing government policies with less or no participation in decision making on the local level by the Irianese themselves. It is particularly this attitude that is disliked by the Irianese.



PEOPLE

Captain John Francis O'Connor, 55, well-known ship's master in the South Pacific, has retired after 29 years with China Navigation and associate companies. He was born in Portsmouth, England, and joined China Navigation in Hong Kong in 1949. He was transferred to Australia in 1958, and captained China Navigation, NGAL and Swire ships on many routes in the South Pacific and Far East. His work took him to Papua New Guinea ports, the Solomons, Nauru, and the Gilbert and Ellice Islands in ships carrying cargo and/or passengers. He saw the transition of cargo from break bulk to pallets and containers. His last command was the NGAL container ship, Papuan Chief, which went into service in 1977. He speaks of good-natured rivalry with masters of other lines, and delights in telling a story about Captain Bill Wilding, who was once master of the Bulolo. If the Bulolo happened to arrive at Port Moresby and found a China Navigation ship at the dock, he would call out "Get off the wharf, you pirates". Captain O'Connor is now living at Roseville, Sydney, doing a "bit of gardening". He does not intend to think of another sort of job for a couple of years.

David Aingamea, 20, is the youngest postmaster ever on Nauru. He qualified as an accountant at the Gordon Institute in Australia and worked in the Nauru Treasury before becoming acting deputy postmaster in 1976. He has just completed several months in Fiji working in the data processing computer centre under the South Pacific Bureau for Economic Co-operation fellowship scheme. While in Fiji he learned three "computer" languages.

Two new overseas diplomats have been appointed to represent their countries in Papua New Guinea. They are Mr Othman Wok, as High Commissioner

for Singapore, and Mr Jose Bazan, as Ambassador for Mexico. PNG only recently entered into diplomatic relations with Mexico.

Mr Justice Raine, a former New South Wales barrister, has been appointed Deputy Chief Justice in Papua New Guinea. He was appointed to the PNG Supreme Court as a puisne judge in 1970. In his new post he succeeds Sir William Prentice, who was appointed PNG Chief Justice in 1977.

After 50 years of sailing in the Islands I've got to know many missionaries of different denominations, some of whom became my very good friends, writes Captain Brett Hilder in a memoir of the late Dr Charles Fox of the Solomons.

Of these, some have been saintly, some earthly, and while all have been devoted men, some have been most remarkable for their great commonsense. Most of them didn't waste time talking religion, and Dr Fox was no exception. He told me humorous tales of playing cricket in the islands, and we also talked about conchology and history. For he had a new shell from Malaita called after him, and it was he who found sherds of strange pottery which later proved to be from the settlement of Spanish survivors of the Santa Isabel, lost from Mendana's expedition of 1595. The site was at Pumua, on San Cristobal.

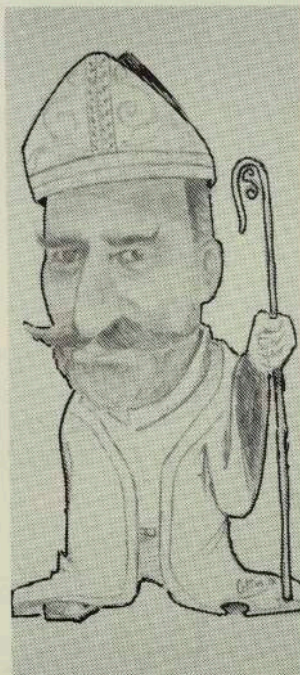
Writing from memory, I think it was in 1954 that I had my strangest encounter with Dr Fox, when I was master, under God, of the Malaita. Upon our arrival at Honiara a deputation from the Melanesian Mission headed by Dr Fox and some archdeacons, called upon me aboard the ship. At the time they had no bishop, as the last one had just retired back to New Zealand after a brief tenure of office. I did wonder why such a big party should be necessary, but Dr Fox came to the point very directly. **THEY WANTED TO NOMINATE ME AS THEIR NEW BISHOP!**

I burst out laughing with astonishment, and then explained that as I had never been a priest or even a deacon in the Church, I wasn't in any way qualified. Dr Fox then asked me if I was an Anglican, to which I said "Yes", and had

I been confirmed? Which I was also able to reply to in the affirmative. "Then," said Dr Fox, "that's all that's required, as by the rules of the Church a layman can be elected bishop." This I didn't believe, so one of the party was sent to their headquarters to get the book of rules, and I was shown the procedure for the choice of a bishop.

Dr Fox was right of course, and he also assured me that the rules of the Church of Rome were identical, so that a layman could be elected Bishop of Rome, in other words the Pope. He told me that a layman was elected Pope at least once in history. By this time the shock was wearing off a bit, when the next surprise came out. The salary of the Bishop of Melanesia was £stg125 a year!

I didn't feel the "call" to become a missionary, let alone a bishop, and as I had a



'Bishop' Hilder

wife and four starving children in Sydney, I thought that I should remain in Burns Philp ships to earn as much as I could. The deputation was disappointed that I declined their offer, though I thanked them sincerely for the honour they had done me. But without a private income, or an army of former parishioners to support me, even the chance of martyrdom or im-

mortality did not tempt my heart.

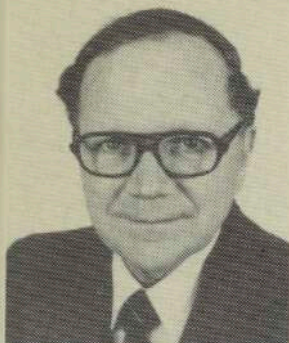
The next question was, who could they now choose as bishop? I had a good answer to that, for apart from Dr Fox, who would not consider becoming "My Lord Bishop", the very best choice was Alfred Hill, who had been on the mission for many years. Alfred had gone to sea for many years, and, like myself, had obtained his extra master's certificate. He rose to become a passenger ship captain in the North Atlantic, then swallowed the anchor to be a lay missionary in the Port of London. He was next asked to go to the Solomons to look after the Southern Cross and smaller vessels of the mission. For several years he had been running the mission high school for boys on Ugi Island (now Uki) and he had it moving at the double like a naval college. After proposing him for nomination with great haste, I was informed by Dr Fox that Alfred had already been approached, and had declined very firmly, as he wanted to remain with his school.

"You just tell him from me" I said, "that he's the only man for the job, and that he must accept the nomination". And he eventually did, after trying to pass the buck to me, and served for several years as bishop in an unexpectedly difficult period, before retiring and dying.

Dr Fox and I remained good friends, and I had the greatest admiration for his utter humility, and his devotion to the native people of the Solomons. His efforts were best illustrated by his founding the native brotherhood, and his constant endeavour to feel and think like the least advanced of his brethren and followers.

Captain John Harrison, 50, Director of Marine in Fiji, has retired. London-born John Harrison spent 22 years at sea and 12 years ashore during his career. When only 14 years old he started sea training with the Royal Navy, later joining Shaw Savill merchant service, in which he became a chief officer. From 1956 to 1965 he was in the Royal New Zealand Navy, in which he commanded a research ship for four years. Captain Harrison went to Fiji in 1966, serving as Harbour Master, first at Suva, then at Lautoka, then at Suva again before he

became Assistant Director of Marine. He became head of his department in 1972. He will live about 30 km from Suva in his retirement. Once a quarter he will attend meetings of the Pacific Forum Line of which he is a director.



Harry Jackman MBE

Papua New Guinea's Governor-General, Sir Tore Lokoloko, paid an official visit to Australia in March. He was able to relax within a short time of his arrival when the PNG Consul-General in Sydney, Mr Austin Sapias, put on a welcome barbecue for him at his attractive home in the Sydney suburb of Gordon. Sir Tore was able to let his hair down surrounded as he was by some old friends. Among them were Sir "Horrie" Niall, ex-speaker of PNG's House of Assembly and now living retired in Sydney, and Fred Kaad, a familiar figure at all functions where old PNG hands foregather. But Sir Tore was not able to shed his important role all the time. He had an investiture in the garden while the odour of sizzling steaks wafted around. A surprised guest, ex-PNG hand Mr Harry Jackman, found himself on the receiving end when the Governor-General pinned on to him the insignia of the MBE which Harry was awarded in the Queen's New Year's Honours list. Harry was one of the people responsible for the now flourishing co-operative movement in Papua New Guinea. The tears weren't far away from Harry's eyes when Sir Tore did the job.

In many of the more developed countries there is still a great deal of debate going on about ways and means of introducing FM

radio, which gives a far superior level of musical reproduction than the older AM system. In his electrical workshop at Avarua, Rarotonga, Gordon Brereton has set up his own FM station. Gordon for many years was a technician with the radio section of the Post Office in the Cook Islands and at one time fell foul of the New Zealand authorities for operating an unlicensed transmitting station.

The Cook Islands Government has now given Gordon permission to broadcast in the FM band so long as he does not operate for commercial returns. The station provides a very useful service for the duty-free shops which wish to demonstrate the FM capacity of the radios they sell.

This FM station is providing a musical fare that is new to listeners in the Cook Islands, who have been limited in the past to the programmes provided by Radio Cook Islands. Now, for those who prefer it, there is the opportunity to listen to modern jazz, the classics, or musical comedy. And at times Gordon has added to the spice of the Cook Islands air waves by broadcasting segments of "Steptoe and Son".

Duncan Justus Seko, 27, is believed to be the youngest secondary school inspector in Papua New Guinea. He is also a phenomenally good golfer.

Mr Seko had the first golf game of his life just two years ago. He now plays off a handicap of seven.

For the uninitiated, it is considered very good for a golfer of such short experience to have a handicap in the 20s. To get down to between 20 and 10 in such a short time is rare. To get under 10, and closer to five, is astounding.

Now based at Madang, Duncan says: "Although I still haven't had any lessons, I did have the good luck to be able to attend a clinic conducted by John Sullivan, the Australian professional who won the 1977 Rabaul Open."

His success, like success in any field, called for hard work. "When I am in town, which is only every second week because of my school duties, I play at least nine holes three times during the week and 18 on Saturdays. I always carry 100 balls in my bag and hit 250 practice shots twice a week.

"My only regret is that I do not have more time to play and practise, as I would dearly like to represent PNG in the next South Pacific Games. I would also like to get my handicap down to two or three by the end of this year."

Mr Seko has another hope: he would like to see golf introduced into the schools.

"Golf is a game that assists character development, is challenging and requires hard work," he says. "All these things are necessary for our youth."

"Papua New Guineans are naturally athletic. I have seen 10 and 11-year-olds in Goroka, Lae and Madang swinging naturally and sweetly with 'clubs' they'd made from limbs of trees."

"There is, at least, one of these youngsters who could go on and become a successful professional on the international circuit if given the opportunity."

Although he is well aware of the problems — particularly the cost of golfing equipment — Mr Seko is optimistic about the growth of the game in PNG. Says he: "When Papua New Guinea produces an international, the game will start booming throughout the country."

Two years ago Hyan Sirrup, 28, a charge hand operator at Madang, Papua New Guinea, was cutting down a tree. The

tree veered as it fell. As a result, Hyan had both legs amputated.

Hyan, in due course, received compensation of K5 000. This amount soon shrank to K2 000. John Purvis, the then manager of the local branch of the PNG Banking Corporation, agreed to grant Hyan a loan to buy a truck, provided someone at Jants, the woodchip industrialists, would supervise the truck's operation.

Jants not only agreed, they gave Hyan a contract to convey employees to and from logging sites.

Today, with the aid of wanktoks (relatives and friends) as drivers, Hyan is surviving financially.

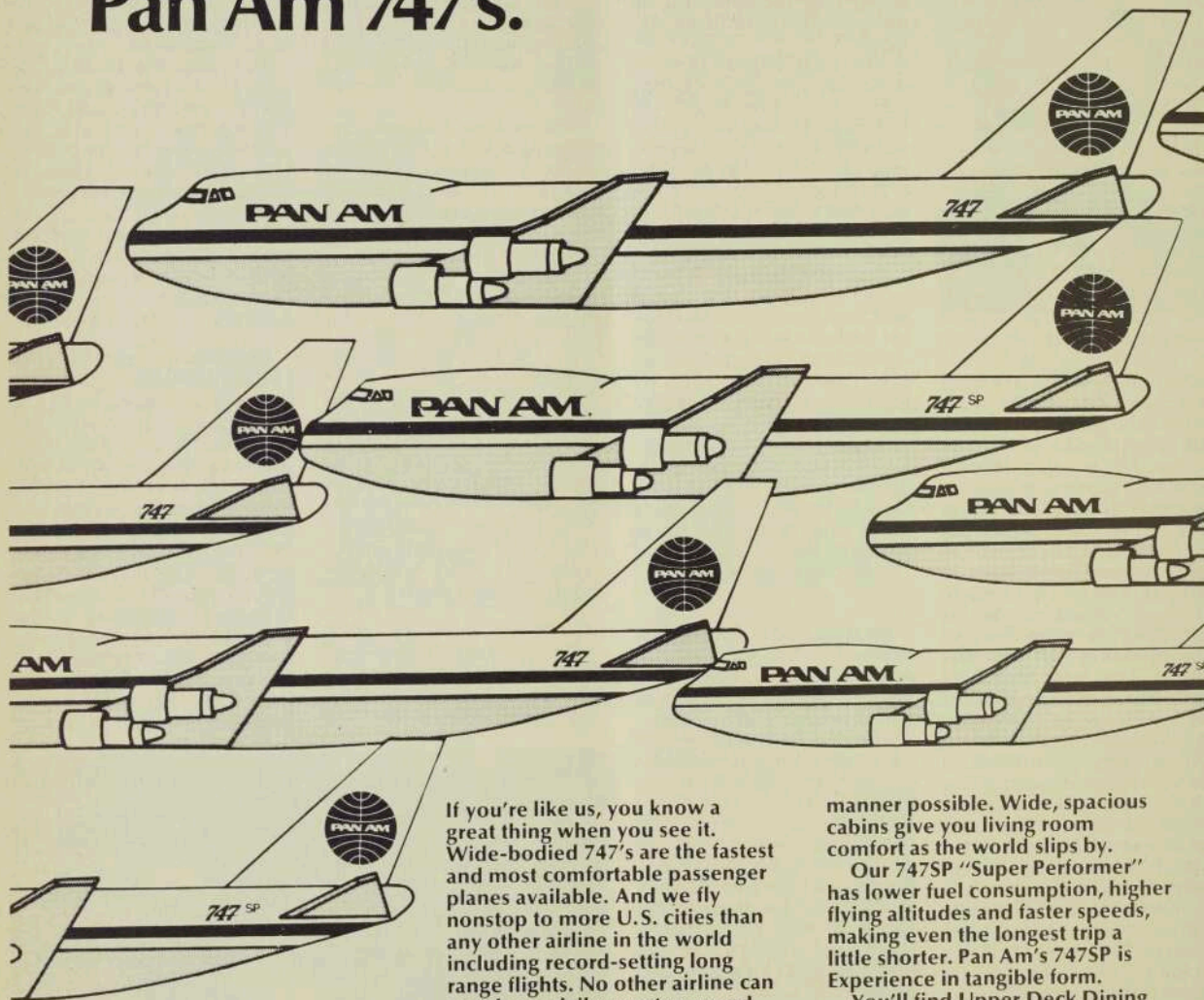
Industrialists and bankers are not always associated with humanitarian attitudes. But there are cases ...

Despite an appeal from Gilbert Islanders to the British Government to allow retiring Governor Mr John Smith to stay until after Independence this year, Mr Smith has to leave in May. London turned down the appeal. His successor will be Mr R. O. Wallace, who has been dogging Mr Smith's footsteps somewhat. Mr Smith was Financial Secretary in the Solomons until his appointment as Governor of the Gilberts. Mr Wallace has also served in the Solomons as Financial Secretary.



Adi Margaret Mara (centre), daughter of Fiji Prime Minister Ratu Sir Kamisese Mara, photographed on Australia's Gold Coast after presenting a Fiji flag to Miss Lyn Moore (left), of Seaworld Marine Park, to add to other national flags flying at the Qantas International Pavilion at the park. At right is Mr Russ Gribble, Fiji Visitors Bureau man in Queensland.

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065 P 285

Pacific tourism: Virgins, whores

John Rayner, under-graduate student at Sydney's University of New South Wales, has just completed an assignment on the subject of tourism in the Pacific Islands. His controversial conclusion:

Throughout this paper it has been stressed that the major problems arising from tourism are mostly caused by foreign ownership and control. While this may be so, the Pacific Islands have little choice in the matter because they themselves have not the funds to set up their own tourist trade. Hence they are dependent on foreign investment to set up the trade, and they presumably hope to gain from this foreign investment.

The only feasible way for a Pacific Island nation to join the tourist trade and still have vested interest and control over it is by government legislation to ensure this. This has happened to the Cook Islands where the government, under agreements concluded by it, owns a substantial percentage of some major accommodation and transport facilities in the tourist trade, and has a controlling voice in the trade as a whole.

This would seem an adequate solution, but it does to a certain extent discourage foreign investment. If a foreign company has a choice of investing in two Island countries, one of which requires a percentage of the profits and the other does not, then the company will naturally choose the other islands to establish its business on. Despite this, the Cook Islands solution is probably still the most desirable because although their tourist trade may be less than in other islands, they will probably make more money out of it in the long run.

Generally then, tourism in the Pacific Islands in its present form is merely a perpetuation of the colonial system, with its economic and cultural exploitation. Many island governments are becoming increasingly aware of this and some, like the Cooks, are taking steps to end the exploitation. The philosophy of the Cook Islands Government states that "tourism should not be the means for us to change our way of

life, but an incentive to make us become aware of who and what we are in terms of our culture, customs and traditions". Perhaps the Cook Islands can resist the already established pattern. But then, as B. Hoad so aptly puts it in an article in an Australian magazine, "they are the virgins of the tourist game, while in Tahiti, the grand old whore of the region, it has been declared with resignation that it is necessary that Tahiti should die that Tahitians may live".

In conclusion it can be seen that tourism *could* have beneficial effects, both economically and culturally, on an island nation (provided of course that the government makes the right decisions). Tourism itself is not destructive, if controlled. But the manner in which it has been set up in the Pacific Islands is hardly in the best interests of the Pacific Island nations.

PNG 'cowboy' takes on 'lawmen'

Police in the Papua New Guinea Highlands are searching for a self-styled "cowboy" who broke into a government office and stole two guns and ammunition.

The man took a shotgun and rifle from the government offices at Wapenamanda, leaving behind a note in which he gave a name and described himself as "a real cowboy".

Police said they believe the name was genuine, and that the man they want is a former government officer wanted for questioning on stealing, passing valueless cheques and illegal use of motor vehicles.

They are concerned because of reports reaching them from village leaders that the man has gone into hiding boasting he will use the guns to "kill lawmen".

The senior government officer in Wapenamanda and several police have been named in the threats.

The man is also believed to be armed with a pistol stolen in Lae 450 km away.

A constable sighted him soon after the break-in at the government offices, but lost him in the darkness.

Police guards have been

posted outside the houses of government officers and police in Wapenamanda.

The note left behind by the man was: "Ah ah ah. The cowboy has taken two of your guns. How are you going to get them again? You have police ...! Have police. You have guns — I have guns. Ah ah ah. Real cowboy. Thank you indeed."

The skin game in Fiji

The question of inadequately-clad female visitors had again raised its head in Fiji. The Minister for Tourism, Mr Tomasi Vakatora, "distressed" at the sight of tourists showing large expanses of skin, has asked the Fiji Visitors Bureau to do something about telling them how to dress, when ashore in Fiji.

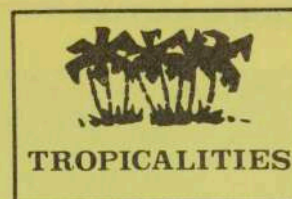
The FVB board, reluctant to grasp the nettle, eventually decided to write to shipping lines about dress for tourists of the female kind. The board manager, Mr Paddy Doyle, said that stopping people getting off at the gangplank was probably looking for trouble. Two other members took the view that as local newspapers published pictures of models without clothes there could be little criticism of tourists' dress.

Adi Sadaki, a member of the board, said Mr Vakatora was expressing a Fijian point of view. If he was a European he would not say anything. She obviously overlooked the fact that Mr Charles Stinson, a European and a fellow minister of Mr Vakatora, is on record as having expressed similar views to Mr Vakatora, only in stronger Stinson-like terms.

Pineapples, and passengers

A reporter on the Cook Islands News certainly has very clear priorities. Recording a mishap on a barge taking passengers and cargo out from the island of Mangaia to the MV Mataora for a trip to Rarotonga, the reporter wrote:

"The barge was loaded with passengers, cartons of pineapples, luggage and other



foodstuffs ... Rough seas threw a carton of pineapples, personal belongings and some of the passengers into the sea outside the passage. No lives were lost but two of the passengers on arrival at Rarotonga were taken to the hospital for medical attention...."

In view of the order in which the items were first listed, it seems strange the reporter didn't tell readers what happened to the carton of pineapples.

A brochure of errors

The United Nations is considering sites in three countries — Fiji, Malta and Jamaica — for the headquarters of a proposed International Seabed Authority.

Fiji's chances of selection are good, but they have not been helped by a brochure which is intended to state the arguments in favour, writes L. G. Usher of Suva.

The presentation of the brochure is excellent, with well-selected photographs effectively arranged, an undersea map showing Fiji's central place in the world's largest ocean, and an attractive *masi* (tapa) design cover (but with no description of the origin of the design, or the nature of the *masi*, anywhere in the text).

It is the text that falls down badly — incredibly badly, seeing that the brochure was produced by the Fiji Ministry of Information, in collaboration with the Fiji Times and Herald Ltd.

"Fiji is a duty-free port" is, for instance, an odd description of a country with three official ports of entry by sea and two by air.

The inclusion in the same paragraph of a reference to "office equipment for modern business" can be misleading. Import taxes on such goods range up to 67½% of landed cost.

Fiji residents can be excus-

TROPICALITIES

ed a degree of surprise when they read that "pine harvesting" and "beef production" are "recent industries".

If the first reference is to the rapidly-expanding, but still, mainly young pine forests, then "harvesting" is not yet the word to use. And, although fortunes of the industry have fluctuated, Fiji has been producing beef for many years.

Another claim is that "intensive mineral exploration is being undertaken in shallow off-shore areas of the islands, searching for deposits of mineral-rich manganese nodules".

People living in Fiji have not been made aware that this "intensive exploration" is now "being undertaken".

They are likely to be still more surprised by a bald claim that in Fiji "the Government provides free schooling".

The advance towards fully-subsidised education has been commendably rapid, especially in recent years, but as government speakers acknowledged in a parliamentary debate early in March, there is still a long way to go.

But it is in the political section of the brochure that the most glaring inaccuracies occur.

A paragraph on Fiji's Parliament says, "The 20-member Senate is a house of review with powers to delay but not to block legislation".

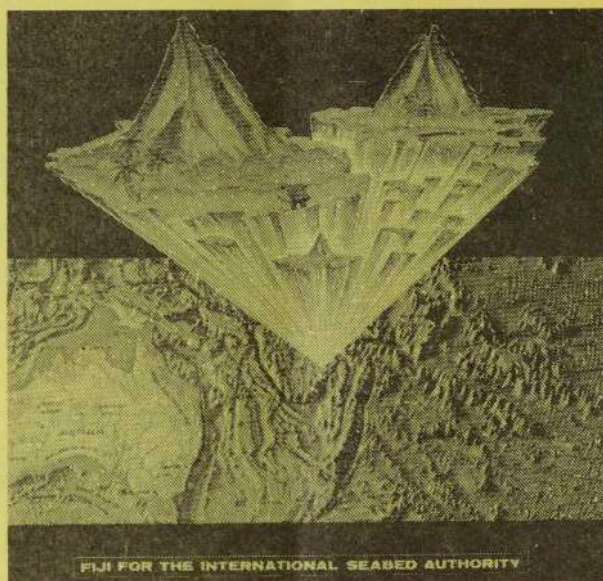
The Senate in fact has 22 members, and an essential feature of the constitutional protection of Fijian rights and customs is an absolute veto power placed in the hands of a majority of the eight Senators nominated by the Great Council of Chiefs.

This power applies to any proposals to change nine named laws if those proposals "affect Fijian land, customs or customary rights".

