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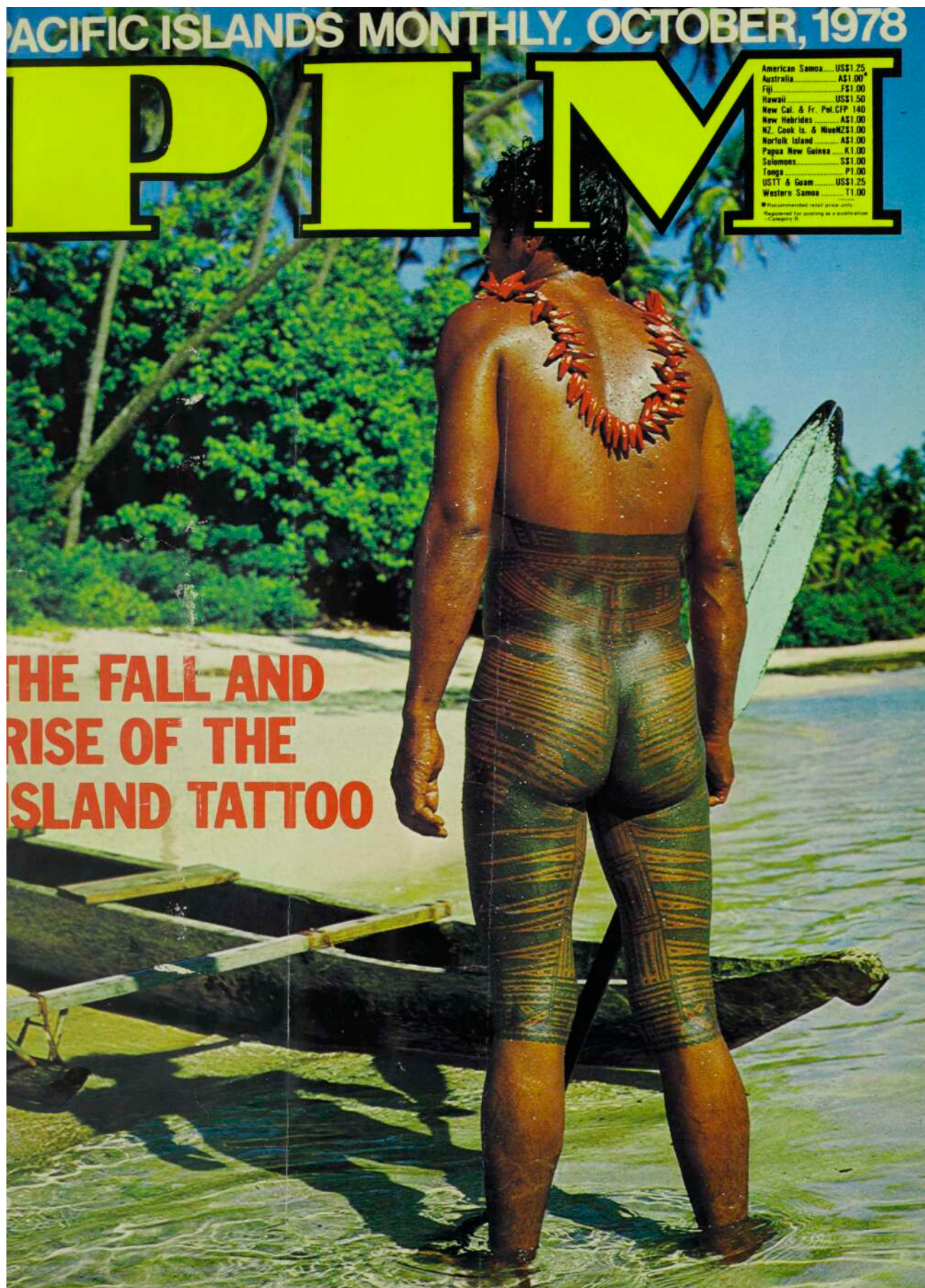
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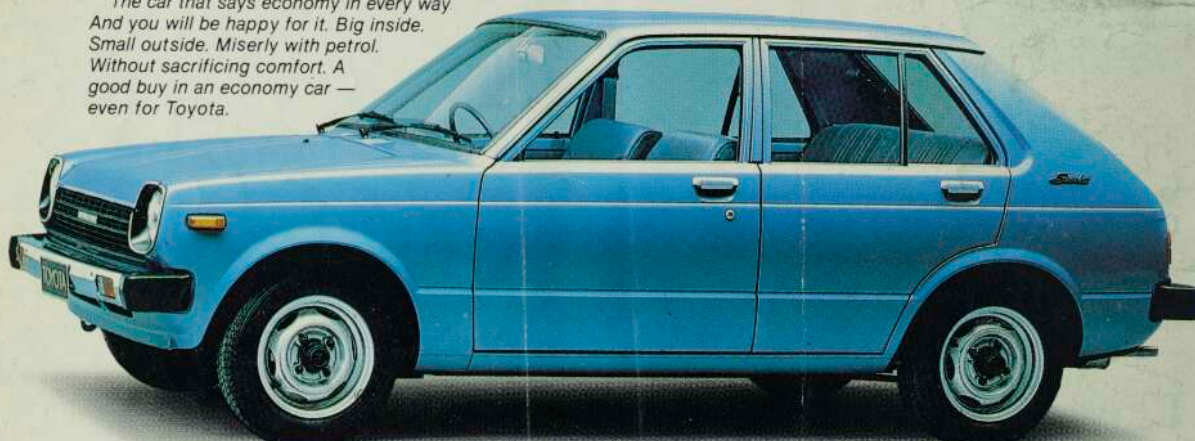
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A black and white advertisement for the Sony F-515 Audio Formula. The top half features a couple in formal wear standing in a tropical setting with palm trees and a city skyline at night. The Sony logo is in the top right. The middle section shows the audio system components: a turntable on top of a stack of three units (amplifier, tuner, and cassette deck), flanked by two large, silver-faced speakers. The bottom half contains descriptive text in two columns.

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The Climatic Testing Laboratories (top, far right)
Here a range of driving conditions can be simulated, from stop-start city driving to

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mazda

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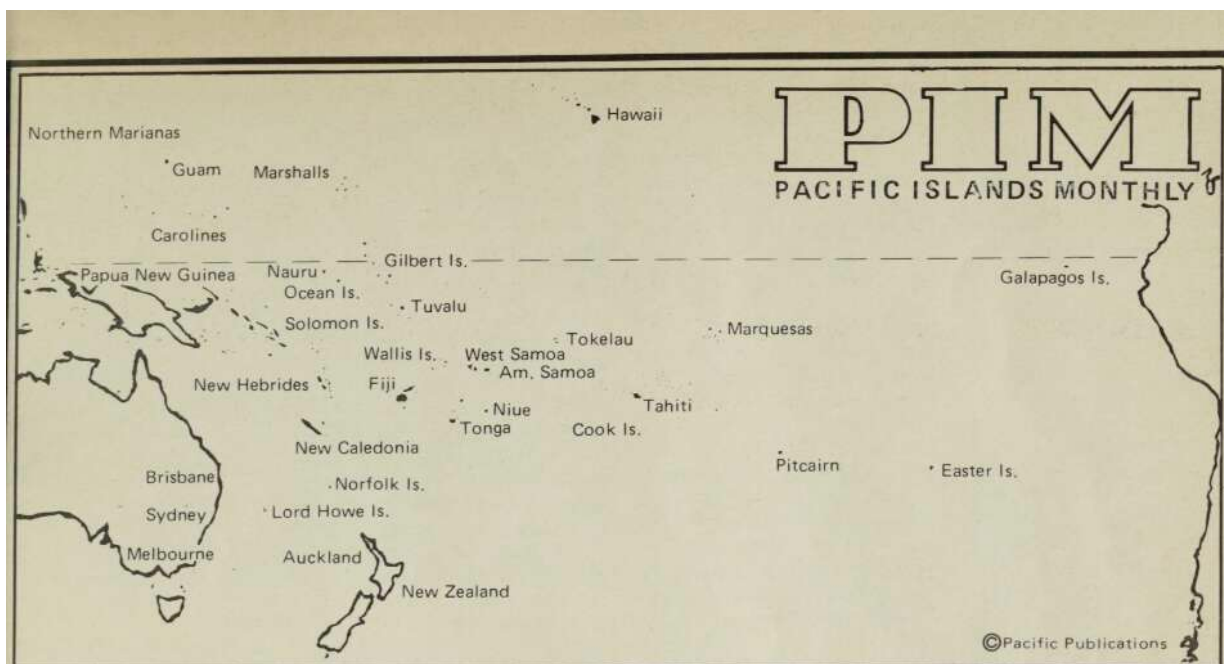
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For Wings of Gold, by James Sinclair





HMAS Australia's Captain Dechaineux ... Kamikaze victim



Cooks Premier Tom Davis ... economic independence first

THIS MONTH

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Percy Chatterton ... an afterthought on West Irian



Frankie Sanchez ... a Guamanian of many parts

Cover: Western Samoan Makesi Tito — photographed by Bruce Moss on Fagamalo Bay — near his home in Avao, Savaii. At his feet is his paupau (canoe) which he made himself.

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LETTERS

HOLY MAMA

The article in your July issue on the Holy Mama is inaccurate and patronising, a disgrace to the writer and to your magazine. It does no service either to the Holy Mama, the Christian Fellowship Church of which he is leader, or to the Solomon Islands people.

Mistakes abound. 'Mama' means 'Father' not priest. Silas Eto received training in the conduct of worship like every other Methodist pastor of his day — no more and no less. Menekasapa was an outstanding village long before the war. In the 1930s, under the leadership of the late Josaia Alimbete, the village leaders and people won much acclaim. W.C. Groves (later Director of Education in Papua New Guinea) considered it educationally and socially an outstanding place and suggested that it should be a model for the whole of the Solomons. Dr A. G. Rutter (later Senior Medical Officer for the Protectorate) noted that its hygiene was among the best in the area and its health problems among the lowest. Visitors several times commented on the planning and design of the village.

The Kusaghe people may have been despised in the past — they were also feared. In one battle their warriors are reputed to have killed 400 of the enemy in one day. If in years that followed they chose to keep themselves to themselves, they were not alone in this. The Christian Fellowship Church which owes its immediate origin to Silas Eto, has some of the same tendencies to keep itself to itself.

Silas and I have had our disagreements, and when the C.F.C. was formed in the 1960s (not 1950s) we were on opposite sides, but I have far more respect for him as a per-

son and for his followers than is shown by the careless writer of this slick, shoddy article.

G.G. CARTER
(Chairman, Solomon Islands
Methodist Church 1959-65)
5 Miriona Grove
Paekakariki
New Zealand

Dr Richard Cheshier's article was shown to Mr Sam Kuku, a prominent supporter of the Holy Mama, while he was in Sydney. He pronounced it as "very good" and added that Silas would be very pleased with it. He took a copy back to the Solomons and, presumably, Silas Eto has since read it. Nowhere in the article is the date given for the formation of the Christian Fellowship Church. — Editor.

THE BANABANS ON RABI

We see the Banaban leaders here a lot and we are very pleased about this as they are our brothers and sisters but I am very confused about one thing.

With all the compensation they have been given recently why do they not develop Rabi Island into a pleasant place to live in? I was so amazed after working on Banaba, when I took my leave on Rabi, to find it green and fertile with all kinds of fruits, vegetables and fish. To me it seemed a paradise. But the main villages were neglected with none of the modern buildings I expected to see. The roads were bad and the housing seemed uncomfortable and old-fashioned. I could not understand this as I expected to see a high standard of living and welfare state. What has happened to the money that was given so that everyone could live comfortably in a modern way?

I am going back to Banaba (Ocean Island) in a few weeks and can assure all Banabans that when the phosphate has gone the island will resemble a desert with only the fish in the sea as food. Many people seem to think that it is no use developing Rabi as everyone will settle in Banaba again. I suggest that these people come out and take a look at what is

left of the island before they leave their present tropical paradise.

TEMAAKA NAUMATA
Tarawa

MORE POWER

I sympathise with the Bishop of Aipo Rongo (PIM July) in his frustration vis-a-vis the Simbai hydro-electric power station. However, the purpose of my article was to contrast maxi hydro-electric projects, which are potentially destructive of rural life, with mini projects, which are potentially beneficial to it.

The operative word, in both cases, is "potentially". Whether the potential is realised, for harm in one case and for good in the other, depends on where the projects are sited and how they are used. It should be obvious that a mini power station will not give satisfaction if everyone connected to it rushes off and buys an electric stove. In this connection I can only suggest that Papua New Guinea's Minister for Public Utilities should sack his speech writer and hire one with better clues.

But there are plenty of less current-consuming ways in which such a power supply can be used to improve the quality of rural living. At least, I think so. And evidently Bishop Jeremy thinks so too; otherwise he wouldn't be so upset over his difficulty in getting his mission station and school hitched up to the Simbai power.

PERCY CHATTERTON
Port Moresby
Papua New Guinea

ON THE TRACK OF HISTORY

I am carrying out a study of the railways and tramways that have been built in Papua New Guinea since the coming of the white man to find out the success or failure of these railways.