A further constitutional provision requires amendments of any sort to these nine laws, or to the constitution itself, to be approved by at least three-quarters of the members of both the Senate and House of Representatives.

So in some highly important, even if limited areas the Senate most certainly does have power to block legislation.

In the same political section of the brochure comes the



The striking cover of the Fiji Government's brochure.

remarkable claim that Fiji was "the first country in the South Pacific region to attain nationhood".

This will cause raised eyebrows in Western Samoa and Nauru, both of which became independent before Fiji, and perhaps also in the Kingdom of Tonga. For that matter, "South Pacific region" could be held to include the long-standing independent nations of Australia and New Zealand.

Fiji has an excellent case for being chosen as the home of any international body concerned with the sea. It is a pity that in this instance the case has been put so poorly, in a document marred by such inexcusable inaccuracies.

Rabaul gets tough with graffitists

In a public punishment police marched two handcuffed teenage gang members through the streets of Rabaul and forced them to remove scrawled words from the walls of buildings.

The two said they belonged to a gang called Kave — "The Dogs of Kerema". Kerema is a town on the Papuan coast, on the opposite side of PNG to Rabaul.

Big crowds watched the event.

A magistrate, Mr Natanais Marum, ordered the punish-

ment after finding the words "grossly offensive".

Kori Hopaha, 18, who pleaded guilty to 11 charges of writing a grossly indecent word in a public place, was also fined the equivalent of \$200. Steven Tom, 15, who pleaded guilty to one similar offence, was fined the equivalent of \$38.

"Cash" is the cry of PNG youth

Papua New Guinea's old-style village life is not attractive enough for modern youngsters, a study has found. One of the biggest problems is lack of opportunity to earn cash.

A national conference on youth development at Goroka, in the PNG Highlands, issuing its findings in March, said that younger villagers want to earn cash, despite the fact that the village can provide adequate food, shelter and companionship for its people.

The conference ascribed the increasing drift of young people from villages to the towns to a growing lack of satisfaction with village life.

The extension of a wage-earning economy within village societies, replacing the existing traditional economies, could help to ease the situation, the conference decided.

Although many village communities at present have a cash income from their crops, the money does not circulate as wages to the people who produce the crops.

The conference questioned the work of many vocational schools on the grounds that the skills passed on were not necessarily of value to village communities. It recommended the extension of a village development training scheme now being sponsored in PNG by the World Bank.

Softball scores in Nauru

An international women's softball tournament in Nauru as part of the island's 10th independence anniversary celebrations was so successful that as soon as it was over the organisers decided to ask that the sport be included in the next South Pacific Games.

Teams taking part, apart from Nauru, were Guam, the Gilbert Islands, Papua New Guinea and Tuvalu. The Gilbert Islands and Tuvalu teams were selected from players living on Nauru.

The tournament was a first for Nauru — the first time an international sports event involving several groups was staged. The games were played on a well-grassed field, surrounded by remarkably good amenities for spectators. Guam won the tournament, beating Nauru in the grand final. Tuvalu came third, PNG fourth and the Gilbert Islands fifth. Juliet Cain, Nauru, was named the best and fairest player.

Fiji's thirsty North-West

Nadi, Lautoka and Ba, three of the main centres in the north-west of Viti Levu, Fiji, have an average rainfall ranging from 1 800 mm to 2 300 mm, yet are facing grave water restrictions. The position is so bad at Lautoka that all land subdivision and building works have been banned for five to seven years.

Lautoka has not long been a city. The ban will have a serious effect on housing and general development there. Many hundreds of people

waiting for houses will have to wait longer, while commercial building is grinding to a halt.

The area is on the brink of the worst drought since 1969. Schools, provincial councils, rural local authorities and hotels have been warned to conserve and find alternative sources of water. Water tanks have been pressed into service to deliver emergency supplies to some hospitals and schools.

Hydrological data forewarned of a long drought in 1978 and 1979, the Western Commissioner, Mr Narsi Raniga, announced in March. The data showed that the water table was very low, and the pattern over the years suggested that such droughts occurred every 10 years. The last such drought was in 1969.

Tokelau's first silver dollar

The first Tokelauan coin is expected to be released later this year. Arrangements are being made in Wellington, (NZ), for the first issue which will feature a portrait of Queen Elizabeth. On the obverse side will be a Tokelauan scene designed by the Tokelauan artist, Faraimo Paulo.

The coin is a commemorative silver dollar and will be legal tender in Tokelau, but it is not expected to have wide usage there. At present both New Zealand and Western Samoa currency is used in Tokelau, although Samoan currency is most commonly used since Tokelau buys large quantities of goods from Western Samoa.

Design for the Games

The emblem for the 6th South Pacific Games, which will be held in Fiji in 1979, was designed by Tom Yagle, a graphic artist and Peace Corps volunteer. More than 450 entries were submitted and judged by an independent panel drawn from artistic and cultural bodies in Fiji. The design will be seen on Games programmes, souvenirs, sports clothing and other promotional material. Mr Yagle's design won him a prize of

\$500 worth of travel by Air Pacific.

The emblem consists of three running tracks meeting a circle, similar to a circle used for the hammer throw or discus, inside a bigger circle. Superimposed are the words FIJI, 6TH SOUTH PACIFIC GAMES.

+ and — of two health scenes

Two Australian doctors have compared the disease and health levels of residents of a Papua New Guinea highland village and an urban Australian community to find out if lifestyle is a major determinant of community health.

Dr Peter Sinett and Dr Malcolm Whyte, both of the Australian Capital Territory Health Commission, found sharp contrasts between the lifestyles and types of disease suffered by the two communities and warned that social and economic development in PNG could lead to an increase in disease.

They found the PNG community, living in the Western Highlands, to be a self-reliant, self-contained and socially cohesive subsistence society whose members were well adapted, in biological terms, to their physical and social environment.

By contrast, the Australian community lacked social cohesion, was far from being self-contained and self-reliant, depended heavily on the technologies of production and consumption, and discouraged direct relationships between its members and the physical environment.

Writing in the Medical Journal of Australia, the two doctors said the PNG people were free from any major degenerative cardiovascular diseases and had little psychological illness, but the society was far removed from any "Rousseau-style paradise".

It had a high rate of infectious disease which, in combination with poor nutrition, resulted in high infant and childhood mortality and a short life expectancy.

The Australian community had higher levels of degenerative disease and psychological illness, but lower infant mortality and extended life expectancy.



Searching for a slit drum orchestra

The painting above, *Drum Grove at Mele*, is the work of the English artist, Norman H. Hardy, a reporter-illustrator with the Sydney Morning Herald. He painted it during a visit to the New Hebrides in 1894-95.

Twenty-one of Hardy's New Hebrides paintings were published in E. Way Elkington's *The Savage South Seas* (London, 1907). Although most of his original paintings have now been lost, some of the artifacts collected by Hardy, and some of his paintings, are

held by Oxford University's Pitt Rivers Museum.

Still on the subject of New Hebridean slit drums, the New Hebrides Cultural Centre (PO Box 71, Vila), is urgently appealing for help from anyone who can help them to find the location of the magnificent orchestra of 22 slit drums depicted in the photograph below. They were photographed some time between 1880 and 1890, but the authorities at the centre do not have even a rough idea of their location. Original of the photograph is held in the Haddon photographic collection, Cambridge University, England.



TROPICALITIES

White men gave licence to kill?

The former White administration of Papua New Guinea had accepted the principle that Highlanders could kill Bougainville Islanders, according to a written threat which is being investigated by PNG police.

Government officers have described the threat as "one of the ugliest and most potentially dangerous racist documents ever to surface in PNG".

The document, sent unsigned in February to the North Solomons Provincial Government of Bougainville Island, threatens violence and death to Bougainville Islanders who live in the Highlands of the PNG mainland.

Although both are parts of PNG, the document draws a racist line between the Highlanders who see themselves as brown-skinned and the Bougainville Islanders as "unwanted black faces".

The threat became known after a Bougainville-born policeman stationed in the Highlands was attacked in his home.

It threatens the lives of Bougainville-born police, health workers, teachers and others now living in Goroka, the main town in the Highlands.

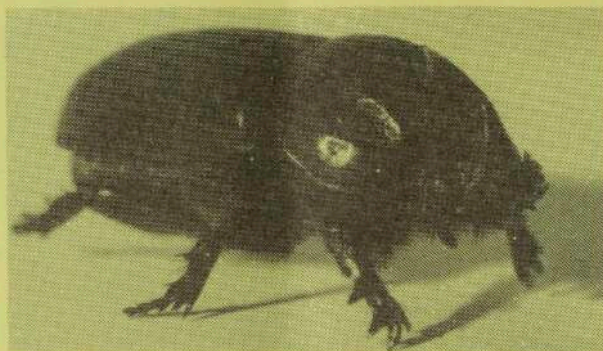
It claims the "White man's law" of 1972 — when Australia was administering PNG before independence — had accepted "kill, kill, kill, the Highlanders' custom".

This is a reference to a 1972 incident in Goroka which began when two Bougainville-born senior public servants were travelling in a car which struck and killed a six-year-old girl.

An angry crowd of Highlanders killed the two Bougainville men on the spot by knifing and strangulation, but the three men subsequently charged with murder were acquitted.

In his acquittal judgment, Mr Justice Frost said he was satisfied the three men had participated in the attack, but he couldn't legally sheet home the murder blame because 15 men appeared to have been involved, and "the full story hadn't been told".

Many Highlanders have since believed, or pretended



One of those cute souvenirs, a rhinoceros beetle. — Photo: Bill Gasson

to believe, that the judgment was an acknowledgment that they could legally kill "foreigners".

The letter, mailed to Bougainville from Goroka, refers to an organisation called GAG — taken to stand for Goroka Action Group. It says in part:

"I'm the son of a Highlander who was sent home from your province. Time is running out for the black faces residing here in this Goroka town.

"Set the alarm to return their belongings before the sun sets.

"Remember. Kill, kill, kill, ha, ha — the Highlanders' custom accepted by the White man's law in the 1972 killings here in the Eastern Highlands.

"GAG was formed by Highlanders to operate in this town to remove unwanted faces."

The Ombudsman asks questions

Most complaints dealt with by the Fiji ombudsman, Mr Justice Moti Tikaram, in 1976-77 related to the police. Of 470 cases referred to him, 203 concerned the police. He disposed of 145 of the police cases and found that 40 were either justified, partially justified or rectified. Twenty-seven cases required some sort of explanation, while 21 were either not justified or not sustained.

The second largest number of complaints was against the Justice Department. Sixty cases were reported, but a number were inquiries, rather than specific complaints, about delays by bailiffs or police in executing warrants. Unfortunately, lapses by some clerical officers were re-

sponsible for some justified complaints, Mr Justice Moti Tikaram said.

He reported that some government officers resented inquiries by his staff. Some permanent secretaries and departmental heads still tended to leave queries to relatively junior officers. He regarded resentment by certain officers as part of an occupational hazard.

He suggested a permanent law reform body should be set up. Such a body would go a long way towards improving not only the quality of law by modernising its language, but also towards infusing social conscience in the law. He was critical of the "amazing number" of amendments made to recently-passed laws. Could some of those amendments have been avoided if the original laws had been scrutinised by a law reform body? Was Fiji passing too many laws too quickly? Amendments could often cause more difficulties than they solved and multiplied the problems of both access to the law and the interpretation of it, he said.

"Mafia threat" in PNG betting law?

Government approval of betting shops and bookmakers in Papua New Guinea may attract "the mafia and foreign gangs", the Opposition in the PNG parliament believes.

Mr John Jaminan, Opposition spokesman on finance, commenting in March on the government's budget, referred to its licensing of 18 betting shops which have established a huge turnover, mainly from bets on Australian gallopers, trotters and dogs.

The budget changed the taxing arrangements for the shops to a turnover tax instead of a ticket tax, promising higher government revenue. Several bookmakers immediately began crying poor in the wake of the change.

Mr Jaminan, tongue in cheek, said in the House: "I like gambling of this type because lots of money can be made for government purposes".

Those beetles ain't so cute

Travelling New Zealanders who find Asian and Pacific beetles cute and bring them home as souvenirs are causing agricultural officials big headaches.

One recent "find" was a rhinoceros beetle packed in the baggage of a New Zealander returning from Fiji. He thought it was an idea to bring one of these black, ferocious-looking beetles home as a souvenir.

The chief advisory officer of the Ministry of Agriculture and Fisheries, Jim Currie, was not impressed. "It is one of the most serious pests of the coconut palm and is found throughout South-east Asia, the Philippines, southern China and the Pacific Islands," he said.

Lucky break for an orphan

Adi Litia Kaunilotuma Cakobau, 21-year-old daughter of Fiji's Governor-General, Ratu Sir George Cakobau, has adopted an abandoned baby. But as she is in Australia continuing her nursing studies, her mother Lady Cakobau has become foster mother.

Lady Cakobau said Adi Litia became worried about the plight of five babies after she read a Fiji Times report that they had been abandoned. Lady Cakobau agreed when Adi Litia asked if she could adopt one of the babies. The baby chosen, is a girl, the daughter of an Indian mother and a European father.

Lady Cakobau said Adi Litia had always shown concern for the sick and the poor and had chosen nursing as her vocation.

AFTERTHOUGHTS

One of the highlights of my uneventful existence since I retired from politics in 1972 has been the reading of the late Dr E. F. Schumacher's now famous book *Small is Beautiful*. Dr Schumacher was the originator of the concept of "intermediate technology", and his book is one which every politician and public servant in Papua New Guinea should read.

I myself read it with a mixture of delight and chagrin. For here, expressed clearly and authoritatively by a front-rank economist, were the kind of things which I had tried inexpertly and fumblingly to say during my eight years in the House of Assembly, when I had ventured out of my own field of education and social welfare into the, to me, strange terrain of economics.

If only this book had been published sooner, I thought, I could have said what I felt impelled to say so much better, and perhaps it would have made more impact. But probably it wouldn't, remembering the extent to which at that time the House was dominated by the 10 senior public servants who were its official members and the illiterate sector of the elected membership which provided them with their yes-men.

Anyway, a recent re-reading of *Small is Beautiful* sent me back to Hansard and to some words I used in 1968 which are perhaps worth repeating. After suggesting that it was doubtful whether Papua New Guinea would benefit by exchanging political for economic colonialism, I went on: "I think that perhaps the present generation of Papuans and New Guineans has to make a rather hard choice. Do they want to get rich quick in their generation, realising that this means that the overseas investors who make it possible for them to do so will get richer quicker, or are they prepared to remain comparatively poor so that their children and grandchildren may secure a larger share in the economic cake when it is baked?"

I then quoted the then Professor of Economics at the University of Papua New Guinea, Professor J. W. Williams, who had said in his inaugural lecture: "There are two methods by which one can satisfy one's wants. One can increase one's resources so as to keep pace with expanding wants, or reduce one's wants to the level at which they can be satisfied with existing resources. It is not certain that the first is the more desirable method."

After commenting that, as a missionary, I had had no choice but to adopt the second method I continued: "I think that it is worth while Papuans and New Guineans of this generation pondering on the advantages of restricting their wants so that their children and grandchildren will have a better chance of expanding theirs."

These words were spoken in colonial times, but I think that they are just as relevant today as they were when they were spoken. For there are not wanting signs that some of the nation's leaders are more interested in getting rich quick, both individually and nationally, than in the welfare of future generations of their countrymen. For example one may cite the Purari scheme, which is still the subject of large-scale feasibility studies. Is this really the sort of development that Papua New Guinea needs?

The Purari scheme is a multi-million kina project for harnessing the waters of the Purari River in western Papua for a jumbo size hydro-electric complex. The quantity of electricity which would be produced would be far in excess of Papua New Guinea's domestic requirements, and the viability of the project would depend on building a port and attracting to the area overseas industries needing cheap power. The processing of bauxite and the enrichment of uranium have been mentioned as possibilities.

Such a development would put a lot of money into the pockets of overseas investors; and, of course, from the point of view of Australia and other overseas countries it would be very nice if potentially environment-polluting industries could be off-loaded on Papua New Guinea.

True, it would also put some very welcome kina into Papua New Guinea's Treasury. But at what cost to their



Small is beautiful — a village on the Purari.

people whose homeland it is? Almost certainly their habitat and way of life would be completely destroyed, and there would probably be few compensating benefits for them. They are a small group numerically, a quiet unassuming people who would be ruthlessly pushed aside. Unskilled labour would flock in from all over the country, and particularly from the Highlands, and when the initial establishment work was over and the need for unskilled labour abated, the labourers would be left stranded there, jobless yet unwilling to go home. It would be Bougainville all over again.

"Ah", we shall be told, "but we must think nationally. Think of the benefits which will accrue to the nation as a whole from such a scheme." Easy talk from people who live in other parts of the country which won't be affected by the side effects. But to what extent are we justified in demanding sacrifices from one particular area and one particular group of people for the national good? This is a question, an ethical question if you like, which is bound to crop up again and again as Papua New Guinea progresses.

And what about the national aims? This project, if it once gets going, will be so costly that Papua New Guinea will never, in the foreseeable future, be able to afford to secure a controlling interest in it. In other words it will be an exercise in economic colonialism.

Feeling as I do about it, I am very glad to note that a group of forward-looking Papuans calling itself the Purari Action Group has been criticising the whole concept on the triple grounds of pollution hazards, the welfare of the indigenous people of the area, and incompatibility with the national aims. I wish the group success in its efforts, and hope that it will be successful in securing the scrapping of the whole scheme.

At the other end of the scale from the Purari scheme is the plan for the establishment of mini hydro-electric projects. These would be small scale plants designed to serve a small rural area. They would improve the quality of rural life and provide power for rural industries. It is good news that the Government of Norway is interested in exploring the possibilities of and promoting such projects, and is to provide money and expertise for this purpose.

Because surely this is what Papua New Guinea needs and what most of its people want: not the creation of huge industrial complexes with consequent destruction of the rural environment and life style; but the improvement of the quality of rural life to meet the aspirations of a new generation of rural people.

This is a case in which small is indeed beautiful.

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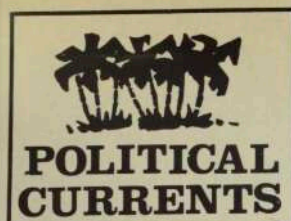
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NEW MOVES ON NORFOLK

A March visit to Norfolk Island by Australia's Minister for Home Affairs, Mr Bob Ellicott, and a report on Norfolk Island prepared by the United Nations Association of Australia, have thrown new, volatile elements into the running battle over the island's future.

Mr Ellicott became the Minister responsible for Norfolk Island matters following the most recent Cabinet reshuffle made by Australia's Fraser Government. The UNAA report was drawn up by the association's federal media officer, Mr John Bulbeck, following a visit to the island in January.

Mr Ellicott told a meeting of the Norfolk Island Council on March 20 that the island is "part of Australia". Mr Bulbeck's report declared: "Norfolk Island is most decidedly not Australian."

Mr Ellicott said the view that Norfolk Island was a territory to which Chapter XI of the United Nations Charter applied "had no hope of finding favour with his government". Mr Bulbeck claimed that Norfolk is "unarguably" a non self-governing territory within the meaning of Chapter XI of the UN charter.

Mr Ellicott told the council that whether or not there would be a referendum on Norfolk to determine its future was a decision for the Australian Cabinet, adding that he did not think there would be such a referendum. Mr Bulbeck held that the islanders are clearly entitled to determine the direction of their own political future, and that Australia must now develop Norfolk Island and its people towards a "fairly chosen" political future.

The conflicting ideas of the two men are a fair indication of the present battle lines on Norfolk. Piquancy is added to the situation by the fact that the UNAA receives an annual grant of \$25 000 from the Australian Government, and that its patron is the

Australian Governor-General.

Mr Bulbeck's report makes the following analysis of the Australian Government's position on Norfolk's status: "... the Department of Foreign Affairs clings to the claim that Norfolk Island is not a non self-governing territory, but rather a part of metropolitan Australia, on the rather specious basis that no other member state of the UN has ever proposed that it be otherwise regarded."

"This sort of rationalising has been reinforced by the unfortunate references to Norfolk Island in the otherwise excellent report in 1975 from the Senate Standing Committee on Foreign Affairs and Defence on 'United Nations Involvement with Australia's Territories ...'. The Senate committee took the misplaced view that 'a number of factors militate against even the possibility of UN involvement in Norfolk Island ...'. Such a step is neither justified nor is it likely to occur ..."

"Certainly the committee did not have the benefit of any firsthand experience of Norfolk Island (and this is a necessity) but in fairness the committee was primarily occupied with developments over one of Australia's officially-declared non-self-governing territories, the Cocos Islands."

"Hence it came to conclusions that are somewhat of a joke on Norfolk Island. The Norfolk Island Council analysis claims nine straight errors of fact or significant distortion in the committee's report."

One little-noticed but telling piece of evidence in support of Mr Bulbeck's view, and against the Australian Government's present stand, is provided by the government's own past behaviour.

Until plurality of voting was abolished by the South Pacific Conference at its meeting in Rarotonga in 1974 member governments had a vote for each of their colonial possessions ("non self-governing territories"), in addition to its own vote. Before this change came about Australia regularly exercised three votes: its own, Papua New Guinea's and Norfolk Island's. This is clear proof that, in those days at least, Australia regarded Norfolk

Island as its colony, and not as an integral part of Australia.

Whatever the next moves, it seems they will not be long in coming. Mr Ellicott said during his visit to Norfolk that he was determined not to "sit on" Norfolk Island matters, but to go forward with proposals to Cabinet during the life of the present parliament. He meant to ensure that they would be an issue in the Norfolk Island Council elections due on July 5.

FRENCH TEST FOREVER?

The French nuclear underground, or rather underwater, tests on Mururoa will go on forever (or at least until the term of President Giscard d'Estaing expires in 1981); the number of bombs exploded annually will be increased to about 10; and the main aim of the present testing programme is to develop multiple warheads. These are the conclusions to be drawn from a recent statement made in Papeete by the French army



chief of staff, General Méry, and from information published in metropolitan newspapers writes man and wife team Bengt and Marie-Thérèse Danielsson from Tahiti.

The first official indication that the French nuclear authority is expanding its installations on Mururoa, in view of its new long-range objectives, was furnished in February in a debate in the local Polynesian parliament, the Territorial Assembly. The matter under discussion seemingly had nothing to do with the underground tests — the French administration was simply asking for a renewal of

the authorisation previously granted a German cargo vessel, manned by a Filipino crew, to maintain a service between Mururoa and Papeete. The reason advanced for the request, however, was that the new wharf under construction on Mururoa will not be completed until 1979. The inference is easy to make: if a new and bigger wharf is needed, it is because the nuclear testing programme will continue.

This was also confirmed shortly afterwards, by no less a person than General Méry himself, who had come out from Paris to inspect the various military installations in French Polynesia. In accordance with French Government policy of haughty silence in all matters related to the tests at Mururoa the French top brass have in the past kept their mouths shut. Quite unexpectedly, this time something called a "press conference" was organised, with General Méry as the star performer. In fact, the invited local journalists were only allowed to listen to a series of questions, prepared and approved of in advance, and read to the equally prepared and approving general by a reporter from the government-controlled FR3 radio and TV station. The questions and answers were all recorded on tape, typed out in a government office, and then distributed to the three local newspapers which published them verbatim. Under these circumstances, it is not surprising that no nasty questions were asked about the health hazards resulting from the lingering radioactivity from the 41 previous atmospheric tests.

Although the general's statement about the future testing programme at Mururoa can be said to have been formulated with the greatest care, it is still quite cryptic in many respects. As for instance in this passage: "We are at present developing multiple warheads which will give us a capacity comparable to that of the Russians and Americans. For this reason a certain number of tests will be made, which explains the importance of the testing sites." According to recent reports in the French metropolitan press, not fewer than 10 underground (water) blasts will

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occur at Mururoa this year.

The general's only other declaration of general interest concerns the French fleet in the South Pacific which is to be reinforced, so as to be able to supervise the new 200-mile fishing zone. The key passage reads: "If you survey the naval forces in existence in the South Pacific, you will see that those of France represent the *preponderant* force in this region." It would be interesting to hear what Australian, New Zealand, American and Russian generals and admirals think about that statement.

BATTLE ROYAL IN TONGA?

The controversial Bank of the South Pacific, which is scheduled to start operations in Tonga (PIM, April, p6) is fast becoming a political hot potato in its host country.

The officially-sponsored weekly newspaper, *Tonga Chronicle*, has carried a long and fiercely critical letter about the BoSP project, and a hardly less critical article on the subject which covered well over a page in one issue of the eight-page *Chronicle*.

The writer of the letter, 'Epeli Hau'ofa, noting newspaper reports that the proposed governor of the BoSP, Mr John Meier, owes his former country, the USA, \$US6.5 million in back taxes and penalties, addresses the following question to Australian Mr Arthur John Hepplewhite (the BoSP's "permanent representative" in Tonga):

"Will Mr Hepplewhite ask the lovely Mr Meier to send some roulette tables to Tonga so that we can all gamble here and live happily ever after?"

"Will he ask His Excellency, William Waterhouse, Esq. of Sydney (leading Australian bookmaker and Tonga's honorary consul in Sydney), to come to the Friendly Islands and teach us how to bet on horses so that we may enjoy ourselves forever at our new and only racecourse at 'Atele?"

"If Mr Hepplewhite declines to assist, I shall submit to the nation the following proposal. Why don't we grab Mr Meier next time he comes to Tonga and hand him over to the FBI for half the money he owes to the USA? Why not?"

We may as well start earning some honest money for a change ...

"In the meantime, long live Messrs Meier, Waterhouse and Hepplewhite! Long live the Bank of the South Pacific! Long live Las Vegas! Long live the Melbourne Cup and Randwick racecourse! And may God save Tonga!"

The 2 500 word article, written by journalist Richard Nathanson, pulls together all that has been published about Mr Meier's background and the BoSP scheme, and ends on the following note:

"A major bone of contention, indeed, acute consternation, seems to be the absence of a responsible, knowledgeable and credible person in the governor's seat."

"In view of Mr John Meier's involvement over the last 10 years in matters concerning the scheming misappropriation of large sums of money his association in any way with the BoSP can only prove to be a deficit."

"John Meier's current status in the eyes of the law must also be taken into consideration. Meier, by the admission of his own lawyer, faces back taxes, penalties and interest totalling \$US6.5 million."

"Indeed, when Meier visited Tonga after obtaining a Canadian passport he flew a 22 540 km (14 000 mile) roundabout route via Tokyo, Sydney, and Fiji to avoid passing through Honolulu or American Samoa and possible arrest by US authorities."

"If the BoSP 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 so early in the ball game."

That the *Chronicle* should ventilate such ideas about the BoSP project, which is believed to have had support from the highest levels of authority in the kingdom, points strongly to a battle royal on the issue in the Tongan Establishment.

PNG: SIR TEI STEPS DOWN

An increasingly bitter road of political leadership has ended for Sir Tei Abal of Wabag, the man a visiting United Nations observer once called "The rent-a-crowd chief of the Papua New

Guinea Highlands", writes Gus Smales from Port Moresby.

In a statement late in March, Sir Tei faced the inevitable and announced he would resign on May 22 as Leader of the Opposition in the Papua New Guinea Parliament.

It was Sir Tei who once could produce crowds of 15 000 or more overnight to push a political issue, to perform a mass ceremonial dance, to welcome a visitor, or to build an airstrip.

The rise and decline of a man in politics is a common enough theme, but the story of Sir Tei Abal is of particular significance because it mirrors the revolution in leadership patterns which PNG is undergoing.

The relative merits of political leadership and the older traditional leadership are not at issue — both have their ruthlessness and both have displayed some easy benevolence in PNG. Heredity and the preservation of a ruling line were never all-consuming characteristics of Papua New Guinean society, and this meant that the old tribal leader needed his power politics just as much as the modern political leader. But what is causing bitterness and upheaval in PNG leadership today is that the man who is schooled in traditional leadership tends to be an unhappy misfit in nationalist politics.

Sir Tei — and he is not alone — has tried to be a product of both systems, and he couldn't reconcile them. Perhaps, more accurately, today's political scene wouldn't let him reconcile them.

Much has been made of the fact that the Prime Minister, Mr Somare, came from a background of traditional leadership. In practice this is not strictly true because he has not practised traditional-style leadership, and was well-immersed in national politics before entering his inheritance.

Most of the real traditionalists have kept out of Parliament, or out of the later parliaments, anyway. Instead they have continued to remain valuable forces at home, and it is only a foolish politician who has completely ignored their influence to help or hinder.

Sir Tei is parliamentary



Sir Tei Abal ... He steps down

leader of the United Party, but even this was something of a reluctant leadership thrust upon him by circumstance.

The leadership was given to him only hours after he had cried over the coffin of the foundation leader, Mr Matthias Toliman, who died in office.

The United Party had grown quite openly from the early lobbying of Australians who wanted Papua New Guinean independence delayed. Sir Tei's alignment with these pressures was natural enough at the time because he was the leader of conservative Highland tribal groups who genuinely feared the effect of independence on their social order.

The early flavour of the United Party and its affiliations have long since gone — the University branch, for instance, is now a radical body — but Sir Tei continued to be the target of attacks based on the past. Mr Iambakey Okuk, the man who will lead the new Opposition, has accused Sir Tei of being "controlled by business interests from behind a curtain".

Sir Tei emerges as the unhappy victim of a series of powerful circumstances which he could do little to control and which he could not fully comprehend. They undermined him, not only in parliament, but at home as well. It is a situation being shared today by many of his countrymen. They have become unfashionable.

POLYNESIA'S TWO FOR PARIS

A Gaullist, Mr Gaston Flosse, and an Autonomist, Mr Jean Juventin, were returned as French Polynesia's deputies to the National Assembly in Paris in

POLITICAL CURRENTS

the March general elections, report Marie-Therese and Bengt Danielsson from Papeete.

Both were elected in the first round on March 12, with Mr Flosse receiving 51% of the votes in the eastern constituency, and Mr Juventin 52% in the western.

It was the first election in which French Polynesia has returned two deputies to the Assembly.

The way in which the decision was taken to increase the parliamentary representation of the territory, — the population stands at 140 000 — from one to two was a good illustration of where the real power still lies in its affairs. No political bodies or leaders in French Polynesia had anything to do with this "reform" — or were even consulted. If they had been asked for their opinion, the Autonomist leaders at least would certainly have objected strongly to the gerrymandering of which the French Government was guilty.

Of the two constituencies created, the first comprised the eastern half of Tahiti plus the Tuamotu and Marquesas Islands, where only 25 154 voters live, whereas the sec-

ond, comprising the western half of Tahiti, plus the Leeward and Austral Islands, had twice as many voters, or 46 817. The explanation for this outrageously unequal way of slicing up the electoral cake was obvious to all. It was made to order for the pro-French Mr Flosse, who has always polled a majority of votes in the heavily Roman Catholic Marquesas and Tuamotu groups, as well as on the east coast and the peninsula of Tahiti.

In Mr Juventin's constituency, on the other hand, Protestant Polynesians make up between 70% and 90% of the voters in each and every township and island and represent the power base of his Autonomist party, the *Pupu here aia*.

Voting choices in French Polynesia are still, as in the past, largely determined by membership in religions and ethnic groups, with few candidates bothering to present any political programme at all, relying instead on a single basic slogan, like "independence", or on personal appeal. These are combined with vague election promises of the classical pork barrel type: encouragement of local

industries, for example, and higher wages and child allowances.

No fewer than 12 candidates contested the two seats. Five were for independence, two represented the big Autonomist parties (fairly well satisfied with the amount of self-government they have recently been granted), one represented the Gaullist RPR party, two were "Liberal Centrists" (whatever that means), and two were Socialists.

Pro-independence and Socialist candidates each recorded 7% of the total vote.

That so many candidates cared to stand was surprising, considering the extremely limited possibilities a poor overseas deputy has to make himself heard in or influence the decisions of the French Parliament. There are of course certain material rewards, like many free trips to Paris, and a monthly salary of about \$A2 000.

Formally, the 17 overseas deputies have exactly the same privileges and powers as their metropolitan colleagues. The trouble is that they are too few to form an influential group, and that the metropolitan members have

no interest in or sympathy with their specific, colonial problems.

Almost the only occasion when a deputy for French Polynesia is allowed to make a speech is during the annual budget debate, and the time allotted to him rarely exceeds seven minutes. If by a stroke of luck he is given a second chance in the same year, he has the privilege of addressing empty benches.

The reason why in the past responsible political leaders like Francis Sanford have bothered to occupy this mainly ceremonial office is that by going to the polls and winning, they have been able to claim another, much more important title — that of official spokesman for the Polynesian people in all non-parliamentary discussions with the French Government.

Revealingly enough, since the new territorial statute which came into force last year provides for a vice-president of French Polynesia with considerable prerogatives, Francis Sanford has chosen to give up his deputy's seat in order to occupy this new post.

In addition to the gerrymander described above, there were many other, more

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POLITICAL CURRENTS

subtle ways in which pro-government candidates were favoured in the election. The most universally condemned of these was the complete veto imposed by the French Government on the use of the one and only local TV station for campaign purposes.

No such ban existed, of course, in metropolitan France where, on the contrary, all existing political parties, and a few more created especially for the circumstances in order to support a worthy pro-government candidate, were allotted generous radio and TV time every day. What was especially ironic was that all these metropolitan politicians regularly appeared on the TV screens and radio programmes here in French Polynesia, although they never had anything to say about local issues, but kept babbling about typically French problems like wine prices, nationalisations, trade union conflicts and export indices.

The TV-radio ban was the more unfair if the special topography of French Polynesia, with more than 100 isolated islands scattered over an area almost as large as Australia, is taken into con-

sideration. The candidates hardest hit were, of course, the poorest, who could not afford expensive island-hopping operations by plane and boat. Incidentally, these were the ones who were advocating independence.

A very special case was that of Charlie Ching whose Independence party made a surprisingly good showing in the poll. As reported earlier (PIM, April, p 16), Charlie Ching was locked up in September, 1977, accused of conspiring with the *Te toto tupuna*, political activists who had planted bombs in the Papeete telephone exchange, and murdered a French businessman. Ching was still awaiting trial, in prison, and therefore unable to appear at his own campaign meetings, although nothing legally prevented him from standing as a candidate.

The election campaign's most ambitious effort in the elaboration of a political programme for French Polynesia came from a new local party, the *Ia mana to nunaa* (Power to the People), which is made up mostly of young Polynesian intellectuals. They produced an extremely detailed blueprint for



Gaston Flosse

a Socialist society, whose salient characteristic was that it was not merely a slavish copy of the French Socialist Party's programme, but an earnest attempt to devise solutions to specific local problems and needs.

It might have been expected that such a programme would appeal to all those young Polynesian men and women who are becoming increasingly disgusted by the continued inflow of French settlers, and the firm determination of the French Government to maintain its domination and pursue its nuclear-testing programme.

There is little doubt, however, that these young voters found the programme proposed by the *Ia mana to nunaa* so theoretical and abstract — in other words, so unintelligible — that they chose instead to vote for candidates who were preaching independence.

ACROSS THE HEBRIDES GAP

Stalemate continues between the two centres of Melanesian political power now existing in the New Hebrides: on the one hand the new government of Chief Minister George Kalsakau and the Representative Assembly from which it sprang, and on the other the People's Provisional Government sponsored by the Vanuaaku Party.

The small hope there was for a measure of reconciliation disappeared with the flat rejection by the February meeting of the Vanuaaku Party's Council of Political Commissars (PIM, April, p 6) of an offer by Chief Minister Kalsakau of three seats in his Cabinet for VP

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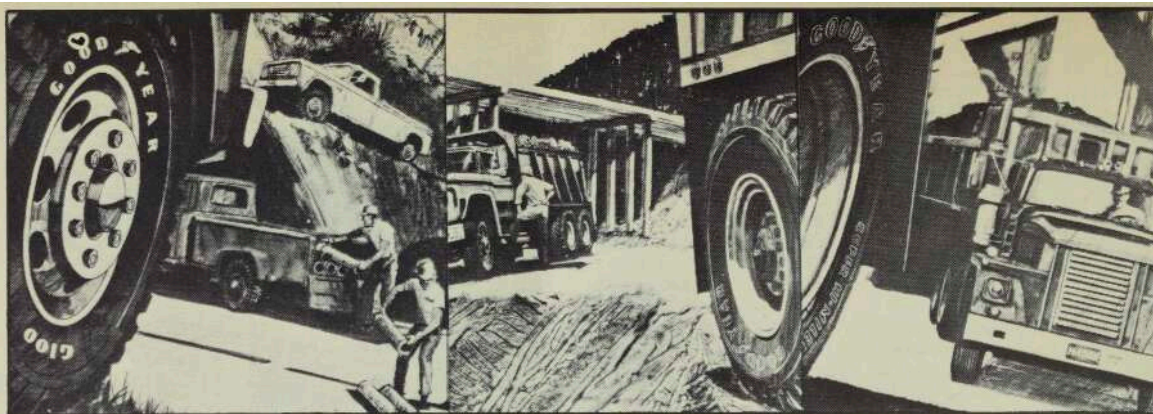
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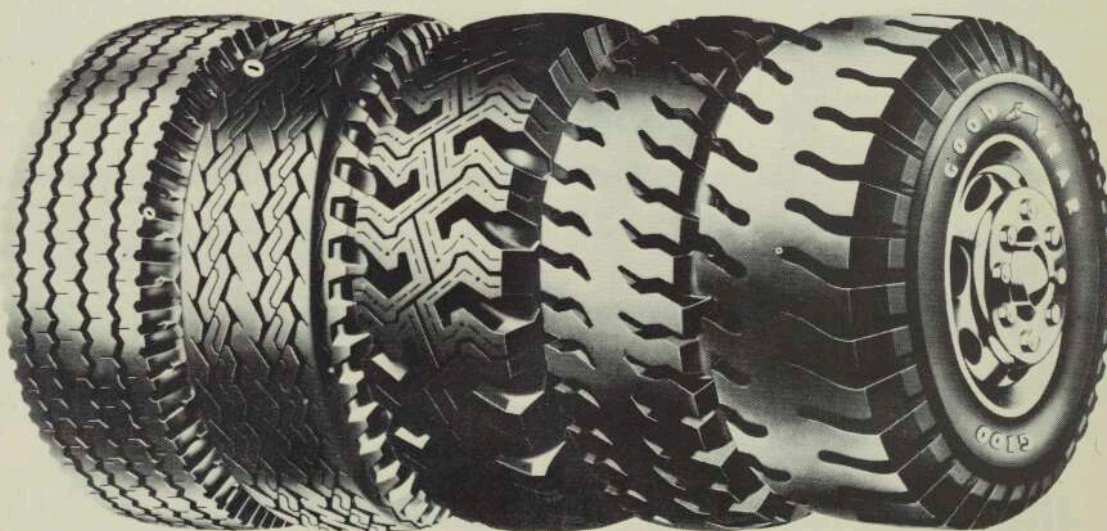
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nominees. The council decided the offer was unacceptable on a number of grounds, including the fact that the Representative Assembly and the ministers, were not elected, that the assembly included "terrorist elements", and that it did not in any case possess "true powers of self-government".

The issue was clearly the subject of heated debate at the VP meeting.

A VP press release on the meeting went out of its way to point out that the decision taken was "more forthright than previous responses to the same invitation forwarded to the Condominium Chief Minister by the president of the VP, Fr Walter Lini". This refers to relatively conciliatory replies sent earlier by Fr Lini.

Commenting on the obvious divergence of views within the VP, a well-informed Australian source speaks of Fr Lini as representing the "moderate church group" in the party, as against "the radical faction".

The same source says that Fr Lini made a specific proposal at the February meeting that the VP agree to join the Cabinet on condition that it be given five out of 10 portfolios, but that the meeting rejected this idea. The official VP releases make no reference to such a proposal.

The meeting decided that "the only proper way to set Vanuaaku (the New Hebrides) on the road to a peaceful independence is to hold new elections as soon as possible". It branded as "a mere excuse" Mr Kalsakau's view that a census was necessary before elections could be held. It was claimed in discussion that the real reason for Mr Kalsakau's refusal of elections was because he knew that with an election he himself would not be Chief Minister and would probably not even be in the Cabinet.

The VP press release said: "Although the meeting had a lot to say about the present unelected minority assembly, in fact most of its time was spent on looking at ways to establish the People's Government on a stronger footing."

"Particular attention was given to the establishment of 'village courts' on the lines of previous VP proposals ...

"Special attention was also given to the build-up of self-

defence groups in the islands and districts. Specific proposals were also outlined in the area of foreign investment, and, in this respect, the meeting agreed that all independent sources of help and aid should be pursued vigorously."

It was not only the VP which was having problems with differences of opinion among its members: as early as January, Jimmy Moli Stevens, whose Na-Griamel Movement, with seven members in the assembly, was the second biggest group in that body, declared that he was pulling his members out.

He was understood to be upset that Chief Minister Kalsakau had not seen fit to allocate a portfolio to Na-Griamel.

Mr Stevens refused to meet Mr Kalsakau when the Chief Minister visited the island of Santo in February.

PNG PROVINCE SET-UP RAPPED

Papua New Guinea's provincial government system came under strong fire in March as a potential source of national disunity.

In separate developments: a report from the subsidiary of the Australian Bank of New South Wales warned of the need for the central government to contain developments in provincial administration; a parliamentary Opposition front-bencher indicated he would move for the abolition of provincial governments; and other members of the Opposition expressed concern in parliament at the speed and trend of political developments in provincial governments.

The Somare government established a provincial government structure in a direct attempt to counter regional pressures which were threatening national unity. Regions were given the option of a degree of autonomy which falls short of statehood, but involves an elected government under a premier and with some taxing powers.

Almost all of the 19 regions now have provincial governments, or are in the process of getting them.

In his annual report to shareholders, the chairman of the Bank of NSW (PNG) Ltd,

Sir John Cadwallader, said there was a need to safeguard national unity as the system developed. The bank is a wholly-owned subsidiary of the Australian parent company and is PNG's biggest private bank.

Sir John said that although the provincial governments were established to safeguard regional interests, a need existed to safeguard national unity.

The avoidance of political fragmentation could present one of the greatest challenges to the Somare government, he said. Regional interests had to be contained and regulated.

Sir John predicted five years of stable central government provided the Somare coalition held firm.

The Opposition spokesman on finance, Mr John Jaminan, told parliament he believed any more moves towards decentralisation would "pitch the country into turmoil".

The Decentralisation Minister, Father John Momis, faced a series of criticisms from members of the Opposition.

Mr Parua Kuri, a Highlands member, claimed that the central government and its members were being increasingly cold-shouldered as provincialism gained momentum.

Fr Momis told the House he was well aware of the fears which existed. He believed however that the country could no longer be run on a highly-centralised basis without risking opposition close to rebellion.

US UPGRADES ITS FIJI POST

It might be because Soviet Russia and Red China, West Germany and others are making overtures to the South Pacific Islands. It might be because all the Island states are declaring 200-mile economic zones, or, maybe, because Fiji is growing in importance in world affairs. Whatever the reason, the United States has decided to upgrade its diplomatic mission in Fiji — from a Charge d'Affaires to a full embassy. The first US Ambassador to Fiji will be Mr John P. Condon, aged 58 and, until recently on the faculty of one of the military colleges in Washington.

VOTE SPLITS CALEDONIA

The March elections left New Caledonia, like France itself, split down the middle, writes Andre Chaville from Noumea.

New Caledonia's two deputies will face each other across the floor of the Palais Bourbon in Paris, Mr Lafleur on the government benches, and Mr Pidjot with the opposition.

The second round of voting for the electorate representing the East Coast, the Loyalty Islands and French residents of the New Hebrides, was fought out between Mr Rock Pidjot of Union Caledonienne, and Mr Dick Ukeiwe of the "national majority".

The other candidates who had taken part in the first round — Messrs Naisseline and Uregei, who favoured immediate independence, and Mr Goupea, independence in the longer term — had withdrawn. Mr Naisseline specifically asked his supporters to abstain from voting in the second round.

In the light of the election result, with Mr Pidjot polling 8 416 votes to Mr Ukeiwe's 5 732, it seems clear that supporters of Mr Naisseline did not unanimously respect his instructions. Mr Pidjot is a supporter of independence for New Caledonia, but in the longer term, rather than immediately, as advocated by Mr Naisseline.

Already Mr Lafleur is making public suggestions in favour of close co-operation between the two members in the overall interests of the Territory. Obviously the West Coast member is eager to bring about some reconciliation between the diverse political movements, and is happy not to have to face a more radical member from the East Coast.

Mr Naisseline is the son of one of the most important traditional leaders on the island of Mare in the Loyalty group.

The voting patterns in the two rounds on that island suggest that Uregei voters backed Pidjot in the second round, while the fans of Mr Naisseline refused to vote, in accordance with his request.

A general analysis also seems to indicate that Naisseline's influence, like that of Uregei, is very much confined to the Loyalty Islands.

THE ARTS — The arts of Oceania came under the microscope at an international symposium held recently in New Zealand. William Gasson reports from Wellington.

Oceanic art: Experts find bright spots in PNG, New Zealand

Oceanic art came under intense scrutiny in Wellington in February. Some 40 delegates from Pacific, European and American countries attended the second international symposium on the Art of Oceania to exchange views and study all the arts of the region — past, present and future.

Informative papers ranged from Tokelauan cuisine and songsmiths of the New Hebrides, to wood-carving styles of the Maori and changes in Tongan art.

Other speakers looked at the problems facing the region's artists as they tried to re-emerge from the tidal wash of European colonisers and establish new artistic forms which are not simply a repetition of traditional styles. Coupled with that development was the need to raise standards in the observation and reporting of Oceanic arts.

"In my opinion we tolerate too many well-meaning fools in the study of Oceanic art," said the symposium's organiser Professor Sidney Mead.

"There are, I suggest, too many people who feel that Oceanic art is simple stuff which any resourceful beachcomber can handle."

Quite as bad was the attitude that because a person was a native son of the Islands or a practising artist of Oceania then he, too, could cope adequately with the task of studying Oceanic art.

"I suggest to you," Professor Mead told delegates, "that the people of Oceania and their art deserve something better than the bumbling amateur."

People really interested in Oceanic art should get themselves trained to do the job properly in the same way that an artist trained himself in the techniques of his craft.

He addressed his remarks to a diverse collection of artists, art historians, museum curators, ethnologists and anthropologists, and later explained that the aim of the symposium was to exchange ideas and to give some direc-

tion to study and research in the field of the arts of Oceania.

"We also want to encourage teaching and courses on the arts of Oceania and to make the world community aware of this art. Apart from the professionals, this art is not widely known or appreciated."

Professor Mead is with Victoria University in Wellington and, while he questioned "bumbling amateurs" studying Oceanic art, another delegate attacked the debilitating influence of tourism on Oceanic art.

For Albert Wendt, a Samoan attached to the University of the South Pacific Centre at Apia, Western Samoa, his interest in the arts of the region was how they could be used to heal and restore pride, self-confidence and self-respect in the peoples of the area and in how the arts "can reshape, re-define, discover and re-discover our cultures and help to give birth to new cultures and a new Oceania".

Traditional arts were just beginning to recover from the decline that resulted from the impact of colonialism which killed the inspiration of much of Oceanic art, Wendt said.

Now tourism and weekend

art were the major barriers to the emergence of a vital Oceanic art that reflected the realities of the region's societies in unique Oceanic ways.

"You can travel through Oceania — including New Zealand and Australia — and find, mushrooming and proliferating everywhere, an international arts and crafts geared to the palates of outsiders, especially tourists," Wendt said.

Even dance, music, architecture and food were affected.

The promoters claimed that this art was solid proof of an artistic revival and of how the "generous" and "saintly" tourist industry was reviving Oceanic arts.

But the clients neither understood nor cared about the traditional functions of the traditional object of Oceania — they wanted what they deemed to be "authentic traditional art".

"And the more sensational and grotesque and exotic they are, the better," Wendt, complained.

"So to stay alive, our artists and craftsmen produce lifeless imitations and much inferior art. This fake tradition has become a straitjacket for most of our art. And, because in most of our countries there

are no alternative clients to tourists, this tradition is intensifying.

"They are even giving the tourists the exaggeratedly 'primitive' items that they look for: fornicating pigs, out-sized penises, more ferocious grimaces and teeth."