By railway I mean any set of rails (wood or steel) that were used to transport goods, no matter how insignificant it may seem to be. These range from

what is normally considered a railway to small plantation tramways and trolleyways from warehouse to wharf, around plantation factories, at sawmills and in mines, man or animal powered to locomotive powered.

I know of the existence of many of these railways (built by the Germans, Australians and Japanese) but have very little detailed information about any of them and I am sure there are more that I do not know about.

If old residents of Papua New Guinea could write and tell me as much as they can of such railways it would be highly appreciated. Also I would appreciate photographs.

MICHAEL R. PEARSON
PO Box 93
Daru, PNG

FAKALEITI IN TONGA

For the social scientist, there remain a great many blanks to be filled in about the phenomenon of the transvestite in Pacific culture which was extensively treated in PIM, August.

What is the developmental sequence of the *fa'a fefine* in Samoa? Are Tongan *fakaleitis* necessarily also homosexual? What specific social roles do transvestites perform in their various Pacific situations? Major populations of such people exist in Tahiti, Samoa and Tonga, but little study has been done to date.

Dr Stephen Garrigues, who teaches anthropology and sociology at Atenis University near Nukualofa, uses his observations of *fakaleitis* in Tonga to illustrate certain social concepts to his students. He now hopes to begin a more serious study of the *fakaleiti* community, involving some of his students in the research phases.

In Tonga, particularly, little study has been done. The *fakaleiti* needs to be carefully studied, Dr Garrigues believes. He says: 'We need to have life histories, recording what their childhood years were like, their feelings, things like the order of



Dr Stephen Garrigues . . . now a more serious study

sons and daughters in the family. Then we can start to look at sociological causes. Nobody, to my knowledge, has done any of this yet.'

The developmental sequence for a young *fakaleiti* cannot be cleared up until this type of study can be done, he claims. 'You can go to a school here and see a boy with long hair and ribbons and ask someone "Will that boy be a *fakaleiti*?" But the answer isn't always yes. Tongans don't see that as necessarily a developmental sequence. It may be, but you have to check into the family histories to find out!'

Although there is still some feeling that transvestism can be traced to physiological or medical causes, no proof of this has yet emerged. Although this has not been ruled out, even in Western cultures such phenomena as homosexuality generally fall into the sphere of the psychologist, rather than the physiologist, Dr Garrigues notes. 'Because of this lack of medical evidence, maybe it is more valid for us to look cross-culturally for comparative sociological causes,' he says.

There are two clear categories of *fakaleitis* in Tonga, Dr Garrigues notes. One is the really expressive, effeminate, outgoing trend-setter who affects modern styles and is very visible. The other is a mild type of individual who has a few more feminine behavioural characteristics, but

dresses generally as a man and quite often has a family and children. Both are clearly considered *fakaleiti* by Tongans.'

This leads to the question of homosexuality. 'Because many marry or have girl friends, we have to ask are all, or most, homosexual? We need to do more research on this. This would be a ticklish area of inquiry in many societies. But one of the beauties of research here is that there really are no tabu questions.'

It is this type of Polynesian openness that seems to affect the attitudes of Tongans toward *fakaleitis*, Dr Garrigues said. 'It's not a very negative thing at all here. People joke about it, but it's not a fighting accusation to say someone is a *fakaleiti*. On the other hand, it's not something you're ever going to call someone in America, because it's such a negative thing there.'

'There's a definite silent male macho-type role called for in Tonga, but on the other hand there's nothing wrong with men wearing flowers in their hair or dancing to express gaiety. I suppose this makes it easier for the *fakaleiti* community to be accepted here. The Tongans accept them because they present colour and interest and style, which are all appreciated. For a male, not able to command the macho-type of personality demanded by Tongans, there is this outlet in a role as a *fakaleiti*.

The tendency of Tongan *fakaleitis* to associate with the *papalagi*, or white outsider, and to enjoy sewing and laundry work, points to specific social functions now being performed in Tongan society by this group, Dr Garrigues says. The *fakaleiti* group functions as a style or trendsetter group, not only in fashion, but in language as well.

'They wear modern clothes and like to blaze the trail for new styles. Often you find they like to wash and iron and look at women's clothes, so that when they work, they tend to do these kinds of things. Also because of their emphasis on stylishness, they're interested in different things and so naturally they'd be attracted to outsiders.'

'Their impact on *kananga*, or slang, is important and this is a very clear phenomenon. Many new words or new uses of old words are entering the Tongan vocabulary through the *fakaleitis*. One of the reasons Tongans seem to like them is because they're fun, because they're so expressive. First one will pick up a word, then the group will start using it and then it goes on into the general vocabulary.'

WILL KEENER

Nukualofa,
Tonga

OUR AIR CRASH

In the interests of historical accuracy I feel sure that you will want to correct a factual error in "Yesterday", PIM, June. Lindbergh was not the first person to fly the Atlantic. The first *non-stop* flight was by Alcock and Brown, in 1919, eight years before.

(SIGNATURE ILLEGIBLE.)
Gizo,

Solomon Islands

PIM was wrong. Editor.

THE ISLANDERS DON'T REPLY!

Having had an interest in the South Pacific for many years, I have attempted to be of genuine help to Pacific countries and Island groups. We have

tried to promote the Islands and their investment possibilities among business interests in West Germany. We succeeded in interesting quite a number of continental business people in investing or creating employment in the Pacific for the Islanders' benefit. These businesses are all private and offer opportunities on a medium scale.

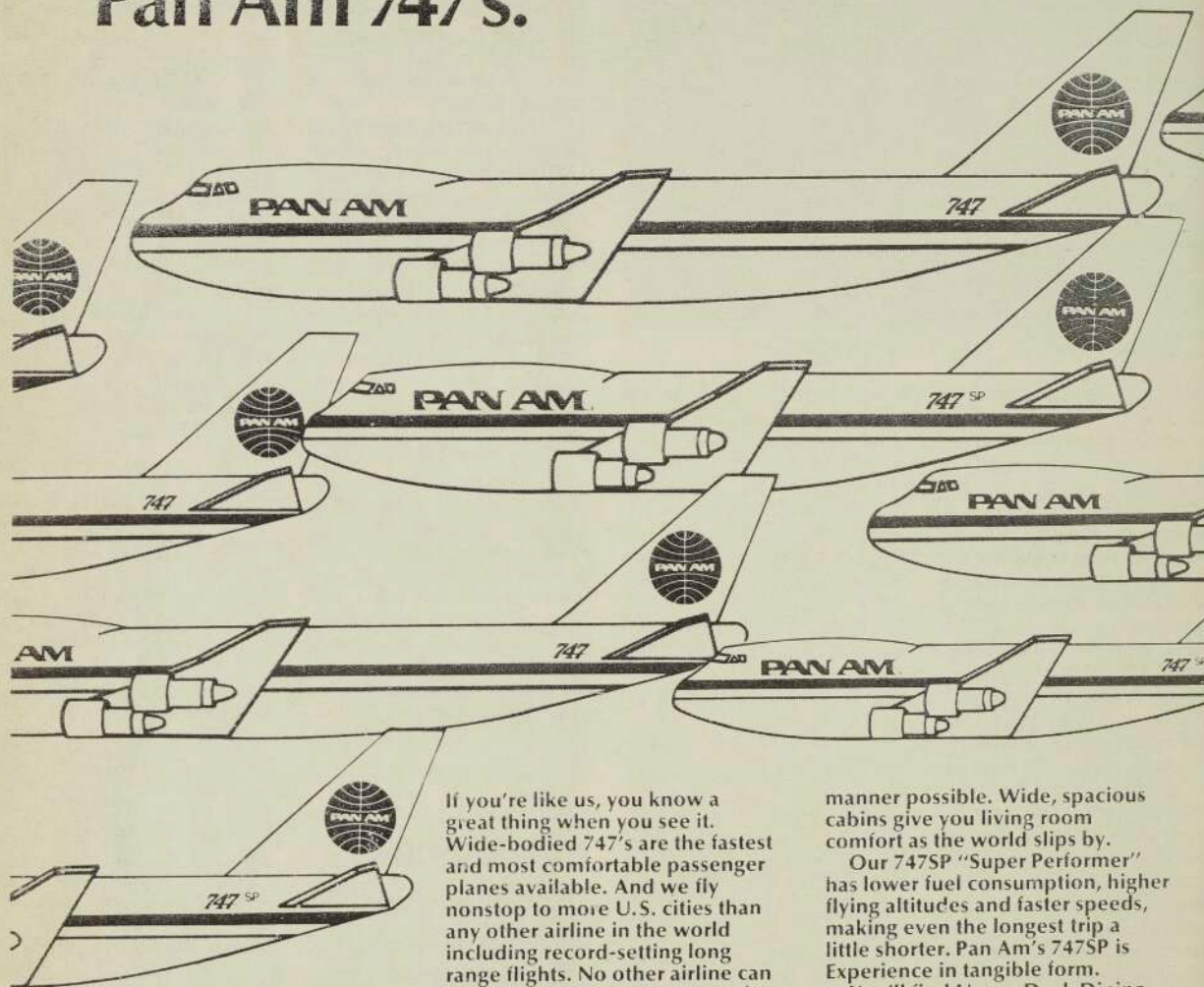
It is most unfortunate however that, despite the goodwill displayed towards the Islanders, they, their governments and their business organisations, hardly ever answer letters written to them from Europe.

There have been many angry remarks from business people here who are surprised at the lack of common courtesy of Island people in failing to reply — even if such a reply were negative. Some of these disappointed continental business people have gone as far as saying that all the multi-million dollar handouts to the Islanders from richer nations should not blind them to the fact that "we are rich because we do not mind hard work". In fact, these business people feel that their small-scale contribution to the Islands is just not appreciated. They wonder whether the Island people prefer to collect the "handouts" and avoid the work associated with business people's small ventures.

Some Islanders may charge overseas businesses with the same fault of not replying to correspondence. However, from my own experience, I notice that these Island letter-writers often completely forget to mention their address, or write it in unreadable pencil. Often, too, the destination address is unreadable and continental post offices have stacks of letters from the Pacific which cannot be delivered because of this. While, no doubt, some continental business people do not reply I think it would be of assistance for the Pacific correspondent to ensure that all his letters carry a clear address, written in block letters, and the correct postage.

CONTINENTAL
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065 P 285

Pacific Report

FOUR CABINET SEATS FOR VANUAAKU?

France's new Minister of Overseas Departments and Territories, Mr Paul Dijoud, was in the New Hebrides from August 11-15. His foreshadowed in PIM's report (see Political Currents) he suggested that the Vanuaaku Party should have four places in the present cabinet instead of three as previously offered. This would give the VP half the places in the eight-member cabinet. When Mr Dijoud left the country neither the Kalsakau government nor the VP had commented officially on his proposal.

PREMIER DAVIS ON SIR ALBERT

The Premier of the Cook Islands, Dr Tom Davis, sees no political future for his deposed predecessor, Sir Albert Henry. 'His future lies with the police and the courts,' he told New Zealand journalist William Gasson who interviewed him for PIM (p 23).

FIJINIANS LEAVE ISLAND AGAIN

Fijini residents in August were removed from their atoll for the second time because of unsafe radiation levels stemming from US nuclear testing in the mid-fifties. They went to Kili Atoll.

SOMARE PLAYS RIFT TALK COOL

Papua New Guinea's Prime Minister Michael Somare refused to be flapped by revelations that his deputy, Julius Chan, had been in private talks with the parliamentary opposition on his government's future (Political Currents).

MORE REFUGEES CROSS TO PNG

Papua New Guinea was caring for about 1400 Irianese refugees following a mass border crossing by about 700 men, women and children in August (Afterthoughts p 17).

PACIFIC 'FIRST' FOR WESTERN SAMOA

Western Samoa has stolen a march on Australia — and everybody else — by issuing a set of commemorative coins in honour of the first trans-Pacific flight by Australian airmen Kingsford Smith and Ulm in June, 1928. The three-coin set was a sell-out. To rub salt into the wounds, Western Samoa hired the Royal Australian Mint to strike the coins.

YES, THEY TOO HAVE BANANAS

Papua New Guinea will not attempt to develop a banana export industry, according to Minister for Primary Industry Julius Chan. Queensland and South Pacific countries could not be looked at as markets as they had their own banana industries, he said.

FBI AT WORK IN SAMOA

FBI men from Honolulu have been in American Samoa instructing local cops. The Feds schooled the Samoans in interview techniques, collection and preservation of evidence, and criminal law and procedure.

CONTINENTAL PLAN MAY LAUNCHING

Continental Airlines is planning services from San Francisco to

the South Pacific from May 1979. Plans are for three services a week, via Honolulu and American Samoa to Auckland, and four a week from San Francisco to Sydney — two via Honolulu and Nadi, and two via Honolulu and Pago Pago.

BOUGAINVILLE LINK WITH EX-CIA MAN

Bechtel Corporation, construction contractor for Papua New Guinea's Bougainville copper mine, in August appointed Richard Helms, former director of the US Central Intelligence Agency, as a consultant. The appointment coincided with publication in the US of a magazine story alleging extensive cross-hiring between Bechtel and the CIA, the use of Bechtel operations as cover for the CIA in countries like Libya, and continuing close relations 'at the top' between company and agency.

CANNIBALISM CHARGE: GAOL FOR TWO

Three young Papua New Guinean men who ate part of a dead man were sentenced to 15 months' gaol in August. They pleaded not guilty to the charge that they 'jointly and without justification interfered improperly or indecently with the dead body of a man'. Sentencing the men at Daru in Western Province, Australian-born Judge Wilson said: 'I can think of nothing more flavoured with impropriety than the interference with a dead body by cutting it with a knife with the intention of eating it.'

WI REBELS FREE LAST OF HOSTAGES

September saw the release of the last four Indonesian hostages held by rebel forces in Irian Jaya. The hostages were reported in good health, and said they had been well treated.

PAPEETE PLANS COCONUT DRIVE

French Polynesia could soon have a flourishing export trade in whole coconuts. Prominent Papeete personality Louis Tama is investigating possibilities of airfreighting coconuts at the rate of 300 000 a month to the USA, Japan and Canada. Prices on these markets could be highly attractive.

OIL EVIDENCE IN NORTH FIJI

Exploration in the Bligh Water area, north of Viti Levu, Fiji, showed geological features similar to a rich oil field in Indonesia, the Minister for Lands and Mineral Resources, Livai Nasilivata, has told the Fiji Parliament. 'Indications are that this country may be witnessing the beginning of an oil era,' said he.

CAPITAL MOVE FOR TAHITI AIRLINE

A leading US West Coast entrepreneur, Virachal Vannukul, an American of Thai extraction, is planning to put up capital for French Polynesia's long-discussed international airline (PIM July).

AIR NIUGINI'S SUB 'A FARCE' — MINISTER

Air Niugini's proposed purchase of a submarine for tourist purposes (PIM September) has been branded 'a farce' by Papua

PACIFIC REPORT

New Guinea's Transport Minister Bruce Jephcott. Claiming the idea came from 'two people talking in a pub over a glass of beer', Mr Jephcott said the government would never be prepared to fund such a scheme. Cost of the submarine was estimated at K2.5 million.

GAOL ON MARIHUANA COUNT IN TONGA

American Merle Anders, 32, has been sentenced to six months gaol in Tonga for possession of marihuana, and fined \$100 for growing it. Anders, who has appealed, is manager of a fish farm on Tongatapu.

CAVERS ESCAPE DROWNING IN PNG

Four members of the caving party exploring the Atea Kanada cave system in Papua New Guinea narrowly escaped death in August when the cave chamber they were in filled rapidly with water.

DENGUE BEARERS REACH TOKELAU

A variety of mosquito known as a bearer of dengue fever has been identified for the first time in Tokelau by a US Peace Corps volunteer who has been studying the atolls' mosquitoes.

TRUST TERRITORY CHIEF IN AIR CRASH

Adrian P. Winkel, High Commissioner of the US Trust Territory, escaped injury when a US Navy aircraft crashed in the sea off Guam in August.

FIJI POLICE OUT FOR BLOOD

Offending Fiji motorists may soon be obliged to provide blood samples to police. Lack of police powers to secure blood samples was regretted by Chief Justice Sir Clifford Grant in recent remarks on what he called the 'deplorable' standard of driving in Fiji.

FIJI PARLIAMENTARIANS GO WITHOUT

Fiji MPs could make the Guinness Book of Records. They have refused a pay rise ranging from about 4% to 16% in order to set an example of restraint to the community. The rises were recommended by an independent committee.

RUM DEAL UPSETS METHODIST

'Another death trap for the people of Fiji,' said the Rev Daniel Mustapha, president of the Methodist Church, condemning a proposal by the Fiji Sugar Corporation to set up a rum distillery at Lautoka.

MASSACRE CLAIM BY WI REFUGEE

A refugee from West Irian, according to sources sympathetic to the Free Papua rebel movement, claimed that an Indonesian helicopter had attacked Wambis, 50 km inside West Irian from the PNG border, killing more than 100 villagers.

'NO CONFIDENCE' CHARGE DROPPED

A motion of no confidence, moved by John Talasala, in Solomon Islands Prime Minister Peter Kenilorea, was withdrawn. Mr Talasala had claimed that the prime minister had re-hired his personal secretary, Francis Saemala — just released from gaol after a two-month sentence for disorderly behaviour — against his cabinet's wishes.

A WINJEEL TO LEARN ON

Australia has given a Winjeel aircraft to the Port Moresby Technical College for use in training apprentices in aeronautical engineering. The aircraft was flown to Port Moresby by Royal Australian Air Force pilots. When it landed at Jackson's Airport, the wings were removed and it was then taken to the college by road.

AMNESTY AT WORK IN PNG

A branch of Amnesty International has been established in Papua New Guinea.

MOVE FOR BETTER BUREAUCRATS

American Territories in the Pacific have launched a project aimed at lifting the standard of the bureaucracy. Representatives from the Northern Marianas, Guam and American Samoa attended a meeting in Hawaii, at which the Governor of Hawaii, George R. Ariyoshi, announced formation of the Pacific Basin Personnel Council. The council will provide a forum in which the experiences and expertise of all members may be shared to improve the personnel systems of each member government.

JAPAN-SOLOMONS FISHING DEAL

Agreement was reached last month in Honiara with Japanese fishing associations for fishing rights within Solomon Islands 200-mile zone.

NZ FIRMS' ISLAND SUBSIDIARIES

The New Zealand Government has given approval to a number of companies to set up subsidiary operations in the Pacific Islands. The companies will operate in Tonga, Western Samoa, the Cook Islands and Fiji.

NEW PNG TAX ON MINERS

Papua New Guinea announced an 'additional profits tax' on mining ventures that earn more than 20% after tax on total funds employed. The tax became law with the passing in August of the Income Tax (Mining and Petroleum) Bill.

FIJI PLANS TRADE TRIP TO CHINA

A Fiji trade mission will soon go to China to see what can be sold there, according to Governor-General Ratu Sir George Cakobau, who was opening a Chinese trade fair in Suva.

NUCLEAR WASTE DUMP FOR MICRONESIA?

Dr Ted Greenwood, a senior White House scientific adviser, has said that the US Government is considering establishing a dump for the world's nuclear waste somewhere in the US Trust Territory of the Pacific Islands. (PIM August).

US POLICY ROUNDING CAPE 'HORNE'

The current goodwill visits to Pacific Island countries of the USS *Horne* are only a small part of an all-round revamping of US policy in the region. (See *Tropicalities*).

AUSTRALIAN FISHING: 40 WANT ACCESS

Japan, Russia, Poland, South Korea and Taiwan were among countries which applied to Australia for access to its 200-nautical mile fishing zone.

AN OLD 'COLON' LOSES FAITH

After 47 years, prominent French settler Rene Thevenin left the New Hebrides for France in August, firing a broadside at Australian Presbyterian missions on his way out (p 18).

'HOSTILITY' DRIVES BRYCH OUT

Speaking in Los Angeles, controversial cancer therapist Milan Brych, formerly of the Cook Islands, said he had left the Cooks because 'the hostility of the new government and particularly the Premier, Dr Tom Davis, towards the clinic and me personally, left me with no alternative'. All Mr Brych's patients have now left the Cook Islands, most for their homes in Australia. A cancer seminar in October in Honolulu, at which Mr Brych planned to present details of his treatment, has been cancelled.

THE FALL AND RISE OF THE ISLAND TATTOO

Custom-tattooing, a traditional tribal symbol or merely as decoration, has been practised for centuries. In the Samoas, where tattooing is a status symbol, the art lives on. Leulu Felisia describes the 'pattern'. But in the Carolines, says the Curator of the Tattoo Art Museum, in Francisco, Leo Brereton, only one small group of tattooists remains.

In Carolines it's a dying tradition

It is running out on Fais in the Western Carolines for one of the last visual links with Micronesia's past, the art of tattooing. Young people, set adrift in a cultural sea of transition, are no longer being tattooed, and only a handful of traditionally-tattooed people remain.

Once, the practice was commonplace among most of the Pacific Islands with the Maoris in New Zealand being, perhaps, the most well-known for their beautiful *Moko* or facial tattoos. Today, Samoans are among the few who continue to practise the art as they did in the past.

Early Pacific explorers played an important role in the history of tattooing. Spanish journals referring to "painted" natives are common, but it was Captain Cook who, in the 18th century, introduced the Polynesian word *Tatau* to the Western world.

In Europe, where tattooing hasn't been practised for centuries, the ensuing exhibition of tattooed natives as well as sailors, who had been tattooed during their travels, rekindled fervent interest in the art. And explorers were soon followed by traders, colonists and missionaries, the last named habitually finding tattoos and ceremonies accompanying

their application the very zenith of paganism.

The interaction of one cultural set of values with another is today, as in the past, running its course throughout the Islands. The areas of Micronesia that did not fall on the trade routes had little direct outside influence, and it is on these islands where one can expect to see traditional art forms surviving. Fais, which lies south-east of Ulithi Atoll in Yap District, is just such a place.

I spent a few weeks on Fais documenting through photographs and interviews the state of the art as it exists today. The old chief, a former tattoo artist himself, explained the traditions which dictated the appropriate age, the designs used, as well as the parts of the body to be tattooed.

From the mid-thigh up to the neck the men are covered front and back with geometric designs, each having a special name and significance. Unlike other areas of Oceania, where a full set of tattoos might be started at an early age, here the work wouldn't begin until the man's body had reached maturity. Changes in muscle tone or weight could adversely affect the line quality of the design.

The women were tattooed primarily on the legs from knee to ankle and on the arms from elbow to wrist. This work was done by the male artist. However, the lovers' tattoos, which were worn under the lava lavas, were done by females.

The techniques involved were simple, but the artist had to be highly skilled since one cannot erase mistakes. A sharp-edged tool coated with the pigment, a mixture of soot and water, was tapped by a wooden striker making the design permanent. The process was lengthy and dangerous, the risk of infection high. This factor, along with the subject's ability

to endure pain, determined the pace.

In addition, the operation was costly with payment usually in the form of lava lavas, pigs or money.

What with the pain and the cost, one begins to wonder about the motivations involved. In addition to showing social rank or military prowess, traditional tattoos have always fulfilled one of man's more basic needs, that of decorating his body.

The disappearance of tattooing and other traditional art forms are the reflection of a change in cultural, religious and political attitudes. And these factors are instruments in the hands of the one thing which changes us all, time.

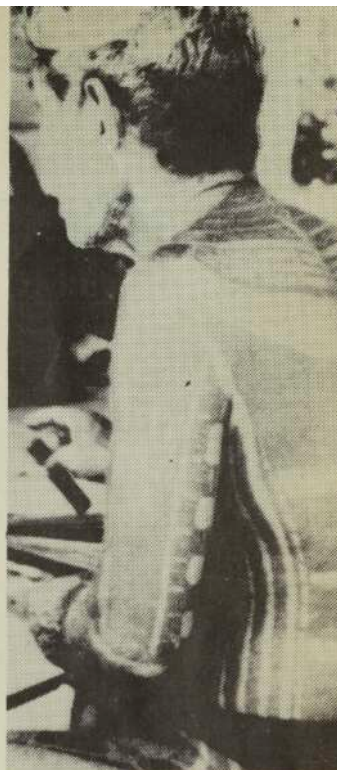
But Samoans still do their thing

Samoans take their tattooing seriously. It's not merely a matter of adornment for the body. It is in essence a status symbol. Traditionally, it is the Samoan form of initiation into adulthood. If a young man did not have *pe'a* (tattoo), he was not worthy to serve the matai (chiefs). And chiefs who did not have a *tatau* (chiefly name for tattoo) were often ridiculed. Traditionally, that has been the case. Even today, it is largely true.

The first man to have a tattoo in Samoa was Tuiaana Tamaalelagi, one of the most important personalities in the history of Samoa. It is said that when his tattoo was completed, the event was celebrated for many weeks, and the most beautiful virgins from all parts of Samoa came to Tamaalelagi's house to see the tattoo and to offer proposals of marriage.

It is not surprising, therefore, that Tamaalelagi came to be one of the most married chiefs in Samoa. His last wife, a Tongan, bore him Salamasina, who eventually became Queen of all Samoa. Her reign was the most peaceful and productive in Samoan history.