The other barrier to an emerging Oceanic art was the weekend and evening classes of painters who produce polite exhibitions of their work peddled as good art.

"The same paintings keep appearing year after year, exhibition after exhibition. Only the artists' names may be different. Clichéd seas and shores, corny palmtrees, orderly un-lived-in native huts, blazing orange and pink sunsets, nobly-shaped maidens and warriors. All so tame, and nice, and lifeless," Wendt said.

But while colonialism shattered the world of the traditional artist on Oceania it also broke open the way for a new type of artist not bound by traditional styles, Wendt added.

This was happening in some parts of Oceania, and the most exciting developments were in Papua New Guinea and New Zealand.

Papua New Guinea had developed perhaps the richest and most diverse art in the



Part of the mural *Te Wehenga O Rangi raua Ko Papa*: Photo Cliff Whiting

world, Wendt said. The number of artists was growing. Most had little formal education and knew little of Western art or art history.

"A rich and distinctively Papua New Guinea imagery and symbolism, which transcends the hundreds of individual PNG cultures, has emerged," he said. "The new artist is Papua New Guinea."

Apart from the Australian Aborigines, he believed that the Maori people had suffered more from colonialisation than other Oceanic peoples.

Maori art had declined but, since World War II, there had been a dynamic rebirth of Maori art — "a flowering of major talent using both traditional and new media and exploring themes, ideas and styles".

He spoke of the work of Cliff Whiting whose mural *Te Wehenga o Rangī raua Kō*

Papa took pride of place in a National Art Gallery exhibition of contemporary Maori artists while the symposium was on.

Whiting took more than three years to construct the mural, which is taken from a Maori myth. He developed it with the aid of his local Maori community, using traditional and new materials.

Whiting saw himself as a catalyst to inspire and guide the community which was directly involved in creating the mural.

He said: "The theme was selected because it is known and accepted by all tribes in New Zealand and by many of our Pacific neighbours. It is also the base of all things Maori: 'The Beginning'."

Three artists working outside New Zealand and PNG to whom Wendt drew attention were: Aloī Pilioko of Wallis,

working in New Hebrides; Iosau Toafa of Western Samoa; and Kuai Maueha of the Solomons.

Pilioko's most striking works are his needlework tapestries. He was discovered by the Russian artist Nikolai Michoutouchkine. Wendt said it was doubtful whether Pilioko, the artist, would have existed without the friendship of the Russian.

Toafa was the only Samoan artist who had developed a contemporary style of his own.

"The flavour of his work is Samoan: his artistic language heralds the start of a new Samoan imagery," said Wendt.

However, rather than working on a major exhibition as he should be doing now, money pressures kept him selling his works as he produced them to supplement his

meagre teaching salary to feed his wife and three children.

Maueha, a carver, was one of the most remarkable personalities in Oceania, Wendt said. He also considered him one of the region's major artists.

"He has, through the untutored simplicity of his genius, taken Solomon Islands' sculpture into the realms of the purely imaginative, from the stale, stereotyped known into the unknown."

The Betikama Carving Centre near Honiara is Maueha's patron but in Wendt's view it was vitally important that he be accorded a wider patronage.

"The art of our forefathers was for a time past: it is not — and should not be — the art of today. Let us study it as that, and not use it to dismiss today's art," Wendt concluded.

CAPTAIN COOK'S 'ARTIFICIAL CURIOSITIES'

While Captain James Cook was exploring the Pacific two centuries ago, he and his men collected many items of native manufacture, writes Ronn Ronck in Honolulu.

Most of these man-made objects — baskets, wood carvings and masks, for example — were acquired through trading with the various Islanders and eventually taken back to England. The Europeans, who had never seen such objects before, called them "artificial curiosities".

This year, to celebrate the 200th anniversary of Cook's visit (and subsequent death) in Hawaii, the Bernice P. Bishop Museum in Honolulu has opened a special exhibit featuring over 400 artifacts gathered by Cook on his three historic voyages.

It is the first time these pieces have been brought together since the 18th century and the first return of the majority to the Pacific area. The museum reports that this is the most important single exhibition ever held in Hawaii.

The Bishop Museum, appropriately enough, is calling its display, "Artificial Curiosities", and will keep the gallery open daily until the end of August.

According to Dr Adrienne Kaeppler, a museum anthropologist who organised the exhibition, the exhibited items are not meant to honour

Cook but to present the achievements of Pacific peoples before their contact with Europeans.

Objects on loan from over 30 different museums and many private collections include specimens from Hawaii, Tonga, Tahiti, New Zealand, New Caledonia, New Hebrides and the Marquesas.

Kaeppler, who spent eight years tracking down these ethnographic objects, conceived the exhibit idea while she was working on a monograph about the evolution of native art in Tonga. Many of the Tongan artifacts picked up by Cook were unidentified and she began to catalogue them herself.

Her project on Tonga gradually expanded to include all of the man-made objects gathered on the three Cook voyages. This meant exhaustive research with old documents, newspaper accounts, museum reports and auction catalogues.

She found out that Captain Cook gave valuable souvenirs to both his royal patron, King George III, and to his naval patron, the Earl of Sandwich. The king's collection is still owned by his heirs while much of Lord Sandwich's treasures ended up at Cambridge University. The Bishop Museum, itself, has the remainder of his priceless objects.

David Samwell, surgeon's

mate on the third voyage, accumulated a large variety of "artificial curiosities" on his trip and sold the entire collection at auction in 1781. Dr Kaeppler traced many of Samwell's specimens through an old museum catalogue that only recorded the last names of the buyers. Learning their entire identities required extensive detective work.

At the end of the 18th century the most important private museum in England was owned by Sir Ashton Lever. He purchased Cook's own private stock and much of Samwell's. Sir Ashton's entire collection was sold in 1806. There was so much to auction that the sale took 65 days!

Mrs Cook had her private collection as well and this was inherited by a cousin. It was later donated to the Colonial and Indian Exhibit in London in 1886. Today much of it belongs to the Australian Museum in Sydney.

Another significant group of Cook objects can be seen at the Museum of Anthropology and Ethnology in Leningrad. Following Cook's death, the expedition ships stopped at Kamchatka where they underwent repairs. The English sailors thanked the Russian crew-members for their help by presenting them with still more artifacts.

These were eventually turned over to the Empress of Russia. She stored them in St

Petersburg where they have stayed unharmed until the present day.

Nearly all the museums contacted, Kaeppler said, agreed to lend pieces in their possession to the Bishop Museum for the present exhibition. Kaeppler and John Wright, the museum's historian, personally went to all the lending institutions and packed the rare specimens for shipment to Honolulu.

The US Government underwrote the cost of the insurance for the exhibit which was funded through a matching grant from the National Endowment for the Arts. Additional money was provided from various other foundations, corporations and individuals.

A complete illustrated catalogue by Kaeppler entitled *Artificial Curiosities* has been published by the Bishop Museum. It includes photographs of all exhibit items plus an inventory of all the documented Cook voyage objects located to date.

The 292-page catalogue is available from the Bishop Museum Press, PO Box 6037, Honolulu, Hawaii, 96818, USA. The cost is US\$27.50.

The exhibition will be open seven days a week from 8 am to 7 pm for the duration of the showing. Special lectures are also planned. Adult admission is US\$2.



From the ISLANDS PRESS

From the American Samoa News Bulletin:

Seven new laws passed during the Fifth Special Session of the 15th Legislature of American Samoa and approved by the administration of former Governor H. Rex Lee became effective yesterday. They included, Public Law 15-61, which provides that, in addition to standing in a roadway for the purpose of soliciting rides from vehicles, it is illegal to sit, lie or loiter in a roadway in a manner as to constitute a hazard to himself or to vehicular traffic — Public Law 15-63, which provides that the operators of motor vehicles AND anyone who rides with their bodies extended beyond the interior portion shall be subject to fines and possible imprisonment.

From the North Solomons Provincial Government's policy and priorities statement as reported in the Arawa Bulletin:

... Unless the government of this province controls the economy and various economic activities, economic growth will lead to social injustice and increase inequality. It is a fact that investment which controls a man's livelihood also controls the whole man; his freedom is empty and meaningless; his self-reliance is a myth; and his dignity is denied ...

From the Tuvalu News Sheet:

A bird known as the noddy was caught by Sakula Opeti on the island of Vaitupu. A telegram from the District Executive Officer on the island stated that a silver copper was tied to the bird's leg with the words "Write F and W Service 933-59146 Washington DC USA", written on.

From a letter by ex-Cook Islands minister Dr Joe Williams in the Cook Islands News on why he resigned from the government:

... In my letter of resignation I specified certain fundamental reasons, namely "The Premier's increasing tendencies towards nepotism and authoritarianism. Nepotism means favouritism shown to relatives especially in conferring high offices. In the Cook Islands it is referred to by many people as 'family government' ... Authoritarianism has the same meaning as dictatorship or a one-man rule."

From the Tohi Tala Niue:

Difficulties in getting local labour and local building materials is seriously hampering progress on the new Assembly building and may mean Niue will not be able to host the South Pacific Forum in it this August, as planned. The main problem at present, says Mr Heaven, is the obtaining of chips and makatea for concreting from the Public Works Department ... The other obstacle to completing the building for the Forum is that of obtaining sufficient men to work on the site. Mr Heaven has had considerable difficulty in getting Niueans to work, and in keeping them working.

From The Fiji Times:

A 75-year-old man, appearing in court for the first time in his life, yesterday received a conditional discharge ... the condition being that he does not appear in court again for another 75 years.

From a letter by D. Bentley, Papatoetoe (NZ) in The Norfolk Islander:

... Why do the public on Norfolk Island think we, as tourists, owe them something? We owe you nothing (after we have paid our accommodation etc as most of us do, coming on package tours) ... You are one of the more expensive places to visit from either New Zealand or Australia in the South Pacific, so people really have to want to visit Norfolk Island or they can easily be persuaded to go to Fiji for less outlay.

From the New Hebrides News:

The US flag, the Stars and Stripes, was raised by John Frum followers on February 15 at Sulphur Bay. Among the crowd who watched the flag-raising ceremony were the FRC, Mr Bernard Pottier, Chief Minister George Kalsakau and other Ministers. Visitors were entertained by a parade by the John Frum Guard of Honour carrying sharpened bamboo poles, symbolising guns, and the letters USA written across their chests and backs ... A Vanuaaku Party flag hoisted at Laminu, near Lenakel School on Saturday February 11 was pulled down and burnt the next day by UCNH, John Frum and Kapiel supporters while VP supporters were at church. A nakamal and a house were also set on fire.

From a speech by the Gilberts Governor, Mr John Smith, at the opening of the new House of Assembly reported in the Atoll Pioneer:

... The composition of this House is further proof of the political maturity of the Gilbert Islands. You represent not only the many islands which make up our country but a wide range of experience and talent. There are among you those who can speak on behalf of the elders and those who can speak on behalf of youth. I have but one regret, there is no lady member ...

From the Tonga Chronicle:

METRIC HINTS. Every time you pick up a coconut you can be learning the metric system. The average green coconut, dehusked, weighs about one kilogram. Easy, isn't it? Remember: one coconut, about one kilogram. But don't use it as a weight.

A Samoan on life in Seattle (USA) as reported in the American Samoa News Bulletin:

"Samoans come to the United States for opportunity," said Galumalemana Vaiinupo Ala'ilima, co-ordinator of the Samoan Community Center. "In Samoa they prepare us to be parasites. Some Samoans (here) are lucky enough to make the grade. But they are exceptions. The rest are floating in a sea of troubles ... The Samoan Community Center co-ordinates a number of social service programs, including a day-care program for the elderly and a Samoan grocery." Ala'ilima said state and federal bureaucracies have made it difficult to run these programs. "Every time we try to raise our heads," he said, "it seems somebody tries to push us down."

From the Samoa Times:

A funeral service at sea is expected to be held some time today for a father and son lost during a fishing expedition off Apolima, Thursday of last week. Informed sources said that Mr Werner E. Jahnke, a middle-aged resident of Mulifanua, and his son David, who was in his twenties, went fishing with another Mulifanua man, said to be a cripple ... Sources said David had tied a fishing line around his wrist and that, as he was relaxing, a fish took the line and David was whisked overboard. When he failed to reappear for some time, Mr Jahnke jumped overboard apparently to look for his son. The crippled man waited on the boat for a long time but neither Mr Jahnke nor David returned.

From the Solomons News Drum:

The villagers who sew their own clothes, buy a cheap radio and an umbrella but don't drink or smoke, will do best under the new tax changes — Minister of Finance Benedict Kinika.



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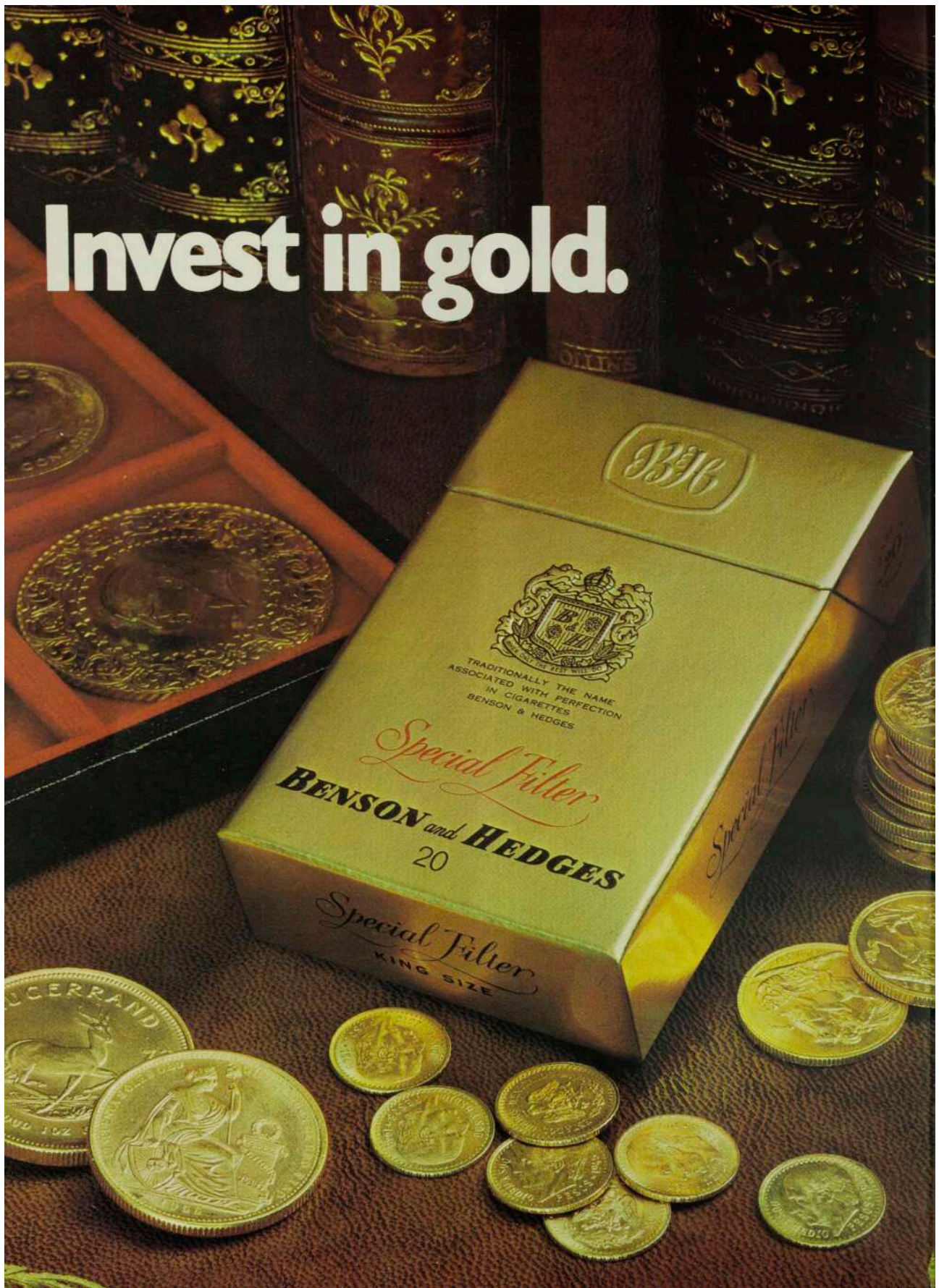


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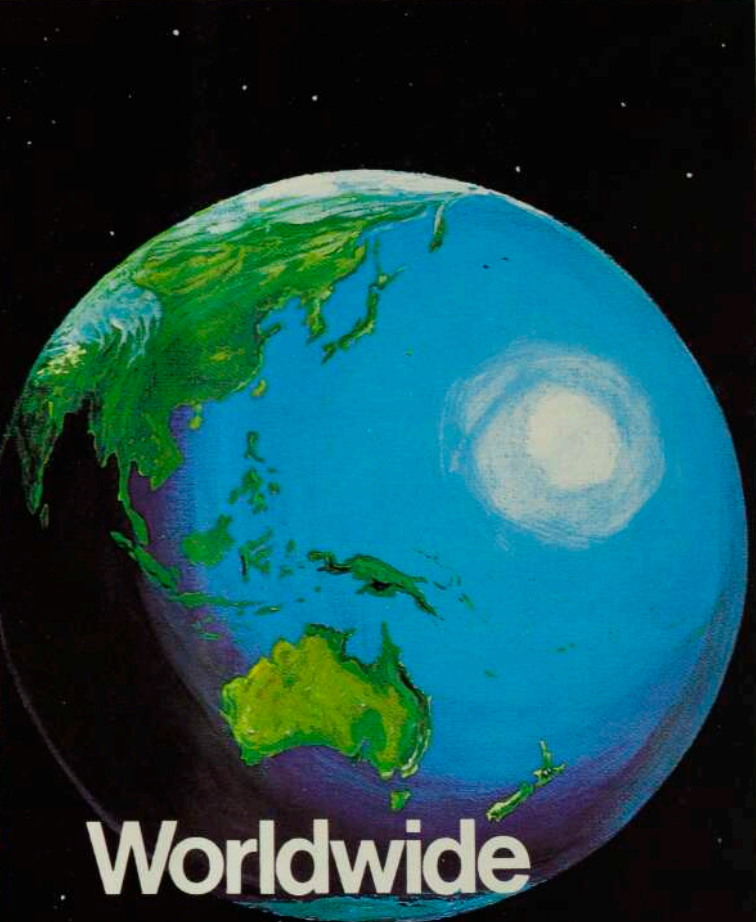
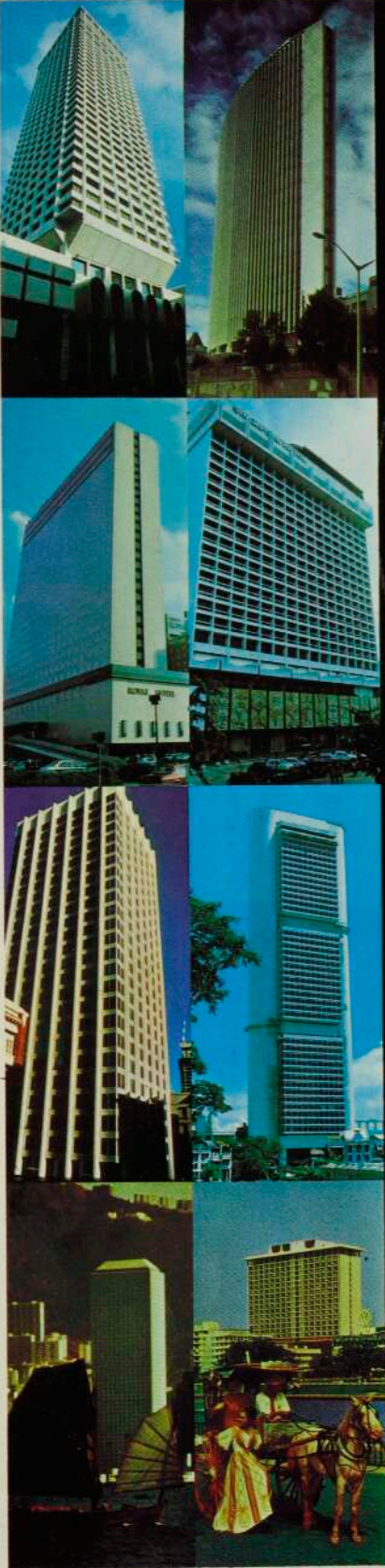


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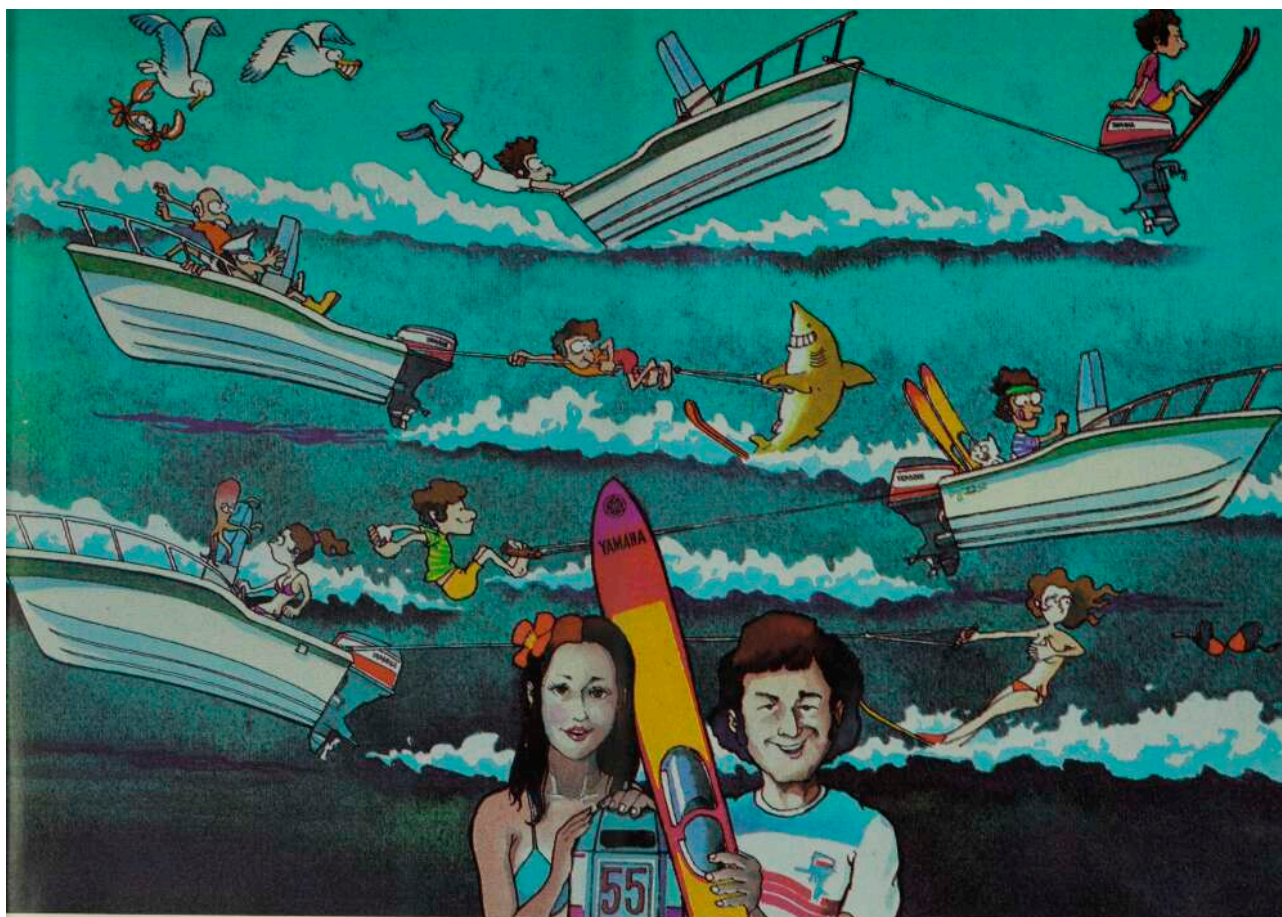


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PACIFIC ISLANDS MONTHLY — MAY, 1978



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STRANGERS ON A FIJI ISLAND

The Fiji island of Kioa, in Buca Bay, settled by Tuvaluans from Vaitupu, is only a few kilometres south of Rabi, settled by Banabans from Ocean Island. The Banabans have been frequently in the news over the last 10 years or so on two issues — seeking a bigger share of royalties and compensation from the British Phosphate Commissioners for damage to Ocean Island, and seeking autonomy from the Gilbert Islands.