According to Samoan legend, tattooing was originally



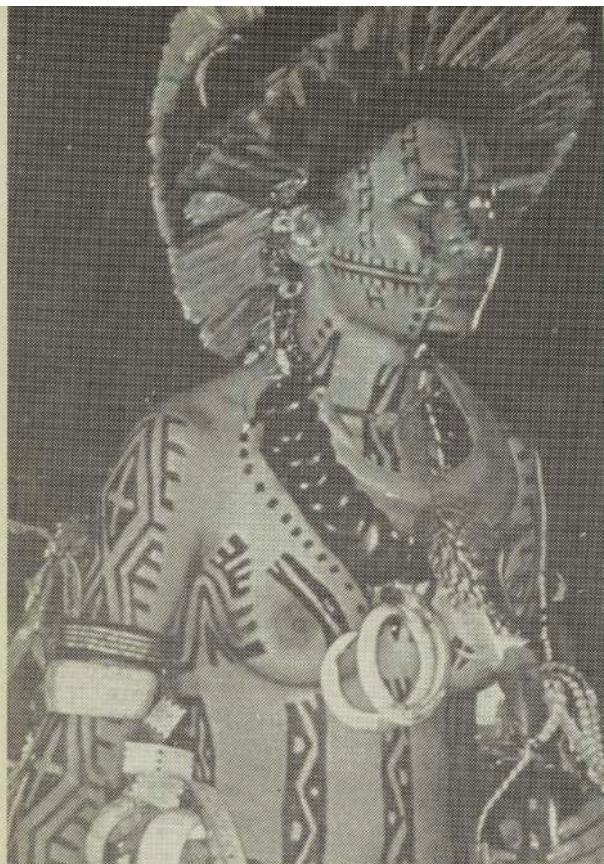
A Caroline Islander with body tattoo ... the art is all but dead

imported from the Fiji Islands. Apparently, in ancient times, as today, many Samoans used to visit Fiji. A couple of Samoan women were among these visitors. They were impressed with the Fijian custom of tattooing for the women. They decided that they would transplant this custom to Samoa. So they swam all the way from Fiji to Samoa.

During their swim, they sang to remind themselves of the details of the tattooing custom in Fiji.

The song went something like this: "Women alone are tattooed, but not men." When they neared Samoa, perhaps because of the cold and the strain of the journey, they forgot the original words of the song and began to sing: "Only men are tattooed, but not women." So that is why, today, only men are tattooed and not women.

The craft of tattooing requires exceptional skill on the part of the *tufuga* (tattooist). As a craft, it tends to be handed on from father to son — the secrets are jealously guarded. And *tufuga* in general are people of high status in the community — they enjoy the same status as house-



Papua New Guinean with simulated tattoos ... when the festivities are over, the 'tattoo' will be washed off.

builders, also called tufuga. And they also receive generous rewards for their efforts. Many such tufuga still exist in Samoa, one of the most famous of whom is Faafetai of Manono.

When the London Missionary Society missionaries came in the 1830s, they tried to stop tattooing. They were against it because it involved the shedding of blood.

On the other hand, the Roman Catholics were not against tattooing, seeing in it just a peculiar custom. Perhaps, largely because the various religious denominations in Samoa are not agreed as to the correct theological policy towards tattooing, it is still as popular as ever in Samoa. Even a number of Peace Corps volunteers are reportedly tattooed Samoan style — and during World War II, some US marines were similarly tattooed.

Recently, there has been an

upsurge in the popularity of Samoan tattooing. It is taking place daily in all parts of Samoa and people with tattoos are a common sight these days.

It is not hard to recognise tattooed people because people here are tattooed from the waist on down to the knees. It is a pity that there is no registry of tattooed people, but the number certainly runs into the thousands and continues to increase despite the LMS Church's old ban. If a member of the LMS Church has violated the anti-tattoo rule, he is banned from Holy Communion, but only for a short time. For Catholics, there is no worry.

A famous example of how Samoans would go to any length to have a tattoo is that of a Samoan king of the late 1800s, Malietoa Laupepa. Malietoa was about 70. Many of his people did not give him their total allegiance because he did not have a tattoo. So, despite his age, he finally agreed to go through the ordeal.

Tattooing, Samoan style, is

far from being a picnic. It is a very painful process. Common reactions during tattooing are crying, screaming, cursing, sobbing and so on. Some feel the pain more than others. To help relieve the pain, the tattooing is usually done on as many young men as possible simultaneously. And, in the old days, pretty village maidens used to soothe the young men with their touch, smiles and songs.

The late Sir Peter Buck, the noted Maori anthropologist, has made a study of Samoan tattooing. (Lots of other highly scientific studies have been made since.) According to Sir Peter, tattooing implements include a wooden container called the *tunuma*; tattooing combs made of human bone or boar's tusk lashed to a turtle-shell plate fastened to a handle, and the mallet called *sausau* made of dry *lapalapa* (dry, hard part of coconut leaf). There are four different types of combs, each used for a specific function. One is for making dots, one for fine lines, one for thick lines and one for filling in the dark parts.

The pigment, Sir Peter said, is made from the soot of the candlenut and is kept in a coconut shell called *pupu lama*. The *lama* (soot) is ground in the coconut shell and water is added to it. The resultant mixture is placed in the *ipu tuu lama*, which is half a coconut shell covered with a taro leaf. Towels of *siapo* are used for stretching the skin and wiping off the blood.

At the end of the tattooing ceremony, the subject is sprinkled with coconut milk to remove the tabu he has been under for many weeks or months.

Nowadays, even children as young as nine are being tattooed, and there is a milder form of tattooing for women called the *malu*. Who says Samoan custom is dying out? This is certainly not true in the case of tattooing, of having a *pe'a, tatau, malofie*.

Samoans are doing their thing and they are not ashamed of it. How long this trend will continue is hard to say. When it is no longer practised, that will mark the decline and fall of the Samoan cultural empire.

FIJI: WHERE A GIRL MAY PAY TO GET A JOB

Sexual blackmail is alive and malevolent in Fiji, writes a young Fiji Indian woman. In a country where losing a job can mean being forced into an unwanted marriage, the average Fiji girl does not have much choice but to give in to the ugly whims of her superiors.

A girl hurried down the street, her raven black hair flying in the wind. A group of young men stood on the footpath. As she passed, one hissed '*Bajaroo*' (Hindi for whore). The tears welled. Moments later, a limousine quietly slid to rest in front of the factory the girl had entered. The group of men signalled their respect to the pot-bellied factory owner as he emerged from his car. There lay the irony. Sumintra was the whore; the factory owner was the man who had made her one.

Sumintra, at 17, is starved for love and affection. For the past five years, life has been hard. Born a beauty, still a beauty, at 12 her father defiled her beneath his wife's nose. He threatened to kill them both if they told. Sumintra's father dropped her to school daily, picked her up each afternoon, beat her if he caught her speaking to a boy. According to Sumintra, he even kept guard outside the door while she went to the bathroom or the lavatory.

After two years, mother and daughter decided they could take no more. They escaped to an aunt's house and told all. But by the time the three took their story to the police the father had fled Fiji. Mother and daughter felt better times were ahead. But the aunt could not resist the urge to peddle her gossip. Mother and daughter found themselves social outcasts. Even the aunt and two of Sumintra's brothers, who took over the family business, disowned her.

Sumintra, at 14, was trained

for nothing. Mother was an uneducated ex-housewife. Both tried to get jobs. The 'news' always kept ahead of them. In desperation, the two resorted to prostitution. No one wanted to know how or why they had been reduced to this age-old profession.

They became rolling stones, moving from town to town as soon as their reputations caught up with them. Eventually they reached Nadi, home of Fiji's international airport. A factory wanted cleaners.

They applied. The owner noted Sumintra's beauty, her mother's handsome profile. They were hired.

Within a month the owner made clear his intentions. Their duties, he informed them, also involved sleeping with him. They had little option but to agree. Sumintra and mother joined the ranks of hundreds of women and girls in Fiji who every day have to succumb to sexual blackmail to hold their jobs.

Working women are still in a minority in Fiji. Any female who finds a job is considered lucky because it gives her a personal security. But the difficulties do not lie only in getting a job. Keeping it is often more difficult. Sumintra's case highlights the agony. Abortion in Fiji is illegal. In two years she underwent three abortions.

Women who work for the Fiji civil service, the Fiji Sugar Corporation and the various banks, are the lucky ones. In these jobs there are no strings attached. They only have to work efficiently and diligently and their jobs are usually secure. Sexual blackmail is usually the practice of businessmen and some politicians. It is the female who works for the smaller concern who is the most likely victim.

Girls who try to get work straight after leaving high school are hopelessly inexperienced in dealing with the opposite sex. Despite the growing influence of Western culture, Fiji is still a basically conservative country, particularly in its attitude toward women. Though 50% of the population is female, women enjoy no equality in the true sense of the word.

There are some women's or-

ganisations working toward the idea of equality and a few women who can boast they have it. But, generally, women are subordinate to men.

The conservatism is most marked in the Fiji Indian community. Boy-girl relations are openly discouraged. A girl caught with a boy is severely reprimanded. High schools are remarkably narrow in their attitude toward boy-girl friendships in school. One school a few months ago, banned girls and boys from talking to one

another. Other approaches are horrifyingly blunt. A senior male staff member or a boss might keep a female late in the office. Then he will drop her home. Along the way he will compliment her — which she may find pleasant, knowing that when she gets home her relatives won't give a damn whether she's had a good day or not, or what she looks like.

During one of these trips he will invite her to a dinner. The first invitation is usually turned down. He plays it cool and repeats the invitation. To ward off suspicions he might even invite the woman to bring her

husband. The dinner, he will tell her, is a gesture of his appreciation for her work. Then the boss will tell her of his problems with his wife, how she doesn't understand him. And so on. She is being lured by the 'soft sell'.

Others don't beat about the bush. Kasturi, a typist, worked for a small company. She never got a rise. She asked the boss for one. Shamelessly, he offered her \$F50 plus fringe benefits such as driving lessons, the use of his car and some pieces of furniture, if she would become his mistress. Kasturi, recently married, fled, leaving the office staff agape.

But her problems were only just beginning. Because she had left her job, her husband's attitude changed. She no longer had any money of her own to buy items for herself. Quarrels began. Bitterness set in. Separation was the result. But not every female is reluctant to play along. Kirtan was happy to sell her body for money, jewelry and clothes. The rot set in when she found herself being set aside for a newcomer. The crunch finally came when, in a fury, she stormed into her union office saying her boss had bribed her to leave the union. Kirtan was fired. The union failed to get her reinstated. The scandal spread far and wide. Kirtan's husband kicked her out.

Ironically, some of the men who indulge in sexual blackmail are part of a group of fathers who will go to any length to ensure that their daughters remain chaste. One wealthy man, a well-known Casanova, came across a letter his teenage daughter had received from her boyfriend. An SOS went out to friends in Canada. Soon the daughter was on her way out of temptation.

Women have few voices fighting for them. An indication that unions by and large have male needs on their minds more than female came in a log of claims by the Fiji Mineworkers' union some years back. It wanted a 'sex break' for its members. Of course, there are exceptions. Some bosses genuinely care for their staff. But for the victims the agony tends to go on long after the first degradation. Sometimes the situation arises where a young woman's parents hold her boss, who already has the daughter sleeping with him, in high esteem. They may even ask his opinion about whom their daughter should marry. Young women in this situation find it difficult to communicate with their parents.

In a country like Fiji, where at the beginning of 1978 there were 17 000 registered jobless, where losing a job can mean being forced into an unwanted marriage or being deprived of the simple luxuries of life, the average girl does not have much choice but to give in to the ugly whims of her superior.

another except, when necessary, in the classroom. One boy complained in the local press that he could not even wish a girl 'Good morning'.

This senior school separation hardly prepares a girl for what is to follow on leaving school. Experience of social contact between boy and girl, even tolerance of puppy love, would help build a girl's resistance to the schemings of lecherous old men.

Some sexual blackmail is



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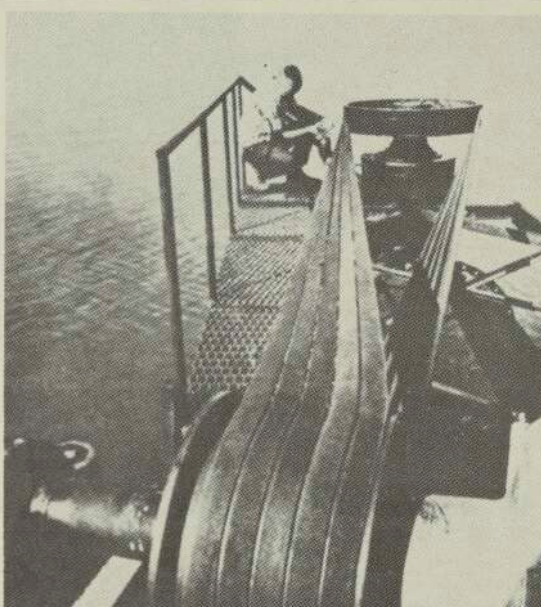
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OF ALL THE BORDERS — NOT ONE SO IDIOTIC

AFTERTHOUGHTS with Percy
Chatterton in Port Moresby.

The Australian Government does not consider that Indonesia has any valid claim to Dutch New Guinea. So, in 1950, declared the then Australian Minister for External Affairs, Sir Percy Spender.

Seven years later, during a United Nations debate on West New Guinea, the Australian representative struck the same note. The representative of Indonesia had reiterated Indonesia's claim to overignty over what he preferred to call 'West Irian', as having been an integral part of the former Netherlands East Indies, and had rejected the idea that the people of that territory had any right to self-determination.

The Dutch representative reaffirmed Holland's intention to retain control of the territory and to honour the promise which had made to the people of West New Guinea that they would be given an opportunity to determine their own political future.

The Australian representative warmly supported his Dutch colleague. The policy of their two governments, he said, was to prepare the people of New Guinea for the time when they would be able to determine their own future.

With very few exceptions the nations of the Third World supported Indonesia. They appear to have based their support on two rather odd beliefs — first that oppression of dark-skinned people by whites is very very wicked, but oppression of dark-skinned people by other dark-skinned people is quite okay; second, that the colonial boundaries bequeathed to the new nations by their former colonial masters, however ridiculous and illogical those boundaries may be, are sacrosanct, and must be maintained at all costs.

The implementation of this fanatically held belief, while in

some cases it may have inhibited overfragmentation, has been achieved only at an enormous cost in terms of human suffering.

During the next five years (1957-62) the situation deteriorated. Indonesia's assurance that it would not use force to press her claims to West New Guinea was followed by the dropping of Indonesian paratroopers there. Australia, apparently deciding that her 'image' in Southeast Asia and the Third World was more important to it than loyalty to friends or justice for a handful of Melanesians, did an abrupt volte-face, and in 1962 supported the transfer of West New Guinea from Holland to Indonesia. The United States, which disapproved of white colonialism anywhere in the world except in Micronesia, brought pressure to bear. Holland, deserted by Australia and pressured by the USA, had no choice but to give way. West New Guinea was handed over to an interim UN Administration, which in turn handed it over to Indonesia without any attempt to ascertain the wishes of the indigenous people.

True, Indonesia was required to hold an 'act of free choice' not later than 1969, but it was not stipulated what form that 'act' should take. In 1969, after six years of Indonesian rule, the only kind of act of choice which could properly have revealed the true wishes of the people would have been a referendum by secret ballot. The method actually chosen, that of reaching a decision by consultation and consensus (*bermusjawarah*) would only have been meaningful if the participants had been free to express their views without the constraint of fear. In a situation in which the Indonesian head of state had denounced one of the two alternatives as treason, this could hardly be the case.

So the saga of betrayal was consummated, the people of West New Guinea were deprived of any hope of present or future self-determination, and 'West Irian' became a province of the formerly federated but by this time unitary Republic of Indonesia.

The subsequent decade has seen the migration to 'Irian Jaya' of large numbers of people from other parts of Indonesia to compete with the indigenes for a very limited number of jobs; and a regime of which Professor Ron Crocombe of the University of the South Pacific has written: 'I would not have believed the extent of the brutality, misunderstanding or incompetence of



But how can we reach a consensus? We say "Go" and they say "No".

The PNG Post-Courier's view of the border situation.

Indonesian officials there if I had not seen it with my own eyes.'

It is against this background of events that the Free Papua Movement (OPM) has grown up and for a decade resisted all the attempts of the Indonesian authorities to suppress it. Recent much-publicised events on the PNG-Irian Jaya border are just the latest of many attempts to flush out and destroy the military arm of the movement, and to free hostages said to be held by it.

The attempt does not appear to have been successful. Indonesian officialdom is no doubt right in saying that the number of active guerrillas is quite small. But this fact makes it all the clearer that they could not have survived for so long unless they enjoyed the sympathy and covert support of a large proportion of their fellow countrymen.

Of all the boundaries inherited from the colonial era, none can be quite so idiotic as that between Papua New Guinea and Irian Jaya. Except for a small bulge where it accommodates itself to the meanderings of the Fly River, it runs straight down a meridian of longitude, with a fine disregard for the convenience and well-being of the people whose homes and tribal lands lie on or near it. Much of it is unmarked and runs through very difficult terrain.

During recent border events the PNG Government has been in a very difficult position. It has been a good deal criticised. But in my opinion, bearing in mind its inexperience in handling international affairs, it has done pretty well. It has been conscious of the fact that the majority of the people of Papua New Guinea sympathise with their 'Melanesian brothers' of the Free Papua Movement, and regard the guerrillas as 'freedom fighters' rather than as 'rebels'. At the same time it has been conscious of the fact that it is the government of a nation of three million people sharing a border with a nation of 120 million people, and that national security cannot be achieved by recruiting an extra battalion for the defence force or establishing compulsory military training, as some of its critics have advocated.

It has realised that if it allows the OPM to establish and operate from bases in PNG it will give Indonesia an excuse for forays

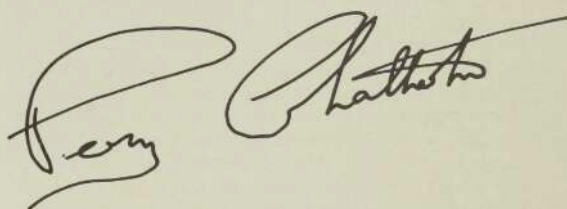
across the border similar to those which the Rhodesians have carried out in Mozambique, and that this must be prevented.

Finally, it has taken a compassionate attitude toward the hundreds of frightened villagers who have fled across the border, and while it naturally hopes that most of them will go back when the present military activity has subsided, it has stated categorically that it will not compel them to go back against their will.

Foreign Affairs Minister Ebia Olewale has even gone on record as saying that the OPM men will be dealt with 'in a Melanesian way'. Just what he meant by this is not quite clear. But the remark inspired the *PNG Post-Courier's* cartoonist to depict an eyeball to eyeball confrontation between the two PNG Defence Force men and two freedom fighters. Says one defence force man to the other: 'How do we reach a consensus? We say "Go" and they say "No".'

How will it all end? Will the Free Papua Movement be wiped out or fade away, or will it continue to be a thorn in Indonesia's flesh and an embarrassment to Papua New Guinea? My guess is that even if the OPM is destroyed, the desire for freedom from Indonesian rule will live on in the hearts of the people of West New Guinea.

But is there any hope that they will one day realise their dream of independence? Certainly the present Indonesian regime will not concede it. It could only come as a result of a general break-up of the Indonesian Republic into a cluster of smaller states. This cannot be written off as an impossibility. If it did happen, it wouldn't be the first time that a Javanese empire has disintegrated.



New Hebrides — past and present — by a veteran 'colon'

René Thévenin, 69 — planter, pioneer of radio and aviation in the New Hebrides, and one of the best known French settlers in the condominium — has gone home. He arrived in the New Hebrides in 1931. He was interviewed on the eve of his departure by the director of the French/Bislama fortnightly newspaper Nabanga, Jean Massias. With independence approaching in a situation still far from calm, Mr Thévenin's view of New Hebrides' history, how the present situation came about and why he has decided to leave, is worth recording.

The interview began with Mr Thévenin recounting his early days as a radio pioneer. As a youth he trained as a merchant marine radio operator and

while doing military service in New Caledonia in 1931, found himself detached to do radio work in the New Hebrides. His early duties included relaying information in morse to planters about times of arrival of boats at their islands. Later in the thirties he provided listeners with a rudimentary world news service. He even broadcast music by playing records on a hand-cranked phonograph placed next to the microphone.

Mr Massias asked: Was there anything comparable on the English side? Were there also broadcasts in Bislama?

Thévenin: In English there was nothing at all and as for Bislama nobody ever gave it a thought. I personally was in the

New Hebrides for 10 years without speaking a word of Bislama. At the *Compagnie Cotonnière des Nouvelles-Hébrides* (whose radio he once operated — Ed PIM), there were 700 Tonkinese (North Vietnamese — Ed PIM) and 25 Europeans. The boys (New Hebrideans — Ed PIM) were never sighted. Don't forget it was the Tonkinese who built the New Hebrides. If one had had to speak a language other than French, it would have been Tonkinese.

Today, people seem to have forgotten the history of the New Hebrides. They go around saying anything that comes into their heads. The very first *colons* to come here — and I'm speaking of a time well before I was born — did not meet the hostility on the part of the natives about which people are so happy to talk today. At that time the Melanesians were engaged in never-ending guerrilla fighting — oh, by mischance, some chap'd get killed

once every six months or so — and this fighting was conducted with stone age weapons. If you do a bit of clearing in the islands today you'll still find stone axes that are not all that old.

If a European passed by they'd give him a bit of copra or, more particularly, some trochus shells, in exchange for tools and steel axes. Some Europeans even handed over to the natives knives and rifles. So the natives soon understood that having a European within reach meant having a source of supplies which rendered them less vulnerable to the attacks of enemy tribes. It was purely in this way, and for these reasons, that at the beginning there was a very good understanding between Europeans and Melanesians. Later on, the big companies set themselves up here, and things were different...

When a European came to the islands, it was first of all to engage in trade. Then, rapidly,

he extended his activity to agriculture, and the natives, who were coming closer and closer to the whites, imitated him by clearing land and farming it in a more rational way. Everything went well and there was no animosity. I'd go so far as to say there was a strong sense of solidarity.

After that, there was the Higginson epoch, the big companies, the competition with the English, the Presbyterian and Anglican missions — things became a lot harder. John Higginson was a British-born naturalised Frenchman — a land buyer and speculator. (PIM.) The big concerns did me cheating in their dealings over land.

I've read somewhere that me land at one time was required in exchange for a t.

What?

Yes, that's what I said, a t.

Where did that story come from? I've never heard it before. People got land for cases of tobacco, axes, calico, stuff like that. But cats ... (*Loud sigh.*) In some instances there were cases of rifles, the famous 'sider' for example, cart-ges, matches, because though the locals could make without matches it was a hard work. But cats! I believe you distinguished yourself not only as a radio operator but also in the matter of light aviation.

Ah, that's another story. Ever since I was seven I had a dream of flying, but I didn't believe that dream until I was 21. I arrived here in 1931 at 21. I couldn't go back to France until several years after the war, in 1950, when I was over 30. For 15 years my wife and I had had it really tough, but we could start to breathe more easily with the arrival of the Americans.

You were married then?

Yes, on April 28, 1938, I married Melle Olympiade, the daughter of René Olympiade, who since 1936 had been the official head at the French Consulate in Vila. Let me say, passing, and to show you how much things have changed, that my father-in-law was named on January 11, 1977, to take over on an interim as the resident com-

missioner's job when the incumbent, Mr Casimir, went on leave. Now, Mr Olympiade was born in Martinique and was of mixed race. The British resident commissioner at the time, Mr Blandy — those were the real 'colour bar' days — didn't relish the idea of a 'dear colleague' whose skin was slightly tinted. There were pressures — I don't know all the details — and it was decided on high that, despite the complete respectability of my father-in-law, an official would be brought over from New Caledonia to act as resident commissioner.

M: Let's get back to your aeronautical activities, if you would.

T: I told you a moment ago that my wife and I had led a tough life. When the Americans arrived, everything changed. Everybody set about trafficking with the Americans.

M: What was 'trafficking'?

T: Everything. A bit of everything. I then owned a small plantation at Lonorore where I had about 20 employees. My wife and I took our boat and went off to Santo which was swarming with Americans. My wife opened a laundry to do the Americans' washing, and the thing prospered. I had nothing to do and I trafficked like everybody else. The most fruitful operation was buying alcohol and reselling it to the Americans. I'd go to Vila in my boat to buy the stuff.

But that wasn't all — in those days everything was being bought and sold. I remember very well a chap on Tanna who was looking everywhere for a power generator. He sent me a cask of wine so I would get it for him. All I did was to approach a group of American soldiers, hand over the cask of wine and get the generator in return. You couldn't imagine the chaos and confusion in the US army at the time. There were more than 100 000 of them and we were about 50 sons and daughters of the country drowned in that mass.

Well, briefly, my financial position emerged much improved and I was able to go to France and learn to fly. Back in the New Hebrides, I bought my first aircraft, a Piper Tripacer. It worked well and I

did a lot of flying. I performed various services for many people, especially the mining authority which was exploring for manganese on Erromanga.

Later, I sold my Piper and bought a bigger, more powerful Cessna. Unfortunately I only had it for about six months before I smashed myself up in it landing at Lonorore ...



René Thévenin

M: And now, René Thévenin, what lies ahead for you?

(Mr Thévenin then described his plans to go into business in France in the field of small hydro-electric plants, selling their power to the national electricity authority.)

M: Have you sufficient capital to do this?

T: I made a good sale of the Lonorore plantation. I own a building and some land in Vila. These would be worth about 20 million New Hebrides francs (\$A250 000). If I could sell them for half or a quarter of their value I'd be a happy man. In fact, I have no confidence in this country, and haven't had since 1976.

When I saw how the elections went in Santo and how the moderate parties, instead of reaching understandings with each other, were at each other's throats, I realised it'd be better to get out. I would have liked to do a bit of politicking myself, but I'd lost confidence.

When I was 16 or 17 I wanted to lead a certain kind of life and I can say that until the last couple of years I managed to live the kind of life I'd dreamt about.