The Tuvaluans of Kioa have also had their share of troubles, on a smaller scale, but the outsider would scarcely be aware of them, let alone the existence of the island, which covers about 2 055 ha bought by the people of Vaitupu to relieve pressures on their own island. The patriarch of Kioa, Neli Lifuka, reveals many of the problems in his autobiography, *Logs in the Current of the Sea*, edited by Klaus-Friedrich Koch. In addition to the autobiography there is a legal history of the settlement of Kioa.

Neli was a man born to lead, although he was not of the chiefly or *matai* class. He had wide experience in



Kioa islanders retain many of their old customs. They still sail outrigger canoes.

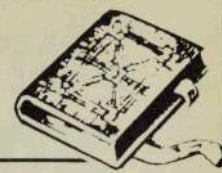
several fields before the British administration of the then-Gilbert and Ellice Islands Colony appointed him magistrate of Vaitupu, an appointment which led to some resentment. Neli did not always conform to the law when administering it; he knew his Vaitupu people and how to apply the law, often his own, to them.

As magistrate he was really the leader of the Vaitupans,

and he chose many of the original settlers of Kioa. The first settlers went to Kioa, which was raw land, in 1946. Neli himself went there with his family in 1962, and found the island beset with legal and administrative problems which retarded development.

Much of the trouble stemmed from the fact that the title to the island, after the Vaitupans bought it for £3 000 was registered in the

BOOKS



name of the Governor of Fiji as trustee. Differences between customary rules of tenure and British law relating to freehold land did not help to solve the problem. The elders back in Vaitupu did not feel that the colonists had a free hand to develop Kioa.

Correspondence between the Fiji and GEIC governments did not solve the problem. The matter was not settled till 1972, when the settlers received official tenancies and citizenship of Fiji. Neli was caught up in much of this turmoil, which led to much misunderstanding and dissension about the allocation of blocks of land.

He was eventually deposed as leader of the people of the island. This, however, did not embitter him. He had the satisfaction of knowing that he gave his people leadership when he went to Kioa and that they came to know how to chart the future of their island. — NB.

(LOGS IN THE CURRENT OF THE SEA. Edited by Klaus-Friedrich Koch. Published by Australian National University Press, PO Box 4, Canberra, Aust. 2600. \$9.50 plus postage).

When the Spirit moved in Papua New Guinea

Prophets of Melanesia, edited by Dr G. Trompf and published by the Institute of Papua New Guinea Studies, is a welcome addition to the growing reservoir of literature on Papua New Guinea.

It has been long awaited. The book contains six essays written by students and staff of the University of PNG. The introduction sets out clearly the context in which the research was carried out and it defines with precision what educated people today understand by prophet and prophetism.

In the concluding article, Dr K. Carley, from Rarongo Theological College, indicates the vitality of the prophetic movement

throughout the ages.

These essays will challenge some of the assumptions held fast by many evangelical fundamentalists, who find little good in people other than themselves. But we have nothing to fear from such a positive challenge. In the long range, it will help the Melanesian people and their white tutors to discover and appreciate the many facets of God's eternal activity in their world.

The essays are arranged according to the chronological order events took place in Melanesia, and they describe the lives, messages and activities of three prophets and two prophetesses: Ona Asi alias Bilalaf, Silas Eto, Philo, Kamoai and Genakuiya.

For many of us these names will sound foreign. But for those who will spend the time reading this well-presented book, attractive personalities will come to life. They were people who felt moved by the Spirit, and who tried, like so many other before them, to reconcile their traditional expectations with the presence and the promise of a new message.

Spontaneously, the reader will recall Elijah and John the Baptist, Brigit of Norway and the visionary of Guadalupe, Harris and the Bantu prophets of South Africa, all searching for a new wholeness in life, and calling incessantly for more just and more humane relations between those who have and those who think they

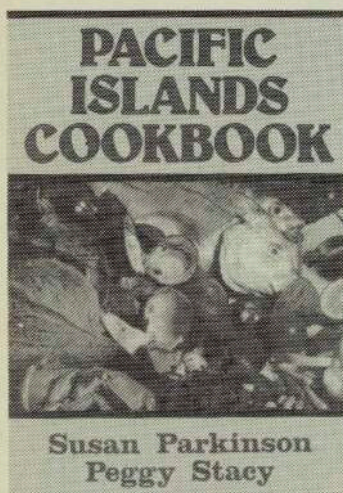
don't have it yet.

In a sense, these individual prophetic figures of Melanesia were not important; they did not think much of themselves; they all belonged to their narrow province; and often they had little to say. But who can tell if their limited message is not another manifestation of the 'Melanesian Christ' who lives for ever? — V. van Nuffel*

*V. van Nuffel is a Lecturer in Comparative Religion at the University of Papua New Guinea.

(PROPHETS OF MELANESIA. Edited by Dr Garry Trompf. Published by the Institute of Papua New Guinea Studies, Boroko, Papua New Guinea. No price given).

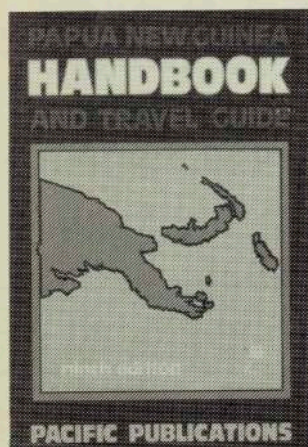
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ANATOMY OF WAR IN PNG HIGHLANDS

The recent report that the Papua New Guinea National Parliament had adopted new laws to curb tribal fighting in the Highlands (PIM, Jan, p 6) makes a new book, *Blood Is Their Argument* (Warfare among the Mae Enga Tribesmen of the New Guinea Highlands) particularly apposite.

The author, Professor Mervyn Meggitt, began his investigations of the Mae Enga people during a 15-month stay, 1955-57. Five other visits followed between 1960 and 1973 and during these, mostly with his wife, he lived with the Mae Enga people. The results of his research have varied from works with relatively popular-sounding titles such as *Studies in Enga History* to much more specific and technical papers on lineage systems, male-female relationships, and others on the people's techniques of salt-making and house-building.

In this latest monograph, the subject is warfare among Highlanders who view themselves, the author says, "as fairly violent people, people for whom 'blood is their argument'" for consistent and perpetuated conflict between the various groups.

Despite the editors' claim that "special pains have been taken in editing to make each book [in this series] lively and readable to an intelligent freshman", this lay reader cannot agree that they succeeded in their aim.

It is not sufficient for Meggitt to outline the scope of fighting and the relationship of groups of combatants; he must initially revert to such basics as defining "warfare", even to the extent of citing such unexpected sources as Hobbes, and Scott's *Ivanhoe*.

Nevertheless, the situation, despite various minor excuses, is that Mae groups feel that they need more land and they maintain that violence is a fairly effective means of acquiring territory.

It is also interesting to note that the scale of such disputes was, until recent times, conducted according to well-defined rules regarding compensation for death and injury; and of mutual obligations

of related groups to accommodate (temporarily or permanently) weaker relatives who were dispossessed.

The upshot of this continuous "warfare" in the days before administration intrusion into the area was that force was the means whereby dominant and expanding groups acquired more land to allow them to survive (more land making it possible to grow more crops and raise more pigs). At the same time, injuries and deaths in such fighting acted as a form of population control and the intricate system of compensation also ensured that some sort of "honour" was effectively maintained both in warfare (especially ceremonial affrays) and towards relatives of victims.

Of course, it is stupid to attempt to be wise after the event, but, according to the author, these matters of land dispute and compensation were pretty well managed before European incursion into the area.

Then fighting became an "offence", and when "peace" was established, coupled with improvements in medical facilities in the region, there was a population explosion.

Despite well-meaning attempts by administrators to arbitrate on boundaries which had always been flexible, and to attempt to define what had always been undefined, other schemes also went wrong. The present PNG legislation against fighting that is said to have cost Highland tribes about \$100 000 in lost coffee trees and housing, might ask whether or not it really is necessary for these people to be concerned with producing cash crops; or if it might not be better for them to maintain their traditional gardens whose size was determined by traditional factors.

In some of Meggitt's revealing footnotes, he remarks that exotic crops which well-meaning agronomists tried to introduce (eg potatoes and turnips) "offered no appreciable advantages in productivity (nor perhaps nutrition) over the existing combinations of sweet potatoes, taro and other indigenous

plants". Elsewhere surveyors with no knowledge of local tradition or law, have come in by helicopter and "fixed" arbitrary boundaries, only to have their bench marks destroyed once the "choppers" were beyond the next mountain.

In this book, Meggitt gives obviously valid explanations for matters which were cause for concern among past administrators and, still pose problems for the present government. His explanations, unfortunately, are far too often over-detailed to be considered light reading; and as a cautious if wise academic, his comments consist more of qualifications than possible solutions to the problems that have been caused, and will recur in this area.

Only once does Meggitt approach the readability of Gardner and Heider's *Gardens of War* when he concedes that not only is there no restriction barring friends and kinsmen from participation in a fight, but that "younger bachelors do join in ... just for the hell of it". His definition of the problem (and of the many issues which complicate this tradition of warfare, land shortage and overpopulation) is detailed and valid. The pity is that it is so much easier to define the problems than to formulate cures. — John Goode

(BLOOD IS THEIR ARGUMENT: WARFARE AMONG THE MAE ENGA TRIBESMEN OF THE NEW GUINEA HIGHLANDS. Mervyn Meggitt. Published by Mayfield Publishing Company, Palo Alto, Calif. \$4.95.)

Cooks' discovery of the South Pacific Islands

I was raised in the belief that the way to a man's heart is through his stomach. After a recent browse through several larger book stores I felt that the old adage needs updating.

Irrespective of sex, the hearts (and pockets) of today's readers are being wooed by a plethora of books dealing with gastronomic delights. In each store a sizeable proportion of available floor space was devoted to cookbooks dealing with every conceivable aspect, except perhaps the culinary triumphs of the Eskimo. There were books dealing with the art of cooking in countries around the world, from Russia to Indonesia, Israel to Mexico.

Yet, strangely, some of our nearer neighbours appear to have been neglected. Thus it was with pleasure that recently I perused two new cookbooks, both dealing with food in the Pacific Islands countries, or, more correctly food for Pacific Islanders.

The *Papua New Guinea Cookbook* is a no-nonsense title which might deter some people because it sounds prosaic and localised, and, accordingly, of no interest to those unlucky enough to have neither lived in nor visited Papua New Guinea. But inside the covers is a very readable little book packed with information, not only

about local foodstuffs and food preparation, but also about the lives of the people. We read about planting and harvesting methods, and the ceremonies and rituals associated with food in Papua New Guinea. There is even a small section warning against "mockery foods", which may look palatable but which could be disastrous for the unwary food sampler.

The writer of this book, Anne McGregor, has lived for seven years in Papua New Guinea, and records in her introduction the time and effort she spent getting the recipes and information about local foods and food customs. She deplores the passing of many old-time slow-cooking processes which preserved the natural goodness of the food but she also grants that many modern utensils and new foodstuffs have given variety to the dietary patterns of today's Papua New Guinea.

One of her reasons for writing the book is to help local women prepare food that looks and tastes better and is more nutritious. She also aims to preserve, where possible, what is traditional and to improve it by modern means and the use of a greater variety of now-available foodstuffs, seasonings and spices.

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the book is clearly set out and easy to follow, as every good cookbook should be. Instructions for individual recipes are kept as simple as possible.

Vegetarian recipes predominate. The author gives us the very logical explanation that animal protein can be a scarce luxury for many people in Papua New Guinea, although the coastal people fare better, having a wealth of fish and other forms of sea life to utilise to the fullest. In the entire book there is only one recipe using that delightfully-named ingredient, *bulumakau*, which most of us know as beef.

Other Pidgin delights well worth mentioning are *Painap Long Pig* (using boiled sliced ham, and not that notorious "long pig" of Captain Cook's time), *Mango Mauntin*, achieving the peaks of success that every mousse should and *Bikkers* (big heads), which is basically chocolate-covered frozen bananas.

The author has surely achieved her objective of making people aware of good food in Papua New Guinea and my only quarrel with the book lies in its brevity. Here's hoping for further fascinating recipes in an enlarged edition at some future date.

The second book, the *Pacific Islands Cookbook*, is larger, both in format and content.

The co-authors, Susan Parkinson and Peggy Stacy, have been collaborating in writing about cookery for a number of years and this is their second book. Their first, *A Taste of the Tropics*, is well known in the Islands. The *Pacific Islands Cook Book*, pertains particularly to Fiji, where both writers have lived, and where, in fact, Susan Parkinson has now made her home.

To some extent I feel that the title of the book is perhaps rather too generalised, although it can be claimed, quite justifiably, that many of the basic ingredients are common throughout the South Pacific area. Anyone familiar with different South Pacific countries will entirely agree that, although the names differ, there are many common recipes. I have sampled the delectable *rourou* in Fiji, but also in Apia, Pago Pago and Rarotonga, the only difference being in the name. The common names of the Is-

land foodstuffs are handily listed as an appendix.

This is an ambitious book with a number of objectives, the predominant one being to improve the standards of nutrition and cookery among Island housewives. Both authors are experienced nutritionists.

It offers help in budgeting and meal planning, and sample menus listed would have met with the unqualified approval of Mrs Beeton.

As I read these menus I found my mind making interesting comparisons between the listed goodies and the many Island feasts in which I have participated over a number of years, having kept a home at different times in the Cook Islands and Fiji.

The Pacific Islands Cookbook begins with a very readable section on family health and nutrition, including a clear diagram of the three basic food groups to be found in good meals. This could well be enlarged to poster size and hung in all Islands kitchens for constant reference.

The chapters which follow are like those of most cookbooks — soups, eggs, vegetables, meats and so on, right through to preserves and pickles. There is even a chapter on freezing — showing beyond doubt that Island housewives move with the times. I feel that the section devoted to alcoholic drinks strikes a discordant note and I hope that the opening statement will be well noted — "All alcoholic drinks are expensive".

Apart from the attractive four-colour cover there are two glowing pages of colour photographs, and how I wish there had been many more such illustrations to embellish the book. The various black and white sketches at the beginnings of the chapters are simply and effectively drawn, although the variant spellings of mackerel on one of the "fish" pages are somewhat disconcerting.

As I browsed through the Pacific Islands Cookbook I found my memories stirred and my taste buds tingling at the mention of delectable foods such as baked pawpaw, stuffed dalo leaves, turtle, bread fruit chips, and the fleeting duruka, which we anticipated all year, enjoyed for

several glorious meals — then mourned its passing from the scene for another year.

It is fascinating too, to realise the impact of other countries, notably India and China, on South Pacific cuisine. Their contributions have extended and enriched the diet and added extra zest and spice (a fact undoubtedly appreciated by anyone who has sampled a good, hot local curry).

This cookbook deserves a place on Island kitchen shelves and it could be safely predicted that many copies will find their way to bookshelves in Australia, New Zealand and further afield. What better memento of a visit to the South Pacific than a practical volume about the foods one sampled? What a challenge to, say the Sydney or Auckland hostess, than to try some of its dishes, with her own adaptations where necessary? Pacific Islands Cookbook may be likened to a classic dish — well prepared, attractively presented and easily digested. *Merle H. Coppell.*

(PAPUA NEW GUINEA COOKBOOK. By Anne McGregor. Published by Jacaranda Press, Queensland. \$2.95. PACIFIC ISLANDS COOKBOOK. By Susan Parkinson and Peggy Stacy. Published by Pacific Publications, Sydney. \$5.95.)

What to eat and why

Most islands of the South Pacific can produce enough nutritious food for their own requirements. They can get all they require in the way of protein, vitamins, minerals and carbohydrates from their own fruit and vegetables, fish, pigs and cattle.

But in spite of repeated exhortations to do more of "their own thing" and conserve overseas exchange, the trend to processed imported food persists.

Well known Fiji nutritionist, Susan Parkinson, in co-operation with the Fiji YWCA Nutrition Committee, has revised the South Pacific Handbook of Nutrition, first published by the South Pacific Health Service in 1964. It is now right up-to-date and expanded where necessary to cater for changing needs. It is a practical reference for nutritionists.

Traumatic NZ Who's Who

The latest edition of *Who's Who in New Zealand* has just been published, giving detailed biographies of more than 3 000 people.

The book is welcomed because of the long seven-year gap since the 10th edition emerged.

The publishers, A. H. & A. W. Reed, hope that in future the "Who's Who" might emerge every two years. The difficulty is finding an editor. At present the "Who's Who" is compiled on a part-time basis.

Jim Traue, chief librarian of the Turnbull Library in Wellington, handled the task for this latest edition for five years, but feels that amateur editorship should end. "To do the job New Zealand deserves, we need a full time editor," he said.

His biggest surprise in compiling the names was the number of New Zealanders who refused to go in it. About 200 people had refused.

"There's something about the New Zealand attitude to pedigree — the smell of the studbook — that puts people off," Traue said.

Some people fought shy of appearing because of the number of Who's Who publications that want you to pay to appear in their editions, he said.

However, the book is a badly-needed mine of information on most of the important people in New Zealand. — **William Gasson.**

(WHO'S WHO IN NEW ZEALAND. 11th edition. Edited by J. E. Traue. Published by A. H. & A. W. Reed, 65/67 Taranaki Street, Wellington. 300 pp. \$NZ16.40.)

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Working, usually without the sound of trumpets, a group of voluntary agencies, some of them world-wide, are giving aid to the Islands. One such group is the Australian Council for Overseas Aid, of which the Foundation for the Peoples of the South Pacific Inc is a member. Already, these agencies have given valuable aid to the Islands, but much more is needed. Below, Lurline Price, executive officer for the foundation, pricks the consciences of Australian companies who benefit from their trade with the Islands but give little, or nothing in return.

How Australian firms can burnish their image in the Islands

Recent research carried out by the Australian Council for Overseas Aid into Australian trade with South Pacific countries showed that the most striking feature of such trade is the massive imbalance in favour of Australian companies. Australian imports amount to only one-third of its total exports to the region, and this extremely favourable balance of payments position for Australia has many important effects on economic patterns throughout the Pacific. Almost without exception the individual countries in the South Pacific have large and continuing trade deficits. The exceptions are the few resource-rich islands such as Nauru.

The effects of world-wide inflation have hit the South Pacific countries hard. Most with large scale deficits are now paying much more for imports from countries such as Australia. This has been experienced particularly in manufacturing and industrial goods.

However, the price of exports from the few South Pacific countries engaged in such trade with Australia has not risen so sharply, thus adding an increased percentage to the trade deficit as a direct result of the flow-on inflation. Relatively little of Australia's imports from the Islands are agricultural, a disturbing fact for them considering the substantial role of agriculture in their economies.

Tariffs, quotas and preferences have, to a large extent, played an important role in the overall limitations of South Pacific exports to Australia especially in this sector. Rigid protection of primary industry in Australia has ensured a very limited amount of agricultural produce being imported. The amount of manufactured or semi-manufactured goods

from the South Pacific imported into Australia is negligible, and opportunities exist for the expansion of this component of Australian trade.

Australian exports to the South Pacific take two major forms. The increase in tourism and the growth of "western" style consumer societies has been accompanied by an expansion of Australian manufactured goods and processed Australian primary products exported to the South Pacific. This rise has had profound effects — including the opening of many supermarkets with canned and frozen Australian products and industrial goods.



Particularly striking is the volume from Australia of light manufactured goods, such as soap, plastics, paint, paper products and fibres. Heavy industrial materials such as iron and steel, pipes, aluminium, concrete, engines, coal and other fuels are another important group of export items. Electrical goods, automobiles and clothing are also exported in rapidly-increasing quantities. Most of these exports are directed towards the urban areas in the South Pacific which are growing in numbers of population, due to the drift from the rural areas in search of employment.

The Australian Council for

Overseas Aid has expressed concern at these trends and certain of its member agencies are working towards some possible solutions to the problems, in partnership with organisations within the Pacific itself. They feel that there must be a preparedness by all Australians to challenge the relationship with South Pacific countries as it now exists.

One of these agencies is the Foundation for the Peoples of the South Pacific, whose role is that of a "catalyst" for the needs of the people at grass-roots level, who are the main victims of such a system. It has recently been carrying out a campaign to alert Australian companies trading in the South Pacific to the thinking among many of the Islanders themselves, as well as Australians concerned with issues for social justice.

It is hoped to build up an effective body to assist in reversing the present imbalance of trade by a change in present attitudes. Meanwhile, the Foundation is seeking active sponsorship of self-help programmes designed to improve the socio-economic condition of Pacific Islanders, particularly in the rural areas.

A considerable number of such business-houses has responded to the appeal with enthusiasm. Burns, Philp & Co Ltd has a proposal whereby \$100 000 will be raised for specific projects, approved by the Fiji Government: the Shell Co of the Pacific Islands has a programme of support for education through the villages to which \$35 000 has already been allocated; Hawker de Havilland Australia Pty Ltd has a scholarship at the Derrick Technical Institute in Fiji for the training of young Fiji technicians in more advanced technical studies; the Bank of NSW is sponsoring two projects, one for the training of

unemployed youths in carpentry at village level, and the other for providing agricultural tools for graduating students from the Community Education Training Centre in Suva, which is a centre for the entire region. The ANZ Bank, Mobil Oil Australia Ltd and Boral Gas Ltd are also giving financial support to the work of the Foundation. It is anticipated that such support will increase.

While the amount raised by non-government organisations such as the foundation is small in relation to government aid to the region, the Pacific Islanders themselves have testified to its effectiveness in a recent report commissioned by the South Pacific Bureau for Economic Co-operation. The staff in the foundation is voluntary and highly motivated, the overheads are small, and the projects tend to be concentrated upon areas ignored or deemed as inapplicable by governments. Small-scale rural farming, low-cost housing, rural training and community work, nutrition programmes, vocational training, are some of the categories of assistance for which active sponsorship is sought.

If such giving is matched by a change in attitudes, increased concern for these near-neighbours, and a willingness to look at structural changes, particularly in trade and investment, Australia could become a strong partner for economic stability in the islands of the South Pacific, many countries of which have now gained their independence or are on the threshold of such independence, and are holding out the hand of friendship to those who are willing to co-operate in what to them is seen to be an enormous task for the future.

A one-boat fishing revolution comes to Niue

Looking along the concrete expanse of the wharf in Alofi, the main village of Niue, one lone fishing boat with outriggers stretched wide stands silhouetted against the horizon.

And before that there was none.

That was before the *Nukulafalafa* — meaning horizon — arrived aboard the monthly freighter last July to link up with a master fisherman from New Zealand, Mr Nick Dryden, and four Niuean trainees under a New Zealand bilateral aid scheme.

Now an integral part of the Niuean scene, the 9 m fibreglass fishing boat chugs out to sea at 4 am each weekday, returning later in the day, sometimes with deck awash with fish and sometimes with just a set of grim and determined faces.

Then, on Friday, when people come from the outer villages into Alofi to sell their produce, shop and chat, the local radio station advises whether the catch has been sufficient for a market. If so, up to 250 women and a few brave men start jostling for positions down on the wharf about two hours before starting time. Some just come for the spectacle, a few end up crouched under the trestle tables for protection, and it's all fun from them on.

The action really starts when the fishermen bring the fish from the freezer and with fish, hands and money flying in all directions, about half a tonne of fish is distributed among the crowd in little more than half an hour.

Not surprising really, with the fish selling at a top price of (NZ)\$1 a kg, about a third of the local price for imported fish, and local fishing being a rather rigorous pursuit with Niue's jagged shoreline and lack of lagoons or outer reefs.

In its first six months of operation, the fishing boat caught about six tonnes of fish, most of that in the slack winter season which was the worst local fishermen can remember, and has made a promising start on the summer

tuna fishing.

Nick says he is more than satisfied with the catch although he can't claim to have produced a surfeit of fish. Keeping in mind that the first few months involved a lot of unproductive work training the Niuean crew and exploring fishing grounds, he believes the tally is reasonable. He estimates it is sufficient to cover the running expenses of the boat.