The Hebrides that I knew is finished, gone for good. In the old days we were much freer. It was the good colonial life:

now it's just an administrative existence. When I was young we did as we pleased, we worked hard, and enjoyed ourselves enormously. The *colons* of those days were fine types. Every eight or 10 days a big boat would berth at Lamap, Norsup, in the Banks, at Epi, and so on ... From 30 or 40 kilometres around, the fellows would arrive on horseback. We'd go on board, eat, drink, dance and have an enormous spree paid for out of a round robin collection we'd take up. All that's gone, the boats don't come to the islands any more. That kind of life has been killed by fast aircraft.

I felt I was opening up a country, doing something. Now we're treated as if we were thieves. We apparently stole the land. What nonsense! The natives purely and simply ceded it to us, except the land held by the big companies. These islands belong first of all to the good Lord and if you take a bit of land, where there has never been a soul, and you work it, that bit of land is yours.

As far as I'm concerned, I belong to the race of the last of the pioneers, those who put their hearts into working here. I'd rather say nothing about the sons of these old *colons*. But what's left now? Politics and then more politics. You can't fight the Presbyterian propaganda. For a hundred years and more the Presbyterian missions have been conducting anti-French propaganda. The old *colons* were always having strife with these missions who stirred up the natives against them. The Presbyterian missions are at the root of the present situation. And when you think they live off Australian funds!

With the other English missions it's much easier to reach an understanding. I personally have always had good relations with the Anglicans, the Church of Christ and the Seventh-day Adventists. But what a shame the Catholic missions didn't start teaching French to the Melanesians sooner!

M: René Thévenin, will we be seeing you again in the New Hebrides?

T: Certainly, so long as I have interests to look after here.

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Frankie Sanchez, a young Guamanian of many parts

A young Guamanian of parts is 27-year-old Frankie Sanchez. Singer, instrumentalist, inventor of his own self-defence art form (san jitsu) on which he has already published a book, an active public figure in many charitable organisations on Guam — the list is far from exhausting the many sides of Frankie's active life. Jose Cruz, writing from Guam, profiles Frankie Sanchez.

Talented young Frankie Sanchez is the top singing talent on Guam and in all Micronesia. Soft-spoken and shy, it is hard to imagine this quiet young man on stage singing. But sing he does, with the presence and vocal style of a real professional.

Unlike his Island contemporaries, he does not sing in Chamorro, but in English. But he is thoroughly accepted as one of Guam's own, and has even been appointed an honorary ambassador-at-large for Guam by Guam's governor, Ricardo J. Bordallo, for his singing exploits.

Born on Guam in April 1951, Frankie's family moved to the States when he was three and it was there that he developed an interest in music: first, as lead singer of a country-western band called the 'Velvones', and later as lead singer of the 'Coming Generation', a top nightclub group which played the Santa Clara, California, circuit during the late 1960s. It was during this time that Frankie developed his own distinctive style of singing which can be described as a cross between Englebert Humperdinck and his own beautiful singing style.

In July 1971, the handsome young singer returned to Guam to see his homeland. He fell so much in love with it that he has stayed ever since.

Frankie fast became a celebrity on the Island with a cover (re-make) recording of *guess the Lord must be in New*

York City, which he had released before coming to Guam on his own 'Guamanian Ambassador' label. It received some attention on Californian radio stations. The fact that he was the first Guamanian to get air-play on his recordings outside Micronesia readily established him as one of Guam's top recording artists.

It wasn't long after that Frankie took part in the making of Guam's first locally produced album, in which he featured along with other Island entertainers on Hafa Adai Records, a company owned by another popular Island entertainer, Jose Sablan. *Do you remember Guam?*, the song sung by Frankie on the album, was a favourite of Guamanians leaving for the States. Several months later, after the release of this album, Sablan moved to the States and Frankie took over the studio at the request of building owner, Elenor Lucero, who wanted to continue in the recording business. The studio then was re-named Guamia Studios, after the name of a tree found on Guam. Under Frankie's direction, it released its first album, the *Charfauros Brothers*, which sold out in three weeks.

A little weary with the recording end of things, Frankie took a brief vacation from it all, by serving on various charitable organisations. Among the most notable were: the Muscular Dystrophy Association, Guam Chapter, as special events and entertainment chairman; the Hawaii Heart Association, as director of its Guam Heart Unit; and the American Lung association, Guam Chapter, in which he is still active, as one of its board members.

It was also during this time that Frankie worked on and developed a self-defence art form called san-jitsu (based on his past martial arts experience) which he later put into



Frankie Sanchez . . . one of the nicest guys

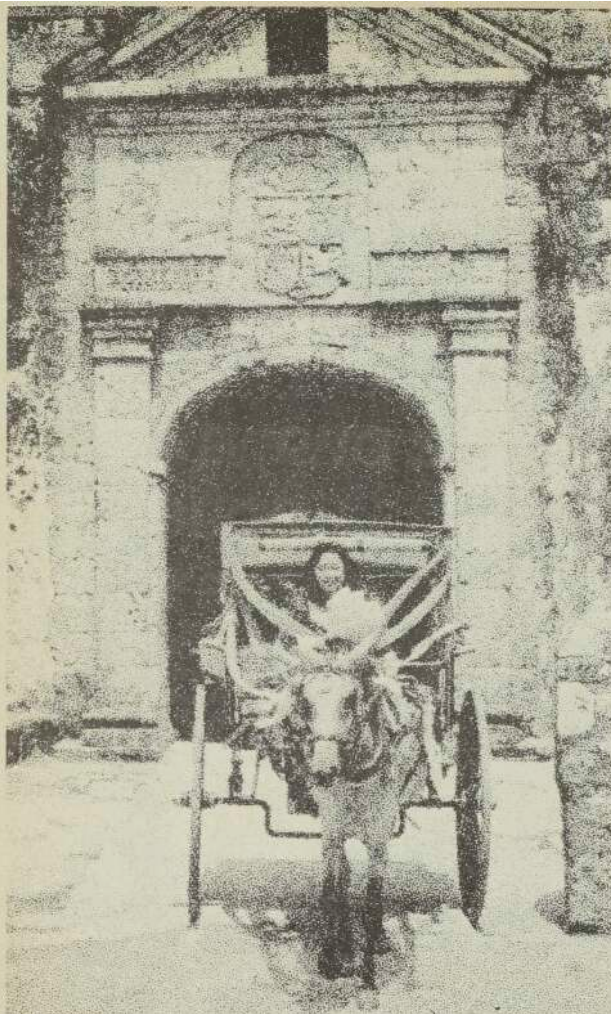
book form and which can now be found in Guam's Pacific Studies collection and in Guam's libraries.

Although Frankie is best known for his singing prowess, unlike most performers who just sing, Frankie also plays guitar, a little bass and writes his own songs, as well as his own arrangements for four-piece musical back-up. He is also a member of ASCAP (American Society of Composers, Authors and Publishers), one of only two Guamanians ever to be admitted to this prestigious organisation, and of AFTRA (American Federation of TV and Radio Artists) in which he is privileged to be Guam's only member. He is also, interestingly enough, a licensed disc-jockey, though he isn't greatly interested in carrying through on this particular side of his talents.

Among his more recent accomplishments were his par-

ticipation in the 1976 Jerry Lewis Telethon in Hawaii as Guam's official representative, in which he not only took part, but also opened up entertainment and was co-master of ceremonies for the first segment of the show with Hawaii's own first lady of song, Loyal Garner. He recently released a tune entitled, *Love . . . Love me to-night*, which he co-wrote with composer, Jim Wilder. The song was placed number 11 on a Nashville tabloid's survey of DJs' pop picks in January, representing another first for the young singer and for Guam.

What does the future hold for Frankie? Well, it can only mean more goals to accomplish and more successes to follow. We can only wish Guam's first real international recording star all the luck in the world, because despite all he's done, he remains one of the nicest guys you'd ever want to meet!



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DAVIS: ECONOMIC SELF-RELIANCE COMES FIRST

'Economic independence is our aim,' said the new premier of the Cook Islands, Dr Tom Davis, when he visited New Zealand to meet government leaders. 'I'm not interested in political independence at this stage,' he said, writes William Gasson in Wellington.

Dr Davis, 61, was calling to talk about his island's economic plans. It was his first call since Cooks' Chief Justice Gaven Donne had ousted the government of Sir Albert Henry.

Dr Davis saw as his main problem, the task of giving his nation, which has no more than 65 square kilometres of arable land, a degree of self-reliance. 'I know this is going to take some doing but I think, with the friends we have, we're going to achieve this,' he said.

Friends and relatives of the Cook Islands in fact help to keep the country financially solvent. With a trade deficit of about \$NZ12 million the Cooks rely on New Zealand for more than \$6 million in various forms of aid plus a flow of money from the 16,000 Islanders who live and work in New Zealand.

'How much is this?' Dr Davis asked. 'No one really knows but we're able to support an extremely unfavourable deficit situation mainly from the good relations and goodwill of the people living outside the Cook Islands,' he said.

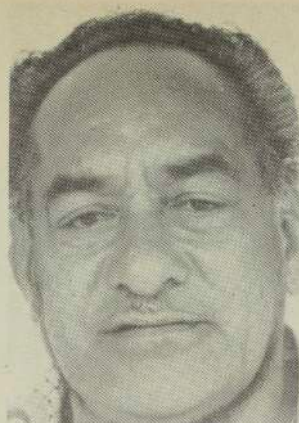
While the Cooks must rely on New Zealand's aid — and Dr Davis calculated it would be two years before these contributions could be reduced — he dislikes his people having to accept handouts. 'Our people are hard-working and they have had a taste of handouts. They've had a taste of this for quite some time and I feel that they don't need any more. I feel they have a feeling of self-reliance in themselves.'

What he would like to do is create a favourable climate for investment from any source in

the private sector to develop the islands' industries and export capacity. And ideally he would like to see the Cook Islanders living in New Zealand return home to run those industries.

'We're not ready for that yet because our economic programme has not advanced to that stage... but our greater economic policy is that they can come back and participate in the economy without any difficulty,' he said.

Looking at the development of the Pacific region generally, Dr Davis found a difference between the Melanesian and Polynesian sectors. The Melanesians advanced far more rapidly, he said, and the cultural reason for this was that their society was based on selecting people who were best for the job. The Polynesian society was based on inherited privilege. Dr Davis seems



Dr Pupu Robati, the premier's righthand man

intent on changing this pattern for his 15 tiny islands.

Asked to what extent he would foster foreign investment — other than from New Zealand — he said he had not yet decided. 'Obviously any foreign investment that can assist us we will gratefully receive and consider. We are not going to restrict this to one area or to one country. I don't think we need to.'

While the long relationship with New Zealand had created a situation whereby much of the private and public sectors

were orientated towards New Zealand 'this shouldn't stop us from going elsewhere if this would help us to get onto our feet,' said Dr Davis. But obviously he was not prepared to open wide his country's doors to just anyone.

What would his response be if a foreign government offered his islands a joint fishing venture along with the establishment of a base? He replied: 'If the terms are reasonable my response would be favourable.' But he qualified that by adding there were countries with which he would not want to have dealings. 'They have a bad record so far as I'm concerned and with that record I would not wish to have dealings with them.'

Dr Davis made it clear that the Cooks philatelic bureau, run by American millionaire Finbar Kenny, would continue. It provides the Cook Islands with a major slice of its overseas earnings. The bureau and Mr Kenny were linked with the funds Sir Albert Henry used to finance the charter flights for his voters. At one point during the furore over the source of the charter funds, Mr Kenny threatened to withdraw from the bureau and to sever his ties with the Cook Islands.

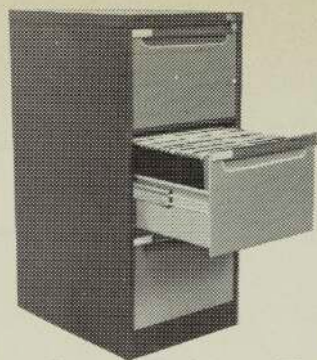
Asked if he planned to maintain links with Mr Kenny, Dr Davis said that to date he had no reason to find Mr Kenny in any situation that was blameworthy at all. The documents produced in the court hearing showed very clearly that Mr Kenny was not involved, he said. 'I have no reason to blame him for anything and it would be unreasonable of me to do anything else but to encourage him to continue,' Dr Davis said.

How long does he plan to stay in politics? 'I will stay in office long enough to complete the job that needs to be done,' said Dr Davis.

On Sir Albert's future? 'Sir Albert is finished in politics. He quite strongly claims he isn't but I don't think he'll make a comeback now. His future lies in the hands of the police and the courts,' Dr Davis's observation referred to the continuing police investigation into use of public funds in the Cook Islands.



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From the ISLANDS PRESS

From the Office of Samoan Information's News Bulletin, Pago Pago, American Samoa

Our ancestors have suggestive names for certain stars and constellations. Some of these are still remembered by many not-so-old folk still in Samoa. Mars is called *Mata-memea* or red face; Sirius is *Telegese* or slow-moving; Pleides is *Li'i* whence the name for chief, *ali'i*; the Great Bear is the *Anava* or war club; the Morning Star is *Fetu Ao* or daylight star; and Jupiter is *Tupua le Gase* or undying idol . . . One of the dreaded stars is the *Taelo* or stinking striker. The star appears bright red in color, twinkles constantly, and has a jagged appearance at the edges. When this star is visible — and it rarely is — our ancestors would say that Samoa is sure to be soon stricken by a severe hurricane. It is believed that the *Taelo* appeared a few days before the big hurricane of 1889 and also shortly before the destructive one in January 1966 . . .

From Pitcairn Miscellany

From its earliest days of settlement women have played a very important part in the life of Pitcairn. This was recognised 140 years ago, when in 1838, male and female Islanders over the age of 18 years were given a vote in selecting an Island Magistrate and Council. This was some 91 years before women in Britain were given the vote . . .

From Ailans Nius, Rabaul, PNG

. . . Spectators caused the game not to end at the right time because they were abusing the referee; so he stopped the match about two minutes before the end . . .

Epeli Hau'ofa writing about Tonga in the Tohi Tala Niue, lamenting 'Our crowded island'

Mutton flaps from New Zealand, second-hand clothes and shoes from America, and karate films from Hong Kong, are minor examples of the kinds of imported rubbish with which we have littered our country. We are polluting, desecrating and destroying what we already have through our misdirected aspirations. As far as I can see, our only hope for a reasonable future lies in the reversal of the present trends and an eventual return to the kind of Tonga we know and love: a country of small, contented and united populations; and a nation of men and women who think of themselves as being abundantly endowed by the Almighty.

From Hailans Nius, PNG, report on attack on a Mount Hagen resident

. . . A programme is planned and will probably be carried out as soon as possible whereby each employed person will be issued with an identification card. Anyone from another province who has no identification card will be classed as a vagrant and presumed to have no employment, and so would be asked to leave

the province. Another measure which may also be instituted is a midnight curfew, and anyone seen on the streets after midnight each night could be arrested by police . . .

From News Drum, Solomon Islands

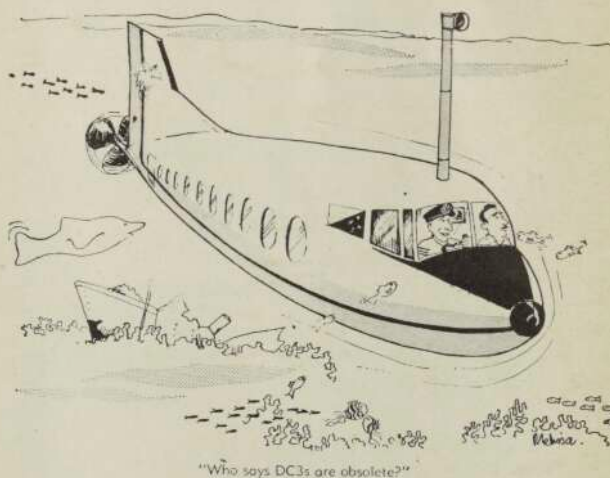
Sir Frederick Osifelo has resigned as Speaker of the National Parliament . . . Sir Frederick said there was no ulterior motive about his resignation. 'I am simply acting within the new constitution which says that the Speaker . . . cannot hold two jobs. At present I am Chairman of the Public Service Commission and I wish to remain in that job for which I am paid' . . . He explained that he was only working voluntarily as Speaker. This was because under the old constitution it was not a paid job. 'But under the new constitution the Speaker . . . is a full time paid job.' . . . If the National Parliament wanted to re-elect him as Speaker he would be willing to accept . . .

From a caption in the PNG government Office of Information Hiri

Lae shop assistant, Gessy Augustine, found it hard to believe that the 50 mark note she is holding could be worth about K6000 but once convinced of its value, she decided she would be happy if someone gave it to her. There is not much chance of that because the note, put out by the Australian authorities during the occupation of German New Guinea in 1974 . . .

Leading article in PNG Post-Courier

Get that sinking feeling! Come to Paradise and submerge yourself in beauty. Sneak along under the Solomon Sea in a sub! No jokes please! The proposal that Air Niugini could become the first airline in the world to operate a submarine isn't subterfuge. It's a suggestion of real substance, the best to surface in years . . . Let's hope the government doesn't torpedo this brilliantly subtle suggestion.



PNG Post-Courier's contribution to the 'submarine' debate.

From a leading article in the Samoa Times, Apia, Western Samoa

Surely one of the best speeches made in the assembly recently was that of Mrs Sina Annandale. At least, this is the belief of several political observers. What distinguishes the speech is its outspoken criticism of certain government shortcomings especially in the agricultural area. We feel that more such speeches is healthy for the growth of democracy in Samoa. Too often people don't speak out the truth when they should be, at least the truth as they see it . . .



PEOPLE

A generalisation about Polynesians that is almost always true in the particular is that they are instinctive gardeners and growers of things, no matter what career they choose in life. We had cause to be reminded of this on a recent visit to Dr Joe Williams, former Cook Islands political heavyweight and Minister for Health, when we finally located him in the backyard of his Rarotonga home completely hidden among an acre of beans reaching as high as an elephant's eye. He was picking the beans after having just sprayed a field of superb tomatoes.

This was no kitchen garden. Since getting out of politics earlier this year (he disagreed with the policies of his former leader, Sir Albert Henry) Dr Joe has been earning his bread as a market gardener, interspersed with medical fees from his general practice. Even Joe's political enemies admit that the former minister is a 'darn good gardener' who loves his

garden — and no doubt they privately hope he'll stay in it.

Karavia village in Papua New Guinea's East New Britain Province has produced the nation's first female assistant bank manager. She is Elsie Bola, married with two children, who was recently appointed assistant manager of the PNG Development Bank's Rabaul branch on the Gazelle Peninsula of East New Britain. Mrs Bola joined the bank in 1970 as a loans clerk-typist and, in 1973, was promoted to assistant loans officer and the following year to loans officer.

Smallest contingent at the Commonwealth Games in Edmonton, Canada, in August came from the Cook Islands. It comprised one boxer, Richard Pittman, and one official, Utia Tipikoroa. Utia claimed he was the busiest man at the games: 'I am team manager, trainer, friend, and there is not time to do anything,' said he.

Semisi Taumoepeau took over as Government Tourist Officer in Tonga on the departure of Alasdair Buchanan for his home in Scotland. Mr Taumoepeau, 28, who completed a sci-

ence degree at Auckland University, has studied tourism in Japan, Australia, New Zealand and the United Kingdom, and has been with the Tonga Visitors Bureau nearly three years. Another change at the bureau is the appointment of Princess Pilolevu Tuita as educational and training officer — a new position. The princess, until her appointment, had worked on a part time basis for four years for the bureau.

Apisai Tora, a prominent figure in Fiji trade union circles and politics, won an appeal to the Fiji Court of Appeal against a 12 months' gaol sentence. A magistrate's court sentenced him for a breach of the Sugar Industry Act. He was alleged to have called out members of the Sugar and General Workers Union, of which he was secretary, in support of striking stevedores. The Fiji Supreme Court upheld the decision of the Magistrate's Court so Tora went one stage further to gain his freedom. After the Court of Appeal decision, Mr Tora said he would sue the government for damages.

We have heard of no younger governor-general in the Commonwealth than Solomon Islands' 37-year-old Baddeley Devesi. Nor have we heard of any better snooker player than Mr Devesi among the Commonwealth's governors-general.

George Atkin writes from Honiara that Mr Devesi, before his elevation, won two snooker tournaments which were conducted earlier this year at the Guadalcanal Club.

Snooker is not Mr Devesi's only supporting activity. He was captain of the Solomon Islands team at the South Pacific Games in Noumea in 1966, and was the only Solomon Islands sprinter to reach the finals. He is still a keen cricketer and squash player. Since he moved into Honiara's huge Government House, he has taken up two new sports: he plays tennis at the Community Centre, and



Away from the cares of office — and the snooker table — Solomon Islands Governor-General Baddeley Devesi dances with his wife, June, at the July State Ball for Solomon Islands Independence

badminton in the Government House grounds.

The only sad spot in the picture is that there appears to be some doubt whether Mr Devesi will continue playing snooker.

We know there are many calls on the Solomon Islands' budget, but the idea of installing a second-hand snooker table in Government House has some appeal. There's plenty of room for it. But it would probably be better still if, protocol permitting, the governor-general went on playing at the Guadalcanal Club.

Papua New Guinea's Consul-General in Sydney, Austin Sapias, let fly with some highly undiplomatic language when he criticised aspects of his country's immigration practices. Said he: 'Who you know rather than what you know



Joe Williams and beans

appears to be the basis for entry to Papua New Guinea. I have been embarrassed on many occasions trying to uphold PNG laws as consul-general only to be frustrated by decisions in Port Moresby which appear to be inconsistent with migration and employment laws.

'It is evident that backdoor methods are being used by certain people to gain entry to PNG. These things are making us a laughing stock.'

Mr Sapias' blast, in a fine illustration of the fact that PNG democracy extends to its diplomats too, was reported in a release from the government's Office of Information. His ire had been aroused by a controversial application for a re-entry permit by an Australian boxing promoter, Norman Salter. Mr Salter was, at least temporarily, successful in his bid to return to PNG.

Two post-independence diplomatic arrivals in Solomon Islands are the British and New Zealand high commissioners. From Britain came Gordon Slater, no stranger to the Pacific, having established the UK High Commission in Port Moresby after Papua New Guinea's independence in 1975. From New Zealand came John Ammundson, another veteran of South Pacific affairs, having served in Western Samoa and the Cook Islands. John Melhuish, the Australian High Commissioner, is the only other diplomat in residence in Honiara. Diplomatic relations have also been

established with Papua New Guinea, Canada and the United States on an accreditation basis and Japan is expected to establish an embassy in Honiara soon.

Archbishop David Hand, 60 this year, is to continue as head of the Anglican Church in Papua New Guinea for a further five years. Archbishop Hand announced his resignation at the last meeting of the Anglican Provincial Council but agreed to stay on at the council's request. He is a naturalised citizen of Papua New Guinea.

For the first time, New Zealand is to have a Maori Chief of the General Staff. He is Brigadier Brian Matauru Poananga, 53, who will be promoted to major-general when he takes up his new post in November.

Brigadier Poananga has served as New Zealand's first High Commissioner to Papua New Guinea.

An honorary doctorate in economics was awaiting Papua New Guinea's ex-finance minister when he visited South Korea recently. Julius Chan, now deputy prime minister and minister for primary industry, received his doctorate from Dankook University, Seoul, for his 'contribution to the establishment of a viable economic and monetary policy in Papua New Guinea'. Mr Chan was finance minister until last year's general election, steering PNG through its delicate post-



The Evangel, photographed in Solomon Islands in 1908 by Norman Deck (below)

independence years, and his shift from the portfolio gave the prophets of gloom a field day. But their forecasts came to nought. Former speaker of the Parliament, Barry Holloway, smoothly took over the finance reins and has held them steady to date.

Ninety-six-year-old Norman Deck is a veteran with 44 years service in Solomon Islands behind him — 10 years as a dentist caring for teeth and 34 years as a missionary caring for souls. But, with only four years to go to his century, he's still breaking new ground.

Eighty-two years ago he clicked a shutter for the first time, and he's been taking photographs ever since. August saw the opening of his first photographic exhibition. The Melbourne event featured 60 of Mr Deck's old photographs — studies of scenes in the Solomons, New Zealand and Europe.

'I'm out of fashion. I don't mind admitting it,' Mr Deck told a Melbourne newspaper. 'Modern photography — where



they always seem to take stunts — is good. But frankly it leaves me a bit cold. I like something that is inherently beautiful.'

Mr Deck doesn't work in the field any more, but he does some enlarging at his Sydney home and occasionally walks around the garden taking pictures.



New Zealand's John Ammundson



Britain's Gordon Slater

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Great yacht in sky for 'Don'

A generation of cruising yachties will note with genuine regret the recent untimely death of 'Don' Percival, in Rarotonga. Don (born William Harold Percival in Nottingham, England, in 1919) died of head injuries after falling down stairs at his Rarotonga home.

As a PIM yachting correspondent, Don supplied for many years those accurate and detailed reports on the comings and goings of cruising yachts in Rarotonga — one of the more important South Seas yachting ports. Don's slight bald-headed figure was a regular and welcome visitor to the yachts tied up at Avatiu's tiny harbour in all weathers. Don was also known for his articles on Islands history which have appeared in PIM and other newspapers and magazines for more than 20 years, and not long ago he was co-author with Arthur Helms of a popular book on some of the Cook Islands, *Sisters in the Sun*. Don planned to write other histories when he retired from the Cook Islands Government next year.

The quiet, self-effacing Percival worked for the government for all his 24 years in the Cooks, in various jobs from storeman to editor of parliamentary debates — the post he held when he died. He is a former editor of the government-run *Cook Islands News*. As a government man, Don had an inflexible rule after Sir Albert Henry came to power — he refused to write about Cook Islands politics for outside publications. 'Too difficult,' he used to say. 'I'll stick to reporting on yachts and South Seas history.' The records on these matters are the richer for his decision.