He is also satisfied with the performance of the Niuean crew, Robert Rex Jnr, Archie Moana, Halapatu Elik and Motu Rex — and is confident they will be fully capable of taking over at the end of his 12-month term. Already, they regularly take the boat out by themselves, returning with healthy hauls, and do a lot of the servicing.

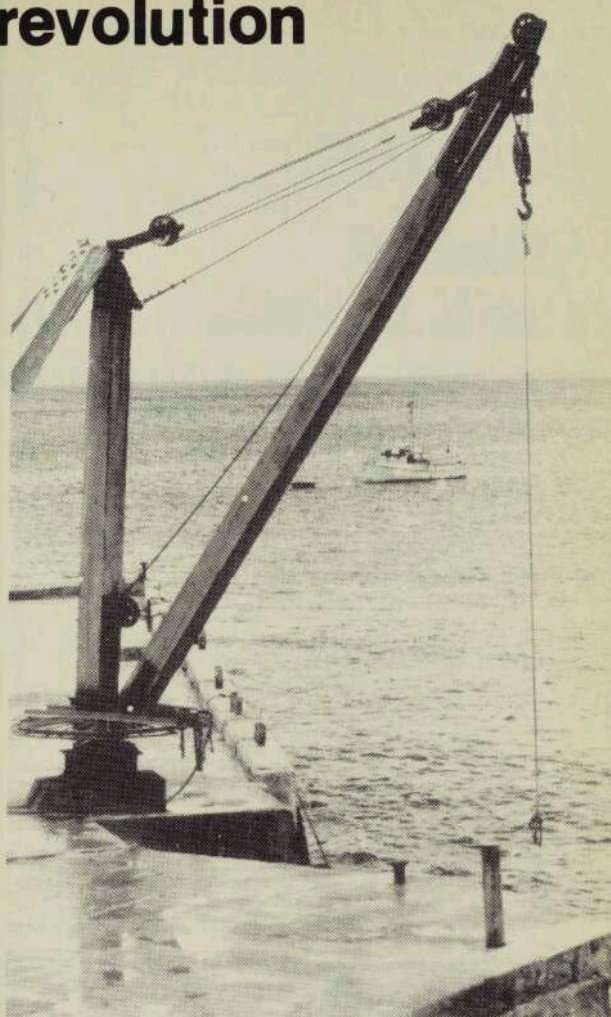
They started off a little sceptical of some of the fishing methods but after being shown the practical benefits, took to them enthusiastically, says Nick. All were experienced canoe fishermen previously.

Nick considers his major task was in convincing them that maximum catch is in direct proportion to maximum effort and getting them to adopt a commercial attitude of going out at 4 am each day regardless of the catch. Trolling has been the main method used so far with three lines from the stern and two from each outrigger. Migratory fish, mainly wahoo and tuna, have been their major hauls.

Nick has largely avoided the reef fish as he says the reef population is fairly small, with large areas of dead reef around the island. He believes the reef fishing is probably at its maximum sustainable yield now with the dinghy and canoe fishing.

In their best day's fishing so far, the *Nukulafalafa* was laden with about half a tonne of wahoo, 25 fish caught in two hours trolling.

Other methods they have experimented with are floating set nets for skipjack tuna, deep-bottom long-lining, bot-



Niue's lone fishing boat moored beyond the wharf at Alofi.

tom gill nets and floating lone lines and have had mixed success.

Meanwhile local fishermen have been benefiting from the spin-off from the scheme by adopting some of the methods used on the fishing boat, getting advice on techniques from Nick, and help with bait and lures. Some of the dinghies are now sporting bamboo outriggers so that more than one line can be trolled.

Together with the *Nukulafalafa* crew they have still got a long way to go before they completely satiate local demand and replace the 25 tonne of fish annually imported from New Zealand. But the potential is there, according to Nick.

He believes local demand

could largely be met with the one-boat Niuean fishing fleet being expanded to include another boat of similar size. A bigger boat could not be used because there is no sheltered anchorage around Niue, just an exposed wharf in the lee of the tradewinds. The boat has to be lifted out of the water by shore-mounted derrick for servicing and in rough conditions.

Mainly for this reason Niue has no grand plans to further exploit the vast Pacific surrounding it, even with the declaration of a 200-mile economic zone, for which legislation is being prepared. But it would certainly want jurisdiction over the area as the migratory species passing through form the bulk of its catch.

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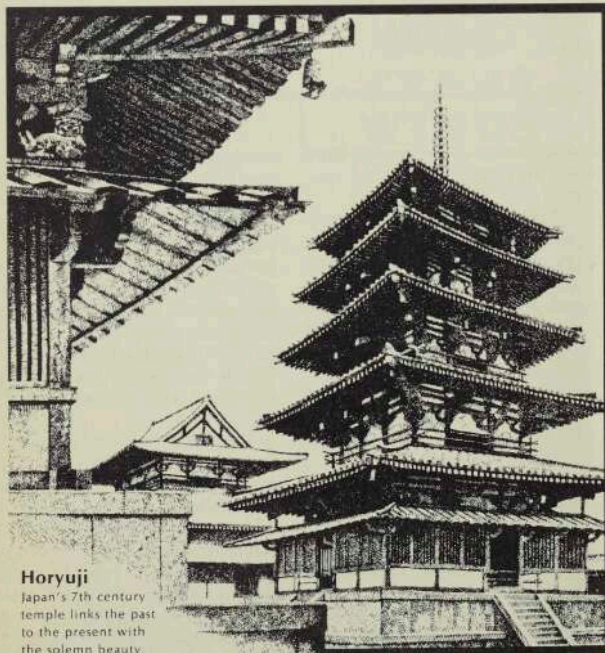
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"PNG market no Aussie preserve" — Trade man

Australian exporters must recognise that Papua New Guinea is no longer an extension of the Australian market but is an individual market with its own problems and prospects, warns Mr R. J. Barcham, Australian trade commissioner in Port Moresby, in a recent issue of the Australian government publication Overseas Trading.

Mr Barcham noted: "In the year ended June 1960, Australia supplied 63% of PNG's total imports. By 1973-74, our share of the market had fallen to 52% and, according to the latest figures available, which are for the seven months ended February 1977, our share had further declined to 50%."

Mr Barcham pointed out that in 1974-75, major suppliers of PNG imports, apart from Australia, were Japan (15%), USA (8%), Singapore (8%), and Britain (4%).

He also pointed to dramatic changes in the expatriate market in PNG, and to changes in the character of PNG's national population, which affected Australia's export prospects.

He wrote: "During the period October 1971 to mid-1976 the expatriate population fell from 53 000 to 35 000. The final level of expatriates is difficult to assess and will be influenced by the

number of large developmental projects which are planned for the future.

"Another significant factor is the changes occurring in the nationality of expatriates.

"Whereas in 1971 there were 30 000 Australians, 9 000 Europeans, 7 000 Chinese and mixed races, there are now fewer than 15 000 Australians and possibly 6 000 Filipinos. This is expected to increase the demand for non-Australian products.

"The nature of the national population is also changing.

"In 1973 it was estimated that there were 2.6 million Papua New Guineans of whom roughly 20% were part of the cash economy. In June 1976, estimates put the total population at near 2.8 million with 28% in the cash economy.

"Government policies, aimed at increasing opportunities for urban Papua New Guineans in a broad range of positions in government and commerce, have led to the creation of a new 'middle class' consumer group in the urban centres. This group has, to a large extent, offset the decline in consumer expenditure brought about by the reduction of the expatriate population since 1971.

"In the future this group will constitute the major growth sector of the market for consumer goods."

routes. The number of staff would be increased by 33 this year to take the total number of employees to 518. Two cadet pilots would be trained at Newcastle, NSW.

A new general manager, Mr Alan Bodger, will replace Mr Stan Quigg, who is retiring. Mr Quigg will stay with the

airline till June to July to help Mr Bodger to settle in. Mr Bodger, 56, retired in February as general manager of Gulf Air, an Arabian airline. Before taking a ground position, Mr Bodger was a pilot with BOAC, Aden Airways (a BOAC subsidiary), Arab Airways and Hong Kong Airways.

Japan plans to spend millions in Solomons

The Solomons Islands will be seeking about \$5 million a year in aid from the Japanese over the next few years, writes George Atkin from Honiara.

This was announced after the visit of a seven-man Japanese economic mission to the Solomon Islands in February. The mission met government officials and toured various parts of the country during their five-day visit.

The leader of the mission, Mr Hiroshi Ohtaka, deputy director-general of the Japanese Ministry of Foreign Affairs' economic co-operation bureau, said, as they were leaving the country, that the visit had been a "great success".

He said his team was impressed with the extent of the natural resources of the Solomon Islands and in his view, Solomon Islanders are disciplined and hard-working.

Two main impressions that stood out in talks with government officials and others — "are the spirit of self-reliance and efficiency", he said.

The mission, which arrived in the Solomons to plan the Japanese aid programme to the Solomons after independence visited Makira, Auki and Lau Lagoon in Malaita, the North Guadalcanal Plains and Marau on Guadalcanal, the Noro Base, Kolombangara and Munda in the Western District.

The Japanese should be interested in Noro because it is there that the Solomon Taiyo, a joint fishing venture between the Solomons and Japan, has set up its second largest base. Noro is also being made into a larger base to replace Gizo, the second largest town in the country. And there is timber poten-

tial around the Munda area in North New Georgia.

The Solomons Chief Minister's spokesman said that during the visit considerable progress was made in identifying the possible size and make-up of a programme of Japanese aid to the Solomons after independence.

At the talks, the Solomons Government proposed that Japanese financial and technical assistance should go to important projects in agriculture, fisheries, shipping, telecommunications, health services and developing credit financing.

It emphasised the importance of developing and small-scale projects at the same time, and the need for balanced development between economic sectors.

The government indicated a programme of Japanese assistance at around \$5 million a year over the next few years.

The Japanese mission expressed interest in all the projects put forward and said it is likely that one or two important projects could be implemented very quickly after independence, probably in the training and development of internal Solomon Islands fisheries.

At the same time, detailed studies will be made of other projects, with a view to building up to a substantial level of assistance as soon as practicable.

The statement said that no commitment to a level of aid could be made at this stage, but provided the Solomons is able, after detailed studies, to justify its proposals, the Japanese Government will be glad to consider programmes of assistance to fit the Solomons' needs.

Both sides agreed on the

Air Pacific flies from a loss to a profit

Air Pacific has just enjoyed a record year with an operating profit of about \$750 000, three times higher than the previous best operating profit. The profit came hard on a loss of \$1.1 million in 1976-77, and exceeded by more than \$700 000 an expected modest profit of \$21 000.

The chairman, Suva accountant Don Aidney, said a growth in tourist and domestic traffic and increased efficiency in operations led to the increased profit. For 1978-79 the airline is budgeting for a profit of \$640 000.

In the current year (Air

Pacific's financial year ends on March 31) a third BAC 111 will be added to the fleet, and there will be increased landing and service costs. Air Pacific also has two HS748s and one Trislander to cope with domestic and international traffic. Mr Aidney said the third BAC 111 was looked on as a short-term investment, to cover a gap till the board could decide which were the best larger aircraft for regional and international flights.

Mr Aidney said it was expected Air Pacific would not have to increase fares on the majority of the domestic

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need for practical and effective projects, with levels of technology appropriate to the Solomon Islands and realistic programmes of expenditure.

The helpful role which suitable Japanese volunteers can play in ensuring the effectiveness of rural projects was stressed by the Solomons Government.

The two countries will hold further talks before independence both about an overall programme of Japanese aid, and to ensure that a prompt start is made on the first projects after independence.

Mr Ohtaka said, "The Japanese Government has not undertaken to make any commitments as yet but I think that the fisheries project is virtually assured."

He explained that Japanese Government policy is not to give aid until a country is independent but once this is achieved "I feel that the Japanese will be ready to make an agreement with the Solomons Government on fisheries."

"Our policy is to begin modestly," he said.

No gold in the Fiji Goldminers' Union kitty

The Fiji Mineworkers' Union is in financial trouble, sitting on assets of about \$60 000, but with little liquidity. Three officials of the union and the manager of the union's club, have temporarily suspended their pay, totalling \$253 a week, pending the government takeover of the mine at Vatukoula.

The union's two telephones have been cut off because of a \$700 debt, being repaid at the rate of \$50 a month. A \$4 000 bank overdraft is being reduced by \$200 a week. The union secretary, Mr Navitalai Ragona, one of those going without pay, said he fully accepted the situation because the events which caused it were to lead to the possible take-over of the Emperor Gold Mining Co Ltd by the government.

The union's ranks were suddenly depleted when Emperor laid men off. Many of the men went to other industries, leaving a financial membership of about 600; 1 100 were needed to enable the union to meet all commitments.

However, the coming change of ownership of the mine did not prevent the union from serving a log of claim on Emperor. Some of these claims were of more benefit to the union itself, than to members. These were for the company to: Totally surrender a block of land on which the union office was situated; Supply free electricity to the union office and club; Bore a 48.7 m hole for union

water stores; Supply free materials to the union for four 9.14 m by 7.32 m houses; And to pay \$50 000 to the Mineworkers' Credit Union.

Other claims were for a 15% wage rise for all hourly-paid workers, 18 extra paid days annual leave for shift workers, and five extra days for others. But whether Emperor or the new owner of the mines is expected to meet the claims is not exactly clear.

Meanwhile, the government, recognising that Vatukoula has an uncertain future as a goldmining town, has offered special incentives for new industries. Land will be available at cost, interest free, to cover development expenditure over 10 years in equal instalments with a grace period of five years when no payment will have to be made, income tax concessions for a maximum period of eight years, duty free entry of plant and machinery and raw materials, accelerated depreciation allowance and export incentives.

The concessions will be available to manufacturing and food processing industries in approved cases, and only in the case of new companies or subsidiaries. They will not apply to industries trying to shift all or part of their operations to Vatukoula. Income tax concessions will be available as long as all company activities are in the Vatukoula industrial area.

BRIEFLY

- Burns Philp (SS) Co Ltd plans to spend about \$3 million in 18 months to boost its continuing development programme and assist Fiji's ailing building industry. The company announced this at the same time as it disclosed that the profit for the six months to December 31, 1977, was \$1 497 000, an increase of 6.9% on the return for the six months to December 31, 1976. The sales revenue for the period was \$23 959 000. Mr R. J. Rowland, general manager, said he envisaged a brighter future for Fiji in the 1980s. Trading in Fiji in the six months was static, but growth in the four other Pacific Island branches allowed the Fiji branch to maintain employment opportunities.

- An external telephone and telecommunications to be installed in Honiara will give the Solomon Islands a direct link with the outside world. At present, international calls from the Solomons have to be made through Suva or Sydney. The system will be run by Soltel Ltd, a joint Solomons-Cable & Wireless Ltd enterprise. The project will cost about \$2 million and is expected to be in operation by Independence Day on July 7. Initially, the Solomons Islands Government will hold a 49% interest in Soltel and Cable & Wireless will hold 51%. Cable & Wireless will, in time, sell its interest to the Solomons Government.

- The oil palm industry in Papua New Guinea could be worth K40 million a year at today's prices — when it is in full production. Oil palm projects at Hoskins, Bialla and Popondetta will involve 26 000 ha producing 120 tonnes of oil and 18 000 tonnes of kernel a year.

- A strike by Air Niugini pilots in March brought all services in Papua New Guinea to a halt for about a day. The dispute was over pay scales and arrangements for crews of the Boeing 707 which Air Niugini uses on its trunk international routes. Also grounded were two Fokker Fellow-

ship jets and 11 Fokker Friendship turbo-prop aircraft. The pilots went back to work late on the day of the strike. After talks with Air Niugini management and the Department of Labour they agreed to take their dispute to arbitration.

- Fiji could be producing 400 000 tonnes of sugar from three million tonnes of cane by 1980 which should enable the Fiji Sugar Commission to meet without difficulty long-term commitments to Europe, New Zealand, Malaysia and Singapore. Sugar production in the current year is expected to be about 362 375 tonnes from 2 674 172 tonnes of cane.

- The Pacific division of Burns Philp & Co Ltd recorded improved profits overall, largely because of improved efficiencies for Burns Philp (SS) Co Ltd, improved trading in the New Hebrides and Papua New Guinea and increased coca production in the six months to December 31, 1977. This is revealed in the company's half-yearly report, which recorded a net profit of \$4.634 million, an increase of \$467 000 on the six months to December 31, 1976. The group's Australian operations continued to be affected by the generally depressed level of economic activity. The interim dividend is steady at 7.5c a share.

- Papua New Guinea Government moves to reduce the consumption of alcohol had little effect on the earnings of brewer San Miguel and Swan Holdings Ltd in the year to December 31. Revenue was up by 63% to K7.8 million and the loss was reduced by 46% to K392 000 compared with the previous year. But if the people drank more beer there was nothing in it for shareholders for no dividend was declared.

- A 28-bed hospital will be built in the Haapai group in Tonga from funds made available by New Zealand. The cost, which will include some staff housing, is expected to be about \$615 000. The new hospital will replace a 70-year-old building, which no longer meets the needs of the group.



HARDIE'S PIPELINES— A MAJOR CONTRIBUTION TO DEVELOPING PACIFIC NATIONS

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New Zealand.

In July, 1938, HMS Wellington called at Malden, one of the uninhabited Southern Line Islands. A diary covering the period 1904-1910 was found in the deserted office once occupied by the manager of the Melbourne company mining the guano deposits. It turned out to be a rare and valuable record of early island life and was deposited in the archives of the Western Pacific High Commission in Suva. During research on the Melbourne company, which held the Malden guano lease, A. M. Quanchi, of Melbourne's Monash University, came across the diary. His story below is based on what he found in the diary.

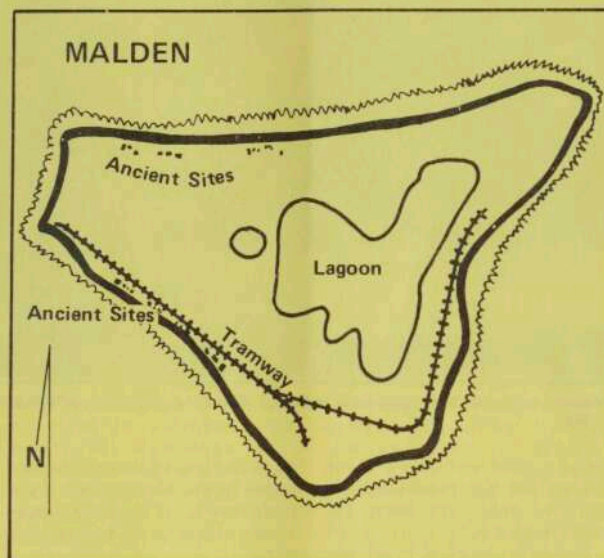
Life on Malden, where the guano workers had numbers instead of names

Situated just south of the equator in the central Pacific, Malden has remained one of those distant little specks listed in marine charts and colonial balance sheets but otherwise forgotten. Yet, as this diary kept by the island manager of the guano company illustrates, its formation and history are as fascinating a story as could be told.

Of coral atoll formation and roughly square, the longest northern side extends for 10 km. No part of the island exceeds 10 m above sea level. Unoccupied for most of its existence, it is dry, windswept and infertile and home only to thousands of birds which use it as a temporary refuge in their oceanic wanderings.

The ocean floor falls away so drastically that a stone-throw off-shore an 80 fathom chain is needed to touch bottom. Remains in stone and dry wells indicate the presence of early Polynesians who could not have numbered more than a few hundred, while today a second set of remains has joined the ruined *marae*s of earlier centuries. Beginning in the 1860s Malden was mined extensively for guano, the phosphate which fertilized English, Australian and New Zealand soils at costs ranging from \$24 a tonne in the good years down to \$4 a tonne until after the turn of the century when Ocean Island phosphate began to dominate the Australasian market.

As recently as 1974, when a Gilbertese expedition visited Malden, the remains of tramlines, sheds, jetties and equipment bore witness to the endeavour and hardship of the Cook and Niue islanders who worked the guano fields under the supervision of up to a dozen European overseers, carpenters, chemists and managers.



These two plaques were erected on Malden Island by the crew of the British warship HMS Wellington to commemorate two visits the ship made to the island, the first (as the top plaque records) on August 27, 1936, and the second on July 1, 1938. Both declared the island belonged to "His Britannic Majesty". The picture, and those of Malden on succeeding pages were taken by Mr W. N. Cowie, of New South Wales, who spent 12 months on Christmas Island in the 1930s and called at Malden, which is 400 miles south of Christmas Island (PIM, March 1974, p 106), arriving in HMS Wellington on July 1, 1938.



Malden was not overly-hospitable to its guests. During the five years and seven months recorded in the diary, a ship's cook and overseer's wife died of dysentery, nine labourers fell victims to venereal disease, dysentery and "general decline", and in mid-1907 the manager, Charles Karlson, was forced to report between 14 and 18 men on the sick list each day for five weeks, suffering from colds and pneumonia.

Considering the hazards of blasting and extracting the guano, carting it across the island to the jetty and, not the least, loading it aboard heaving ships in rough seas, it is surprising that so few accidents were recorded. Only a broken leg and broken arm, a crushed foot and a skull injury caused by a mis-directed pick merited recording, although reference to colds and scurvy were quite frequent. On the occasion of one of the rare deaths, Karlson wrote:

"Monday Aug 6th 1906. Moderate NE breeze Ther. 84 Bar. 30.014 Smooth sea."

Carpenter making coffin and sundry jobs. Nelson (an overseer) at Rongo and Frankston (guano fields) collecting guano. Wharfinger and gang drying guano. Have to report one Aitutaki native died at 10.30 on the 5th instant after an illness of three weeks from newmonia. Was buried this morning, native missionary holding service. Light showers of rain during the day."

A year later merely, "Niue boy No 35 died of dysentery" was entered in the diary. Aitutaki No 6, Niue No 105 and Aitutaki No 49, and two other Niue men were similarly listed, all having died from venereal disease.

Karlson was not as cold and dispassionate as this might seem and he regularly broke

YESTERDAY



This painting of the famous clipper Salamis, with her salvaged bell, is by A. I. Sparling. Salamis, which spent her last years as a guano boat, was wrecked on Malden on May 20, 1905.

the monotony of five and a half days work every week by issuing extra meat rations or a round of gin to all hands. Saturday afternoon and Sundays were rest periods but the labourers could only look to Good Friday and Christmas Day to break the cycle of their one year contract. However, when work was hampered by rough seas or gangs worked late into the night to assist the berthing of a ship, small rewards were offered.

"Sat 10th Oct 1906 Light NE breeze Ther 85 Bar 30.096 Fine smooth sea. The old gang finished their twelve months today so gave all hands a holiday as they had done good work. One man sick.

"Sat 26 May 1907 Mod NE Breeze Fine Ther 86 Bar 30.072 Half day holiday for natives. Carpenter making a set of points for Frankston line (sails fitted to tramway carriages were used to let the wind push the loaded wagons along two sets of tramlines from the digging areas to the jetty) SS Dramenseren sighted at 10.00 am. Made fast to the bouy with two hawsers at 2.30pm. Maki and ten natives worked from 10.00am to 5.00

pm. I would not allow them time off for it so paid Maki 2/- and the other ten men 1/- each overtime."

The gangs worked in groups digging the guano, after which it was trucked to holding sheds near the jetty on the lee side of the island. There it was dried, screened, sorted and bagged in preparation for the next ship to call. Smaller parties repaired sails, maintained the tramlines and loading facilities at the jetty, or sewed bags. An appointed Cook Islander used a small outrigger to fish in the off-shore waters.

Working conditions were good and only on a few occasions did the manager find it necessary to record that the staple supplies — onions, pumpkin, salted beef and pork, coconuts and tobacco — were in short supply. Water was distilled using a 2 130 L condenser and, in emergencies, was obtained from tanks which captured the rare falls of rain.

Once Karlson recorded the unusual fact that the normally constant northeast breezes had failed to fill the sails on the guano trucks. "No wind again today the men having to

push the trucks the whole five miles in the blazing sun. Terrible work." On other occasions there was too much wind.

"Thurs 22 Feb 1906 Strong E wind Fine Ther 87 Bar 29.099 The Olive came up about 9.00 am Sent out two lighters with rations and water. One lighter missed the ship and with two boats towing was blown five miles out to sea before the vessel could pick them up. They got back all safe at 5.00pm and the vessel stood off for the night. Made up men's account and paid off 57 men. (The Olive was used for regular supply and labour runs.)

"Fri 20 Nov 1908 Strong E wind Fine Ther 84 Bar 30.066 Moderate surf. Laid out 75 fathoms chain over the reef at the south ship mooring. Want to put out a contrivance to keep the ship (the Ariel) closer in while loading as with strong east winds always blowing it is hard pulling the lighters back to the wharf such a long distance."

In August, 1908, the captain of the SS Grassmere complained that the loading gangs worked so fast that his crew could not keep up, but on

another occasion Karlson returned from three months leave to find the standard of replacement labourers had declined in his absence. In smooth seas he noted that the gang could only manage to load 110 tons or 2 808 bags of guano. When they finally finished the loading he wrote, "The poorest work I ever saw done here. The labourers are all young boys and it takes three to four to lift a bag of guano. (approx 65lbs)"

During the period covered by the diary 32 vessels loaded 38 250 tonnes of guano from Malden. The record loading for one day being 266 tons or 8 260 bags, a hard days work by any standard considering it meant loading the lighter at the jetty and then manhandling the bags from the rolling seas up over the side of the waiting vessel. That vessel, the SS Grassmere took out 3 362 tonnes, the largest load during the period of the diary. She had been berthed for 24 days, losing only three days due to heavy surf when the lighters were unworkable. Three other days were lost when ballast was off-loaded.

Other ships were not so lucky, often laying off the island

for weeks waiting for fine weather before they could berth, and then up to a month waiting for loading to be completed. As the bottom fell away so steeply, normal anchorage was impossible. However, the prevailing easterlies provided the answer. Chains from anchors on the beach were let out to large buoys floating off-shore. Ships moored to these buoys and the easterlies pushed them away from the surf and reef. A tricky operation, but as Malden Island guano fetched a good price the risk was justified.

To return to Karlsen's labour problems — in November, 1907, he complained that, "this gang of Niue men is the poorest gang of labour, black or white, that I have ever seen". Four days before this he had inspected the diggings and wrote, "Went up to the guano fields this morning with Mr Crocker (chemist and medical officer). Found the fields that had been worked since I left on leave have not been cleared up, only the bulk of the stuff taken off, and the holes and bottom stuff — which is generally the best — has been left on the field."

However, only twice did he record admonishing a labourer — the first being a boy who ran away to an unworked part of the island without permission, and the second when four Niue men reported sick and he suspected they had been illegally eating the sea birds (mostly unpalatable) which colonised the eastern part of the island.

The number of labourers on Malden varied between 150 and 200. During the period of the diary 204 Cook islanders from Aitutaki and Atiu, and 152 Niue islanders arrived, and for the same period 227 Cook islanders and 165 Niue islanders returned home as their contract had expired. Although there seemed to be no difficulty in recruiting labour, Karlsen could see the supply was running thin. As well as being critical of their youthfulness, he also noted the prevalence of venereal disease in each newly-arriving gang.

The myth that the Pacific was ravaged by venereal diseases in the wake of the European explorers and traders has been well disproved and Karlsen's comments call for

some explanation. Niue Islanders had long been serving in various parts of the Pacific and might have been expected to be more susceptible to contagious venereal diseases, but demographic studies of Atiu and Aitutaki do not reveal the extent, or the fatalities which Karlsen's comments hint at. While he may have mistaken the symptoms on the arriving labourers there was no question that venereal disease had been the cause of the deaths he later recorded for seven of the nine labourers who died on the island during this period.

Despite the poor quality, and perhaps because of it, when shortages began to affect the loading schedules Karlsen despatched the *Alice* on a special recruiting trip to the Cooks. As an indication that servitude abroad was still popular, Karlsen recorded that five weeks later she returned with 70 men from Atiu and Aitutaki.

Apart from the 32 vessels which off-loaded the guano, 10 other ships made regular supply runs to Malden and on 12 occasions Karlsen noted "sail-ho" in the margin when four masted ships in full sail passed to the north and south west. Malden was not, however, a safe port of call even for those who had made fast to a heaving buoy on earlier, often stormy occa-

sions. In one disastrous incident in May, 1905, two vessels ran aground and were wrecked on the lee shore. The *Victor* and *Salamis* had been berthed for over seven weeks as rough seas had prevented loading, and when the winds turned to the west Karlsen noted with unconcerned brevity that they were in danger of being driven ashore. With heavy rain and more than a week of constant westerlies the ship's moorings began to part and on May 17 and 18 they swung so much on the buoys that they began to collide. Finally at 9.00 am on the 19th the *Victor*, after attempting to make sail and clear the island, dragged her moorings and went aground.

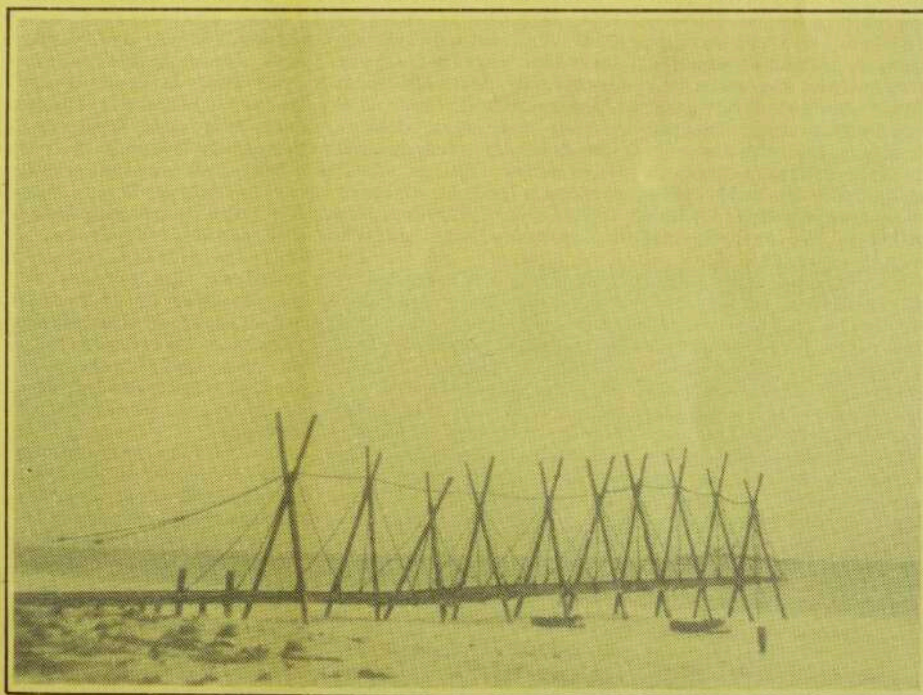
"Fri 19th May 1905 Fresh W to NW and rainsqualls Bar 29.984 Ther 84. The *Victor* dragged her moorings and got ashore on the SW spit at 9.00am and broke her rudder. Started to take the mens effects and provisions off her. Ship bumping hard at times. *Salamis* let go her starboard anchor with 75 fathoms of chain. About 1.00pm *Victor's* sternpost broke and she filled quickly and heeled over so that we could not get any more out of her ... She is now a total wreck. The crew is all ashore. Carpenter at Frankston shifting native

house. Frankston usual field work.

"Sat 20th May 1905 Fresh W with heavy rain squalls Bar 30.00 Ther 80 The *Salamis* went on the rocks this morning and commenced to take water fast. Sent men out to help at the pumps and save provisions, etc. Got the most of her provisions ashore and the mens clothes and the vessel went up on the rocks and became a wreck. Both vessel's officers and crew is now ashore. Heavy rain all day. The *Victor* is nearly all broke up now."

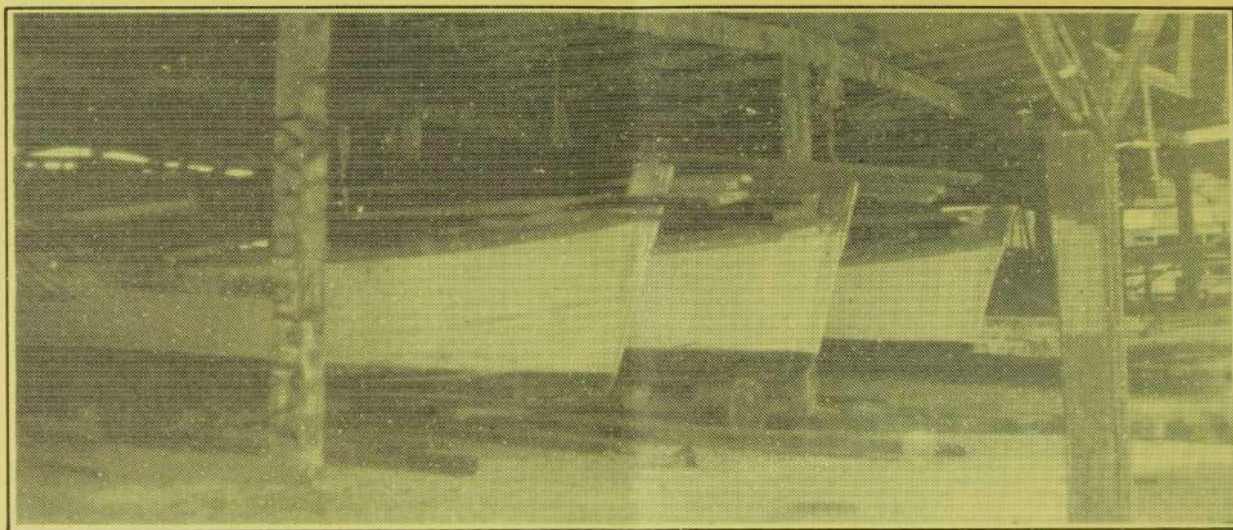
No lives were lost but along a shore line already littered with enough debris to "keep the island in firewood for years", two more victims were added to the list. Later, letters passed between the Colonial Office, the Victorian Governor and the WPHC but the Melbourne firm who held the guano lease, Grice Sumner, were not able to prompt any action on improving Malden's now infamous anchorage. By the 1920s, the list had lengthened and among the ten recorded wrecks the *Salamis* and *Victor* were joined by the *Fram*, *Annie Larsen* and *John Murray*.

During World War I no vessels could be provided for the Malden run but a small party continued to work the fields. After the war the num-



This contraption was the loading wharf where the guano boats berthed to take on their cargo.

YESTERDAY



These three launches in the Malden's boatshed were part of the guano operations. When mining finished on Malden in 1926 the British Government ordered that all machinery, fittings, rail lines and launches must be left on the island. Everything was intact when Mr Cowie took this picture. When a team of nuclear experts called in 1957 to survey the area for the H bomb tests they found that everything had disappeared.

ber of vessels calling declined rapidly. Another diary in the possession of the WPHC Archives does indicate that two vessels were chartered as late as 1926 to collect guano that had been mined but not yet shipped out. This diary, running from June to September 1926, provides an interesting sequel to the events unfolded in Karlsen's diary of 20 years before. As the extracts from the monthly summaries illustrate, life on Malden, the technical problems of mining and the problems with the labour line did not alter a great deal even over the 20-year span between the diaries, or, for that matter, has not perhaps altered so greatly from the mid-1860s when mining began. The following two extracts are taken from the 1926 diary.

"Summary for July. Loading commenced on the 13th and up to the present the work has not been wonderful by any means. The gang is green and imbued with the idea — more days, more dollars. Owing to the ships inability to heave in to the stern mooring, which was put out but never used, it means a long trip to the ship as she is swinging about with the current, being a mile away very often. The crowning catastrophe is the wet guano. There has been so much rain the last months that the guano is saturated. (despite the under 25" annual rainfall this had always been a problem)

We are drying as much as possible but it is heart breaking work. Plant has been put in working condition but repairs to line are badly wanted. There is a curious sickness amongst some of the boys, a swelling in the lower limbs, accompanied by fever sometimes. However, we seem to be getting the matter in hand. Total shipped for the month 1028 tons. Total rain 5.21"

"Summary for August. Total shipped in 17 working days 1521 tons. Three Saturdays and we have had six (heavy) surf days. Labour is not working well. The trouble is more days, more dollars. Managed to get them on contract work. The greatest problem is the bags. Although we had nearly 1000 new and old shipping bags and 900 field bags, dry rot has got them badly. Am using canvas bags made out of old sails. Have used up all the canvas having made about 300 bags ... Practically all outside stuff has been screened not because it was dirty but because screening in the hot sun makes drying almost instantaneous. Health is none too good, the boys are as usual rotten with syphilis. White health is good. Food stocks, native, running low ... Was forced to throw away 700 lbs of biscuits, almost two weeks rations. The Gustav is in the same predicament, her tanked foodstuff is weavily and uneatable ... Total tonnage 2500 tons ... allowing

five surf days. Rain 0.78"

Although life was obviously not easy, the material rewards induced both Europeans and Islanders to suffer the hardships. As Karlsen recorded one stormy day in March, 1905, when Malden may have seemed even more isolated and desolate than usual, hardship was something one accepted when serving in the islands. He wrote:

"Weds 8th Mar 1905 at 1.00 pm The wind came from the west blowing and raining hard. Bar steady at 19.942 the sea roaring but nothing can be seen outside as it is quite dark. Wind and rain flying through the houses as there is neither doors or windows that can be shut. 4.30 pm Wind NW Fresh Rough seas. Wharf still standing although looking very dilapidated ... wharfinger with three men at the wharf securing as much as possible of it. Carpenter working at the small (drying) shed to try and keep the water out ... One gang of boys clearing grass off the tramline."

For the labourers, pushing trucks five miles in the blazing sun and clearing grass during a storm, which sent the overseers to the safety of their houses, were part of the contract. While European staff were often accompanied by their wives the labourers were denied all contact with women for the term of their contract, but in Karlsen's eyes they were happy enough with

their own companions, and their pastors, the latter looking to their spiritual needs.

Thirteen years later when the *John Murray* was wrecked on the NE reef, one of the survivors described the scene at the jetty as it was then, but it may well have been any time in the previous 60 years. He wrote.

"It certainly did not look a very inviting place, being nothing like those picturesque and charming coral islands we had read about in books and seen on the screen. All we could see at the moment was a collection of broken-down, iron-roofed sheds, a narrow beach running up to some low sandhills covered with coarse grass, a roughly constructed jetty and three or four old, rusty mooring-buoys half buried in the sand."

The manager's diary from Malden adds to a growing collection, which as new discoveries come to light every now and then, give all who are interested in the Pacific an insight into past events and into the involvement of both Islanders and Europeans, whether the attraction was gold, cotton, copra or guano.

Although Karlsen wrote on that stormy afternoon that "nothing could be seen as it was quite dark outside", by recording that comment and others, he has allowed us to see more clearly what life was like in the years which PIM now bylines as "Yesterday."

SHIPPING — Where have all the lovely line ships gone — to the breakers everyone, or nearly everyone. Today, the jumbo aircraft serve the Pacific and the line ships have almost all disappeared. James L. Shaw, of Portland, Oregon, USA, bids a nostalgic farewell to the ships.

The last liner sails — end of an era in the South Pacific

The end of an era in sea transportation has almost come about in the South Pacific. With the recent termination of passenger services by Lloyd Triestino Line, Chandris and Pacific Far East Line, long-distance liner services in the region have been reduced to only a few scheduled sailings a year. At one time the great ships were often the only means of transportation in or out of the Islands. Today, they are but anachronisms of an earlier age. To be sure, passenger ships are still to be seen in the major ports of the Pacific, but today's vessel is most often a "cruise liner", operated for pleasure rather than purpose — relaxation rather than transportation.

Only two companies continue to operate line services that touch at island ports, and these are on a season basis. CTC Line, using Russian flag vessels, offers two sailings a year between Europe and Australia via Panama and Tahiti. P & O Line schedules the 42 600 tonne Oriana through Honolulu and Suva twice a year on her positioning voyage to Australia and the United Kingdom. These, however, are but a small remnant of the past services operated by such lines as Shaw Savill, Royal Dutch Mail, Lauro Line, China Navigation and others. Ships whose names were known by every schoolchild are now largely gone while their owning companies have diversified into other trades.

Perhaps the best known of the liner companies are Eng-land's P & O Line and Orient Line. Created in the early 1800s by merchant Arthur Anderson and ship broker Brodie M'ghie Wilcox, Penin-sular & Orient Lines grew rapidly to become one of the world's largest shipping lines. In 1954, shortly after the last trans-Pacific sailing of Cana-dian Australasian Line's Aorangi (scrapped in 1953), Orient Line extended its route across the Pacific making regular calls at Honolulu and Suva. Liners with the far off

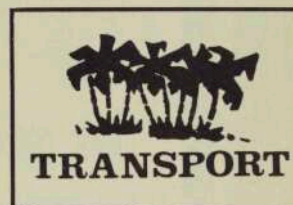
European names of Oronsay, Orcades and Orsova, became well-known and welcome guests at island ports. P & O joined in with ships such as Himalaya, Arcadia and Iberia. Then the two lines merged to become P & O Orient. In 1960, two new vessels slid down the ways to join this impressive fleet. Oriana and Canberra, two of the world's largest passenger ships, began regular round-the-world services that carried them through the South Pacific every few months.

In less than a decade, the introduction of jet aircraft on world air routes, however, dictated a change in passenger ship marketing that had far reaching effects. Cruising, once only the pastime of the rich, was tried on a larger scale, and succeeded. P & O's great liners were quickly adapted to this new trade. Voyages were no longer point-to-point but round circle trips which brought the passengers back to their original starting points. The "cruise ship", a holiday vessel rather than a means of transportation, was born.

Through the late 1960s and early 1970s, P & O liners were increasingly taken off line-runs and placed into cruise service. Yet even this more lucrative trade could not stem the inevitable rising costs and uneconomical design of several of the older vessels. In 1972, Iberia became the first of P & O's post-war liners to go to the breakers. She sailed on her last voyage for the scrapyards of Taiwan on June 28, 1972, followed exactly six months later by the slightly older Orcades. Next to go was Orsova, a successful cruise ship which was replaced on the round-the-world itinerary by the newer and larger Can-berra. Orsova reached Kaoh-siung on February 14, 1974, in turn followed by Himalaya on November 28 of the same year. In 1975 it was Oronsay's turn. This popular ship left the United Kingdom in August of that year on her final voyage to Hong Kong, Taiwan and extinction. To-

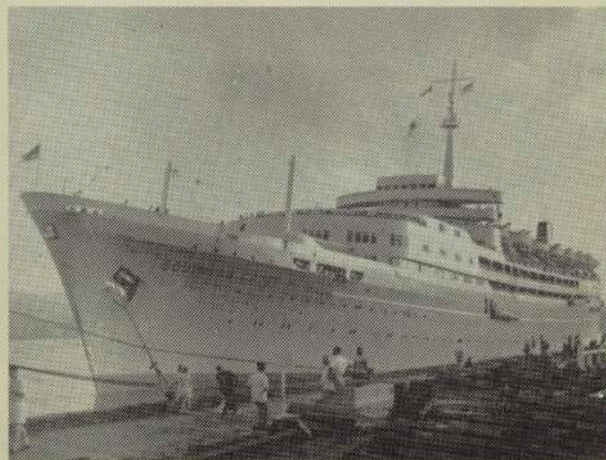
day, only Arcadia, Oriana and Canberra are left of P & O's large liners. All have been pressed into cruising, Arcadia taking up Oronsay's former position out of Sydney while Oriana comes South from England each November and returns to the northern climates in April. Canberra now passes through only once a year on her annual world cruise.

Other shipping companies have fared similarly to P & O, each either going out of the passenger business altogether or turning its remaining liners over to cruise service. Shaw Savill Line, whose unique "funnel aft" ships Northern Star and Southern Cross, were long familiar to residents of Tahiti, Rarotonga and Suva, ceased all passenger services at the close of 1975. Its North-ern Star and Ocean Monarch (ex-Empress of England) were dispatched to the scrapyards that same year. Three years earlier, Southern Cross had been sold to Greek owners to become Calypso, a cruise liner still in service in Euro-pean waters. The smaller passenger-cargo vessels Athenic, Corinthic, Ceramic and Gothic, ceased carrying passengers in the mid-1960s and finally fell to the breakers in 1969 and 1972. Their re-placements, Arawa, Aranda and Akaroa, three ex-Royal Mail liners off the South



America-Europe run, lasted only two years. In 1971, they were found to be uneconomical and sold to Norwegian interests who quickly converted them to the more rewarding trade of vehicle-carrying. To-day they sail as Hoegh Traveller, Hoegh Trotter and Akarita carrying automobiles rather than passengers.

Sitmar Line, well-known for its immigrant ships, was one of the first companies to realise the profit potential in cruising. In the early 1970s it began disposing of its older ships. Forty-year-old Castle Felice went to the breakers in 1970 and was followed in 1972 by 30-year-old Fairsea. The more recent vintaged Fairstar, was highly modified and pressed into full-time cruise service in 1973. Today, she remains one of the more popular ships sailing in the South Pacific area. Her recent running mate, the smaller Fairsky, was involved in a collision with a sunken ship, a small RN aircraft carrier, off Jakarta in June, 1977, and has



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FIJI: 7th Floor, Dominion House, Thomson Street, Suva. (Post Office Box 1252.)
Telephone: 312844.
PAPUA NEW GUINEA: Australian High Commission, P.O. Box 9129, Hohola. Telephone: 259333.



Ask the Australian Trade Commissioner

TRANSPORT

since been removed from Sitmar cruise brochures.

The sleek liners of the Italian Lloyd Triestino Line were said to be some of the most beautiful ships in the South Pacific trade. The twin sisters Guglielmo Marconi and Galileo Galilei made several exploratory runs through the South Pacific in the early 1970s touching at Auckland, Noumea, Suva and Papeete. This route soon became standardised and the two ships were welcome additions to the Pacific Island transportation picture. In 1976, however, Marconi was transferred to Italia Line and began plying the route between South America and Europe for that company. In late 1977, both liners were unexpectedly withdrawn from service leaving thousands of passengers stranded. A short announcement stated that the two vessels were to be converted over to cruising for the North American market.

The other Italian liners which have now disappeared from the South Pacific are the Angelina Lauro and Achille Lauro. Converted from the former Dutch liners, Oranje and Willem Ruys which operated the Royal Dutch Mail service until 1964, the two Lauro ships and their bright blue hulls pioneered a new route from New Zealand to Europe by way of the Strait of Magellan at the tip of South America. Though considered usable for passenger service only a few months out of the year (the weather not being conducive to suntans) the route was popular and has now been undertaken by CTC Line's Shota Rustevali once a year. Lauro Line itself bowed out of the liner service to concentrate on full-time cruising in the Caribbean and Mediterranean.

For many years the French operated several passenger liners into the South Pacific from Panama, lacing together the French ports of Papeete, Vila and Noumea to Sydney. They were smaller vessels than the British or Italian ships, usually carrying cargo as well as passengers. By 1971, however, they were gone. The elderly Melanesien, a ship of many names, went to the breakers in 1963 followed several years later by the Oceanien. Sister vessels Caledonien and Tahitiien continued in service until the



The Matua ... she ended her days in the Philippines.

start of the 1970s when they were both retired from service and sold to Greek owners. Tahitiien lives on in the Mediterranean as cruise ship Atalante while Caledonien slowly decays in Perama Bay outside Athens, as Island of Cyprus. Even little Polynesie, a small cargo-passenger vessel on the Sydney-Noumea run, has now gone to Singaporean owners as Golden Glory, a cargo-only vessel.

New Zealand, like France, operated a number of smaller liners in the Pacific trade, and like those of the European country, all were also cargo carriers. New Zealand Shipping Co operated five liners between Europe and New Zealand until 1962 when the elderly sisters Rangitara and Rangitiki were both sold for scrap. The newer Rangitane, Rangitoto and Ruahine continued on until 1968 when all three were sold to the Taiwanese-based Orient Overseas Line. They continued to trade as Oriental Esmerelda, Oriental Carnivale and Oriental Rio until the mid-1970s when all were finally sent to the breakers. The stalwart little passenger vessels of Union Line of New Zealand met a similar fate. Tofua was sold in 1973 to become the Chinese Tack Tai while Matua had earlier been sold and renamed Sultan K., then finally scrapped in 1969 after running aground in the Philippine Islands. The New

Zealand Government's former supply ship to Niue and the Cook Islands, Moana Roa, withdrawn in 1975, recently re-emerged as the New Zealand Navy's survey vessel Monowai.

Other lesser-known ships of several flags have left the South Pacific trade for other areas, or the scrapyard. Cogedar Line's black hulled Flavia, once on the Panama-Tahiti-New Zealand route, is now white-hulled and running weekend cruises to the Bahamas from Florida. Her one-time running mate Aurelia is now Romanza of Chandris line and cruises from Brazil. China Navigation's little fleet of passenger-cargo liners on the New Guinea trade have all been sold, Changsha and Taiyuan to become Pacific International Line of Singapore's Kota Panjang and Kota Sahabat. The slightly smaller Anking and Anshun which once connected Sydney with Rabaul, were sold in 1970 to become Klias and Safina-e-Abid. The latter ship still carries passengers in the Persian Gulf under Pakistani colours, but Klias, suffering from a collision while docking, was sent to the scrapyard in 1976. Four of China Navigation's other vessels, Szechuen, Shansi, Soochow and Sinkiang, all went to Singapore buyers in the mid-1960s and are still reported to be trading out of that area under new names.

Burns Philp Line's small passenger ships from the New Guinea run are also now gone. Bulolo to the scrapyards in 1968 and Malaita following three years later in 1971 after trading for different owners. Australasia Line's Malaysia, another frequent visitor to Port Moresby in the early 1970s, was recently converted to a livestock carrier and renamed Khalih Express. Her running mate Australasia was scrapped in 1973 after proving uneconomical under several owners. The two beautiful ex-P & O Line passenger-cargo liners Cathay and Chitral of Eastern and Australia Line's Sydney-Port Moresby-Japan run are also no more. Chitral was scrapped in 1976 when cargo could not be found for the north-bound voyages. Cathay was sold in the same year to her namesake country China as a merchant marine training vessel. The earlier liners Francis Drake and George Anson had both been scrapped in 1971 while fleetmate Aramac went to the breakers in 1969.

It has been a sad spectacle, the rapid demise of these ships. In their time they played an important and romantic part in the development of the South Pacific. "Ship Days" were special days to children and adults alike in ports where few other vessels called. To island residents the liners were also transportation, a welcome holiday and gourmet's delight between home and destination. They were at times posh extravaganzas, allowed only because there was no other means of passage. Today the cruise ships take their place, but only in a half-hearted fashion. The old liners were working ships, more in breath with everyday life than holiday ships off on a week's excursion. Liners like the Orsova, Oronsay and Northern Star will be missed from the Islands for they and their like will never return.

● In a postscript Shaw writes: "I have heard that both Monterey and Mariposa will be withdrawn from service in 1978. The loss of these two ships plus the recent withdrawal of Chandris Line's Australis and Lloyd Triestino's Galileo will spell the end of regularly-scheduled liner services through the Islands — a sad event."

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PACIFIC ISLANDS MONTHLY — MAY, 1978

Shipping firms' war hits New Caledonia

The dispute between shipping companies serving New Caledonia, which has reached the chamber of commerce and the government council, has produced commentaries that are strange and sometimes amusing.

There are those who express surprise that freight discounts on a service from Australia could lower prices of rice, butter or milk, and suggest that this is a deliberate promotion of Australian products.

There are others who point out that the containerised service has been introduced to put the small importers out of business, as they cannot order in the minimum quantities now required. There are even suggestions that Australian fruit, which generally travels by air freight, would now be much cheaper and discourage

local production. (When local fruit is on the market, imports are prohibited).

One businessman, interviewed by Noumea's *France Australe*, suggested that discounts of up to 70% were being offered to his competitors, and he wondered whether the consumer was reaping any benefit. He even expressed the personal opinion that importers were "putting the difference in their pocket", robbing the housewife, while the local companies might be forced to close down, leaving hundreds of waterfront workers out of a job.

The giant French shipping company, *Compagnie Generale Maritime*, has declared war on the regional lines operating out of Noumea. Not only has it introduced its new roll-on roll-off vessels to the Sydney-

Noumea service, but has also been offering some handsome discounts on the normal rates to some of its biggest customers.

The regional companies complain that as the CGM is actually receiving a subsidy from the State to maintain a regular service for the French territories, this means that taxpayers' funds are being used to put private enterprise out of business. The regional manager of CGM retorts that his company has only started a form of commercial promotion that its little competitors introduced themselves many years ago.

Admittedly, CGM does not like competition. Noumean importers using the services of the Polish line claim that CGM has warned them that the French company will no longer load their goods. At the same time the company

has signed an agreement with its German and Dutch competitors, which maintains a steadily-increasing freight rate from Europe and restricts the number of vessels used.

CGM has invested in new, modern vessels for the Pacific service, while freight has dropped by one third. The "regional" companies do not have the same fleet: CCC is an association of importers using old vessels that seem to have numerous difficulties. The initials could well stand for CRANKSHAFT-SCREW and COLDROOMS, since breakdowns of these are the three major reasons for the irregularity of its service. *Sofrana-Unilines* is better known through the South-west Pacific as a New Caledonian, or is it a New Hebridean, no, perhaps a Wallis Island, shipping company?

BRIEFLY

● Hong Kong-based Cathay Pacific Airlines hopes to fly a service to New Zealand twice a week, starting in October. The service will be via Port Moresby. Launching of the service depends on the outcome of negotiations between New Zealand and the UK, which handles Hong Kong's external affairs.

● A new local produce launch, the *Itamaomao*, 6.1 m, is now in service in the Gilbert Islands. The *Itamaomao* was paid for from

a grant of \$178 000 from the UK Government towards the development of produce marketing in the group. It was built in the UK of fibreglass and has an inboard diesel engine. It will be used to collect produce from farmers in North Tarawa.

● The cable ship, *Edward Wilshire*, 2 500 tonnes, which has been based at Suva for the last two years, has been transferred to Papua New Guinea. She has been replaced by the *Retriever*, 4 200 tonnes, which has been in Honolulu for about a year.

● Captain Arthur Cole, a Burns Philp master mariner,

has retired. He joined the company 23 years ago and was master or mate of various BP ships trading from Australia to Papua New Guinea. These ships included the *Moresby*, *Montoro* and *Braeside*. He was chief officer in the *Bulolo* for some years. For the last nine years Captain Cole has been Burns Philp shipping operations manager in Sydney.

● Seaplane Charter Services (Fiji) Ltd has been granted a licence to operate in Fiji. It will operate from the Regent Hotel, near Nadi Airport. Mr Robert Rutter, a Newcastle (NSW) solicitor, one of the directors of the

company, said the aircraft would be available for general charter flights, joy flights, and government charters, such as mercy missions and emergency flights. Associated with Mr Rutter in the venture is Mr Bob Ronan, who operates a seaplane service on the central coast of NSW.

● A shipping barge, under tow by a launch, sank in heavy seas along with its cargo of \$16 000 worth of timber in Bligh Water, Fiji, in March. The barge was owned by Narayan Shipping. The timber had been loaded at Malau, near Labasa, and was consigned to Lautoka.

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AUSTRALIAN NATIONAL UNIVERSITY CENTRE FOR CONTINUING EDUCATION

Preliminary Notice

A Conference Cruise on the Pacific Community September/October 1979

Trade, aid, the Law of the Sea, tourism and defence: some of the things making dearly won independence into inter-dependence for the Pacific nations, larger and smaller, scattered over vast areas of the Pacific. These peoples are neighbours and could be partners. How can we best sensitise our people and others to the problems while informing each other and increasing in-depth understanding in a memorable environment.

The conference at sea is the answer we are providing.

The Centre for Continuing Education, in collaboration with ANSETT Airlines of Australia and SITMAR cruises, and in continuation of its own programme of studies in this area, is planning a series of On-Board conferences on the Pacific Community. In September/October, 1979 the first of our Conference Cruises will visit New Hebrides, Fiji, Tonga, New Zealand and perhaps Western Samoa, American Samoa and the Solomon Islands. Voyages will be of either 20 or 21 days' duration. We think it not altogether unfortunate that we have to offer only limited numbers of places for this first conference — around two hundred participants plus their families and friends.

We invite you now to respond in two ways:

(1) ask one of us to talk to you or your colleagues to ensure that matters of concern to your organisation are included;

(2) indicate to us now, provisionally, without obligation, how many persons you may be nominating to attend the conference in 1979. Both responses are important to our preparations but some indication of participation is urgent if you wish to have places provisionally reserved.

Further details of the Conference Cruise are available from Dr Nicolas Haines (062)49 4038 or one of the Administrative Officers (062)49 4417/49 2889 at the Centre for Continuing Education, A.N.U., P.O. Box 4, Canberra, A.C.T. 2600.



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CRUISING YACHTS

● Yachts which recently visited Samarai in Papua New Guinea included: **ADELA MONDA**, 18.3 m, carrying Gary Stevens, sailing single-handed to Taiwan; **ABRAXAS**, returning to Port Moresby after a tour embracing Australia, New Zealand, Fiji, the New Hebrides and the Solomons; **DUNGA-TU**, 11.6 m sloop built in NZ, carrying John and Ann Harding, on the way to the Solomons; **KAHORU**, carrying Alex and Debbie Bodiam, and Restless, the cat; **TELSTAR**, 9.9 m racing yacht, from NZ, on the way to Australia and England, via Suez Canal, carrying Norman Clark and Chris and Jenny Smith; **FREEDOM**, from Hobart, was towed in by the **MISIMA** after running aground on a reef, with Charles Martin, Bob Martin, Mark Dion and Terry Martin. **Freedom** went on to Belasana slipway for repairs.

● John Mansell, who has been supplying "yachties' movements in and out of Samarai, after sending on the above items, advises it is his last issue of yacht news from there. He thanks PIM and wishes all yachties happy sailing.

● **WHITE SQUALL II**, with Ross and Minnie Norgrove are in New Zealand and the Norgroves are ashore at Herald Island (Auckland) from where Ross writes to PIM. Besides **White Squall II** and **TYPEE**, he writes, "two other Caribbean Charter Boats seem to have been bitten by the South Pacific bug and look like remaining down here. They are the 12.2 m twin-keel sloop **MAGIC DRAGON** owned by Shelley and Jane DeRidder, who are now back in the Bay of Islands after cruising the New Hebrides and New Caledonia, and the 12.5 m **DRAGON**, owned by Louis and Claude Czukelter. All are old chartering friends from the West Indies and the **Dragon** is currently anchored off our place here on Herald Island. Carl and Jeanne Moesly of the 11.6 m ketch **RIGGADOON**, from Florida (often mentioned

in PIM) sold her in Auckland last year and launched their new boat, also **RIGGADOON**, two weeks ago. She is a very beautiful boat — 15.3 m long, ketch-rigged, custom-built fibre-glass with a 53 series GM diesel auxiliary. Carl designed her himself and Salthouse brothers (a few hundred yards across the estuary from Herald Island) built her. They plan to head up the Pacific in a couple of months. Also from Florida and anchored up our creek are Carl's brother Don and his wife Sue in their 11.6 m ketch **SVEA**. They also intend to leave for the South Pacific before winter sets in down here.

● **WATERLOO**, 9.1 m Ericson designed fibreglass sloop, is in Rabaul for some time, probably till the end of the hurricane season, before sailing to Port Moresby, Bali, Durban and Trinidad. The owners, Dean and Beverly Chase, after cruising in the Caribbean, entered the Pacific at Panama in 1975, sailing for French Polynesia where they spent a year. They then sailed for Rabaul, stopping a time in American Samoa and then island-hopping the rest of the way. Their intention is to arrive at Trinidad in time for the February, 1979, carnival, for a big yachtie reunion.

● **MANAWAROA**, 15.55 m cutter registered in Auckland, arrived at Rarotonga on March 7 from Panama, Marquesas Islands, the Tuamotus, Tahiti and Moorea. On board were owner-skipper Warren McCarthy, Bill Charland, Don Killander, Garry Gallagher, Monita Gauvin and her eight-months old child, Chandra. Captain McCarthy left New Zealand 3½ years ago on a circumnavigation which took him to the Middle East via the Suez Canal and during which his wife and family accompanied him for most of the time. **Manawaroa** left Rarotonga on March 14 on the last leg of the voyage to Russell in NZ's Bay of Islands.

● **RESOLUTE**, 9.15 m sloop registered at Auckland, arrived at Rarotonga on March 9 with owner-skipper R. Bottcher. Last port of call was Tahiti and he was bound for Sydney.

● **AGA KHAN**, 20.1 m ketch-rigged motor sailer registered in Auckland, arrived at Rarotonga on March 13,

bound for Tahiti. The captain was O. J. Short.

● **PHANTOM**, 20.1 m sloop registered at Wilmington, Del., US, arrived at Rarotonga on March 6 from Auckland with owner-skipper Nason Clappitt, five other male crew members and Tasmanian cook, Jane Richardson. **Phantom** left two days later for Tahiti and the US.

Hey yachties, Father George has moved!

Ask any cruising yachtsman who has been to Rarotonga since around 1965 about the people who have made them welcome there and almost inevitably the name of Father George Kester will be mentioned. Father George has been the honorary port chaplain at Avatiu for a number of years and a whole host of visiting yachtsmen have written and illustrated entries into the record books that he has kept since 1965 of visiting yachts.

Father George has the same degree of personal attraction as that of Tom Neale, the late hermit of Suvarrow, and many yachties have come to Rarotonga having been told about Father George's hospitality and good humour by other members of the yachting fraternity.

Last November, the Bishop of the Cook Islands appointed Father George to the parish of Aitutaki and so a long-lasting link has been broken. However, in recent years an increasing number of yachts have sailed on to Aitutaki after entering the Cook Islands through Rarotonga, and quite obviously the good father will be waiting to welcome yachties to his new island home.

● Pacific Publications will be publishing in the near future a book on the history of cruising yachts that have passed through the Cook Islands and the book will include facsimile reproductions of many of the entries that have been penned in "Father George's Bible of the South Seas".

SLOCUM SOCIETY

The famous red and white diamond check flag of the Slocum Society is not about to disappear from the cruising scene — The society has merely moved headquarters. New address is — 1326 Madison Ave. New York, NY 10028 USA.



DEATHS of Islands People

Mr B. G. Edgell

Mr Broughton Gordon (Tony) Edgell, an inspector with the Papua New Guinea Expropriation Board after World War I, has died at Grafton in NSW, aged 79. He went to PNG after service in the Royal Flying Corps, and worked for the Expropriation Board in most parts of the country.

He bought two copra estates, Pak and N'Drova in the Admiralty Islands when the board started to run down its activities. About the same time Mr N. L. Whiteley acquired M'Buke and Inrim estates and the two men decided to form a partnership. In addition to running their four estates and building them up with more plantings, they recruited their own labour from the Sepik area in their own schooners, and set up a general store at Lorengau.

Mr Edgell went to the UK after the outbreak of World War II to join the RAF. He served in Europe and the Western Desert.

On his return to Australia, Mr Edgell joined the family processing firm, Gordon Edgell and Sons Ltd, as sales director, and remained in that position till he retired in the 1960s. He maintained his links with PNG with frequent visits as the partnership of Edgell and Whiteley had become a limited company with extensive commercial and planting interests in the Manus group.

He retired to the Queensland Gold Coast, but for a man like him, that was not the life. To keep himself occupied he bought a property just outside Grafton where he and his wife established a Charolais cattle stud. He is survived by his wife, Elsie, daughter of Bob Whitten, one of the early pioneers of Samarai, and a son, Robert.

Ten Wateti Takooa

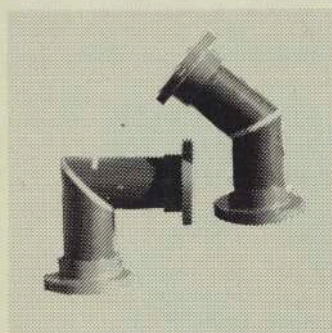
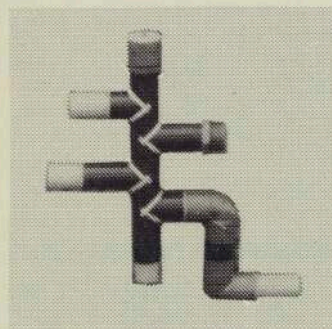
Ten Wateti Takooa, president of the Betio Island Court in the Gilbert Islands for the last four years, has died. He is survived by his wife and a son.

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

SYDNEY - LORD HOWE IS - NORFOLK IS

Compagnie des Chargeurs Caledoniens operates four-weekly cargo service Sydney - Lord Howe Island and Norfolk Island.

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

SYDNEY - NZ - FIJI - HAWAII - CANADA - US

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

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

AUSTRALIA - NZ - FIJI - TONGA - HEBRIDES - NOUMEA - PNG - SOLOMONS - SAMOAS

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

Details from Sitmar Cruises, 17 Elizabeth Street, Sydney (232-7511)

Royal Viking Line, with first-class cruise ships Royal Viking Star, Royal Viking Sky and Royal Viking Sea, cruises the Pacific from Sydney and Cairns calling at a variety of Pacific and Asian ports.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13-15 Bridge Street, Sydney (2-517)

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)

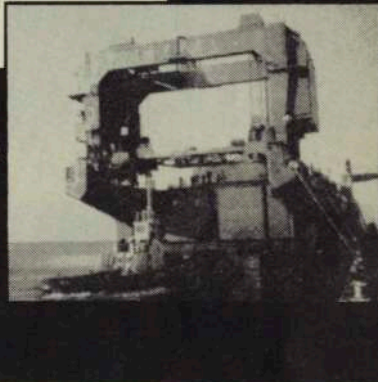
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PAPEETE: Agence Maritime Internationale, Tahiti.

PAGO PAGO: Polynesia Shipping Services Inc.

NOUMEA: Etablissements Ballande.

SYDNEY: Trans-Austral Shipping Pty. Ltd.

SUVA: Burns Philp (South Sea) Company Ltd.

LAE/RABAU: Burns Philp (New Guinea) Ltd.

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B.S.I.P.: Solomon Taiyo Ltd., Honiara

Tahiti: J.A. Cowan & Fils, Papeete

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A. Samoa: Island Pacific Agencies, Inc., Pago Pago

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Fiji: Carpenter Shipping, Suva & Lautoka

PNG: Carpenter Shipping Agencies, Port Moresby, Rabaul

New Caledonia: Agence Maritime Du Rond Point Du Pacific,
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Indonesia: P.T. Porodisa Raya Shipping Lines, Jakarta

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Phone: 06(227)0422(Rep.) Cables: "MARIQUEEN" Osaka. Telex: 522-3896 Kyowa O.

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 IGAL/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 (2-41-3851) and InterOcean Swire, Spring Street, Sydney (2-0522).

Farrell Lines operates a service every month from Tasmania, Melbourne, Sydney and Brisbane to Lae and Rabaul.

Details from Wilh Wilhelmsen Agency Pty Ltd, 13 Bridge Street, Sydney (2-0517), 60 Market Street, Melbourne (61-3031), J. C. Waller (Rabaul) Pty Ltd, Rabaul, Robert Laurie-Carpenter (NG) Pty Ltd, Lae.

New Guinea Express Lines operates three-weekly conventional and container services, Melbourne, Sydney, Brisbane, Port Moresby, Lae, Rabaul.

Details from New Guinea Express Lines, PO Box R73, Royal Exchange, PO, Sydney (2-41-3991), MacArthur Shipping Agency Co, 82-92 Eagle Street, Brisbane (229-3777), Refrigerated Express Lines, 327 Collins Street, Melbourne (61-3053), Treckwold's Shipping Agencies, Port Moresby (214436), 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 (2-76301), 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, 8 Spring Street, Sydney (2-522).

US - PNG

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

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

PNG - US - CANADA

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

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

PNG - UK/CONTINENT

Bank Line operates regular cargo service from Kieta, Rabaul, Kimbe, Madang and Lae to Liverpool, Hamburg, Rotterdam, Antwerp and London.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041), Burns Philp (PNG) Ltd, PNG ports.

PNG - US

Bank Line operates regular cargo service from Kieta, Rabaul, Kimbe, Madang and Lae direct to San Francisco, calls at US Gulf and East Coast ports on inducement.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041), Burns Philp (PNG) Ltd, PNG ports.

SOLOMONS - FIJI - TONGA - W. SAMOA - UK/CONTINENT

Bank Line operates regular cargo service from Honiara, Suva, Nukualofa and Apia to Liverpool, Hamburg, Rotterdam and Antwerp.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041), Burns Philp (SS) Co Ltd, Suva.

FAR EAST - FIJI - NEW ZEALAND

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

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

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

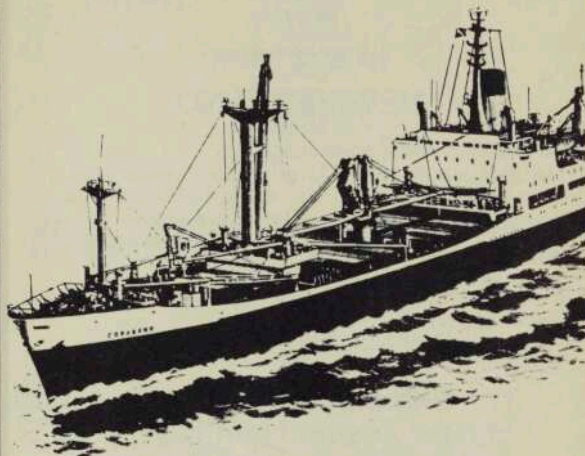
Details from Nedlloyd (Aust) Pty Ltd, 8 Spring Street, Sydney (27-3801), Burns Philp (SS) Co Ltd, Suva and Lautoka.

JAPAN - NZ - PNG

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



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Telex Shipping RG 2002
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APIA	22-24 Apr.	27-29 May	1-3 July
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Details Nedlloyd, 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 Nedlloyd, 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).

NYK Line, in conjunction with 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).

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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

Details from Burns Philp (SS) Pty 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 - SOLOMONS

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)

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Details from Blueport ACT (NZ) Ltd, PO Box 192, Wellington (739-029). Burns Philp (SS) Co Ltd, Suva.

NZ - FIJI

Reef operates a regular 18-day service from Auckland to Suva and Lautoka.

Details from Reef Shipping Agencies Ltd, PO Box 3382, Auckland, NZ (7-1221-3).

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

Details: Sofrana-Unilines, 18 Customs Street, Auckland (7-3279) PO Box 3614, Telex: NZ2313.

NZ - SAMOA - TONGA

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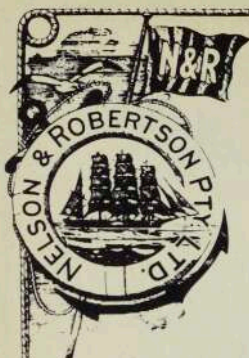
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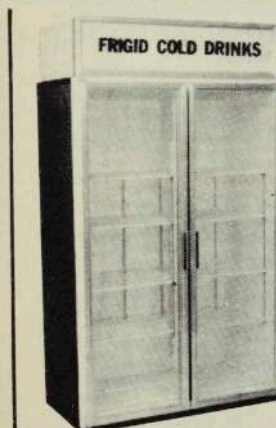
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BRECKWOLDT & CO., 278 Pitt St., Sydney, 2000.
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GEOFFREY HUGHES & CO, 187 Macquarie St, Sydney, 2000.
NELSON & ROBERTSON PTY. LTD, 197 Clarence St, Sydney, 2000.
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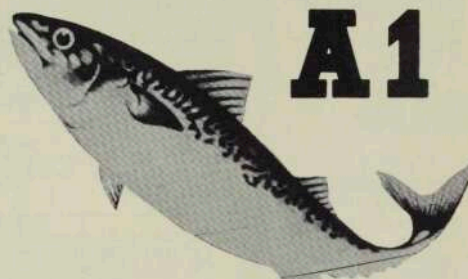


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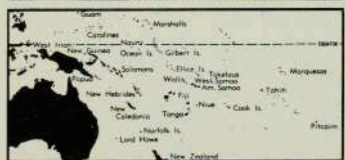
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