Somare's plea for the good news

The Papua New Guinea Prime Minister, Michal Somare, believes his country is getting a raw deal from the Australian and world press. 'If there's a



'Don' Percival

tribal fight or a violent killing, or if the country does something wrong, then the papers give it plenty of publicity,' Mr Somare told the PNG parliament in August. But few people were being told about the country's achievements, and there was ignorance about the real PNG.

Dr Goasa Damena had asked Mr Somare why a review was being carried out into the work of the government's Office of Information. Mr Somare said he had taken the decision to review the information office, which is part of his department, and to carry out a reorganisation where necessary.

'I want the world to know what we are achieving as legislators and as a government,' he said. 'I just don't believe we are getting the right sort of publicity outside. We are not being given the right image.'

Doing what comes naturally

An Australian newspaper review of the latest book by Pacific historian, Niel Gunson, *Messengers of Grace*, a study of nineteenth century evangelical missionaries in the South Seas, says:

'Gunson makes it clear that the evangelicals (products of the revival of religious fervour in the nineteenth century

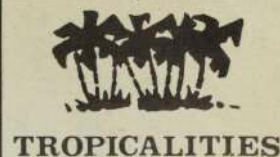
inside and outside the Church of England) were mostly people of lower middle class origin who saw their social and spiritual progress as two sides of the same coin ...

'In a most revealing passage Gunson demonstrates that the evangelicals' activities had, therefore, some of the force of a class struggle behind them. He further shows the importance of notions of class by pointing out how the rising "mechanic" class needed a lower order of people to set themselves against and found it, conveniently, in the "poor heathen".

'Gunson's discussion of the impact of Calvinistic ideas on the "mechanics" is a fine piece of intellectual history and he provides fascinating detail on the nature of the missionaries' "calling" and conversion. These were frequently in reaction to that act which is almost universal among adolescent males, but were often, too, the result of an illness or a revivalist sermon ...

Entente aeriele

An interesting exercise in Franco-Australian co-operation was slated for late September: the Coral Sea Air Classic Prologue, jointly



organised by the New Caledonia Aero Club, Noumea, and the South Coast Aero Club, based in Wollongong, New South Wales, Australia.

Beginning on September 22 participating light aircraft, with their French and Australian crews, were to set out on the following route: Wollongong, Rockhampton, Townsville, Cairns, Horn Island, Daru, Port Moresby, Lae, Rabaul, Honiara, Graciosa Bay, Vila, Noumea. They were due in Noumea on September 30.

The organisers say: 'Festivities have been arranged throughout the Air Classic. This is purely an event being held in the spirit of aviation — no prizes, just a bag full of fun and excitement. Special package deals have been set up for families and friends wishing to join in the fun in the New Hebrides and New Caledonia ... In 1980 the Coral Sea Air Classic will be a competitive event with sponsorship and prizes for best times, navigation, etc.'

Among the list of those taking part was the name of Henri Martinet, who founded



Members of the New Caledonia Aero Club visited Sydney in August to pick up three new aircraft for use in the Coral Sea Classic Prologue. From left: Jean-Jacques Millemann, Alain Bak, Rose Kettle of Island Holidays, Sydney, Francis Guillemain, club vice-president, and Eric Soucaze.



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the New Caledonia Aero Club in 1935. Now over 70, he was to fly with his wife as co-pilot. In 1938 Mr Martinet flew the first consignment of airmail from New Caledonia to Paris. The 22 000 km journey took almost two months and was flown in a 100 hp Caudron aircraft.

Actively supporting the Coral Sea Air Classic are the French airline UTA and the New Caledonian Tourist Office, Sydney.

Tonga gets it on paper — at last

After months of planning and years of dreaming, Tonga has its first journal of literature, writes Will Keener. Entitled *Faikava*, to help conjure up images of tales shared in the ethereal atmosphere of the kava circle, the first issue includes poetry, short stories and literary criticism in Tongan and English.

The 31-page journal includes two poems by the late Queen Salote and a dedication to her as 'the leading Tongan poet of this century'.

The purpose of the journal, according to its editors and founders, is 'to provide a forum for writers, poets and critics to make their work accessible to a wider audience'. Much Tongan literary tradition has been an oral one, the editors note. The journal is to be published at least twice a year.

The journal is not limited to Tongan writers, however. 'Anyone who lives in Tonga or is writing about Tonga or the Pacific area in Tonga or English is welcome to contribute,' said Dr 'Epeli Hau'ofa, one of the founders of the journal.

Work began on the journal last year with a successful application for Australian cultural aid for the project, submitted by Dr Hau'ofa through the University of the South Pacific Centre in Nukualofa. Dr Hau'ofa worked with Dr Thomas Schneider and Futa Helu, both of Atenisi Institute. Konai Helu Thaman, a Tongan poetess living in Fiji,

is a member of the editorial board.

Progress erases settlement clues

More than 20 years ago, when a major church was being constructed in Tonga, workers levelling the site uncovered numerous, valuable archaeological artifacts, buried by time just below the surface. The artifacts included tools, necklaces and other decorative wear. Most pieces were carried away by workers, including several which were taken from the country by church missionaries.

Although it is against Tongan law to carry artifacts out of the country without permission, there is little the government can do about the missing ones now. Ve'ehala, member of the kingdom's Tra-

ditions Committee and a strong supporter of archaeological exploration here, only learned the story of the church site artifacts this year.

Lack of information about what is going on makes Tonga's protective law difficult to enforce, Ve'ehala acknowledged. In fact, it seems only the handful of professional archaeologists working in the kingdom over the past 20 years have paid any attention to the law at all.

Tonga's archaeological troubles are not unfamiliar to Dr Yoshihiko Sinoto of the Bishop Museum, Honolulu. On a recent visit to Tonga's Haapai Island group, Dr Sinoto said building and development were threatening archaeological research not only in Tonga, but throughout the Pacific. One of the most important clues to the puzzle of how Polynesia came to be settled, he said, was the distri-

bution of lapita pottery. Lapita pottery had also been found in Fiji, Samoa, the New Hebrides, New Caledonia and on New Britain in Papua New Guinea, he said.

'Blackbirding' is back — Guise

The government of the Australian State of Queensland has been accused of direct involvement in the modern 'blackbirding' of Papua New Guineans for cheap labour.

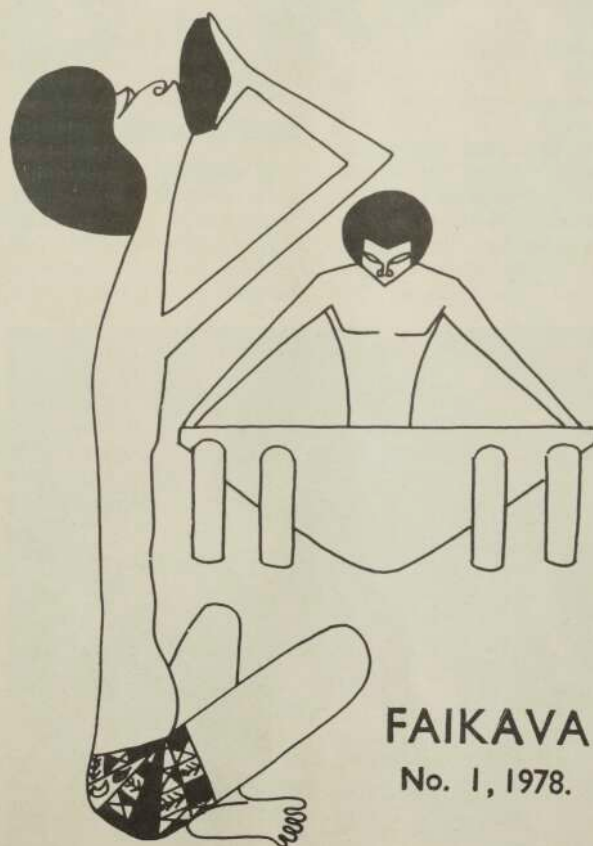
Sir John Guise, deputy leader of the opposition in the Papua New Guinea National Parliament, said that ships operated by Queensland's Department of Aboriginal and Island Affairs were luring Papua New Guineans on board, promising them wages and conditions which did not materialise. He said the victims worked on islands in the Torres Strait belonging to Queensland.

Foreign Minister Ebina Olewale told the house that although some Papua New Guineans may end up in Queensland in illegal and unsuccessful search for work, he did not believe the problem was as extensive as painted by Sir John.

Four's company among 500

The harmonious relations between the four Muslim and 496 Christian members of Fiji's contingent to the United Nations peace-keeping force in Lebanon is a source of wonderment to the inhabitants of that country. Conflict between Muslim and Christian elements of the Lebanese population is one of the main reasons the peace-keeping force is there.

This fact is one of many contributing to the good reputation earned by the Fijians in Lebanon. Another was a recent incident in which a Fijian soldier, handy with his fists, knocked out two of three armed men who tried to force their way past a Fijian bat-



Cover of *Faikava* by June Egan, an Australian living in Nukualofa

TROPICALITIES

tation checkpoint. The third man, not relishing the same treatment, loaded his companions aboard their car and drove off.

Plenty of nothing for breakfast

A bottle of lolly water and a bag of chips. There's as much nutritional value in those as there is in a packet of cornflakes. (The flakes we mean. We are advised the packet has a much higher nutritive value.) Yet this so often is the picture of the tiny Papua New Guinean child on the way to school in Port Moresby and other PNG urban centres. Mum probably hasn't realised that the 40-or-so *toea* she has been spending each day on each child to buy such 'rubbish' food could have been spent on something much more beneficial — say a piece of cheese and a chunk of bread at the very least. And, likely as not, there'd be a *toea* or two left over.

But now the scene is changing. 'Rubbish' food pedlars are thinking again — not without pressure from PNG authorities — about coming up with something both *cheap* and *nutritional* for young Joe to start the day on. The health department's nutrition program is starting to make itself felt.

Pleas to parents not to feed their children 'rubbish' food go

out over the National Broadcasting Commission (NBC) radio. The NBC has voluntarily started to refuse advertising from companies promoting food the nutrition program lists as useless. The likely outcome is a total ban on advertising foods which offer plenty of nothing.

Ticking off for tapa makers

'Some of the *masi* being produced today our ancestors would be ashamed of.' The words of Miss Latileta Kiti, senior field assistant for the Fiji Department of Agriculture. Miss Kiti had just arranged a five-day seminar on Kadavu Island — the first step in a battle to preserve traditional ways of making *masi* — more commonly known as tapa. The qualities to look for in *masi*, according to Miss Kiti, are thickness, whiteness and colouring. All had deteriorated in recent years, she said. Not only is the loss of quality depressing Miss Kiti, she's also upset at Samoan patterns which are creeping into Fijian *masi*.

At the seminar were departmental officers from *masi*-producing areas of Lau, Gau, Vatulele, Ra and Kadavu. Over five days they worked their way through the complete process of *masi* making.

Plant expert turns tour director

For 29½ years John Womersley roamed Papua New Guinea with an insatiable appetite to find out everything time would allow about the flora of this last unknown. When he left to retire to his native Adelaide in 1975 his name, that of Andre Miller and orchids were synonymous. Who better to lead a Sydney tour operator's 'horticultural' expedition to Papua New Guinea starting from, of all the unlikely places, Darwin? John Womersley, now 58 who finished his permanent days in PNG as Assistant Director of Botany in the Department of Forestry, headed off on his first trip as a tour director in August. He's going again this month and, so we're told, bookings are rolling in for another four trips over the next year. Mr Womersley's finest visible achievement in his years in PNG are the herbarium and national botanical gardens at Lae.

US sailors blow their horns

The excellent band of the guided missile cruiser *USS Horne* will have been heard by a great number and variety of Islanders at a great variety of public functions, by the time

the warship ends her current 'Cooks tour' of the South Pacific. Horne, with 418 men aboard, was in Sydney at the end of August after visiting Tahiti, Rarotonga and New Zealand, and was believed to be scheduled to visit Port Moresby, Suva and Apia on the homeward course to the States.

It is no coincidence that *Horne* happened to be in Tahiti around Bastille Day, and that she planned to be in Port Moresby during the independence celebrations in September, and Suva during ditto celebrations in October. *Horne* is on an old-fashioned flag-waving tour, and the crew has been told this is the beginning of what will be an annual goodwill Pacific cruise by one or another unit of the US fleet.

Waiting for the dawn knock

Dawn raids, in search of illegal immigrants, were stopped by New Zealand's Labour Party Government in 1974 and, according to National Party Government Minister for Immigration Gill, the ban is still in force. But, says Ms Amanda Russell, a member of Amnesty Aroha in Wellington, Islanders continue to be subjected to harassment, dawn raids and intimidation by Immigration Department officers. Ms Russell told the *Auckland Star* that Amnesty Aroha could not give specific details of the charges for fear of reprisals and because her organisation guaranteed confidentiality in order to maintain an in-flow of information from Islanders.

Monkey business in Tonga

Three monkeys accompanied four Japanese businessmen on a recent visit to Tonga. Two of the monkeys, along with a fishing cruiser and a jeep, were destined for royal duty — they were presents of the Japanese gentlemen to King Taufa'ahau Tupou.



The band of *USS Horne* in action at Cooks independence celebrations



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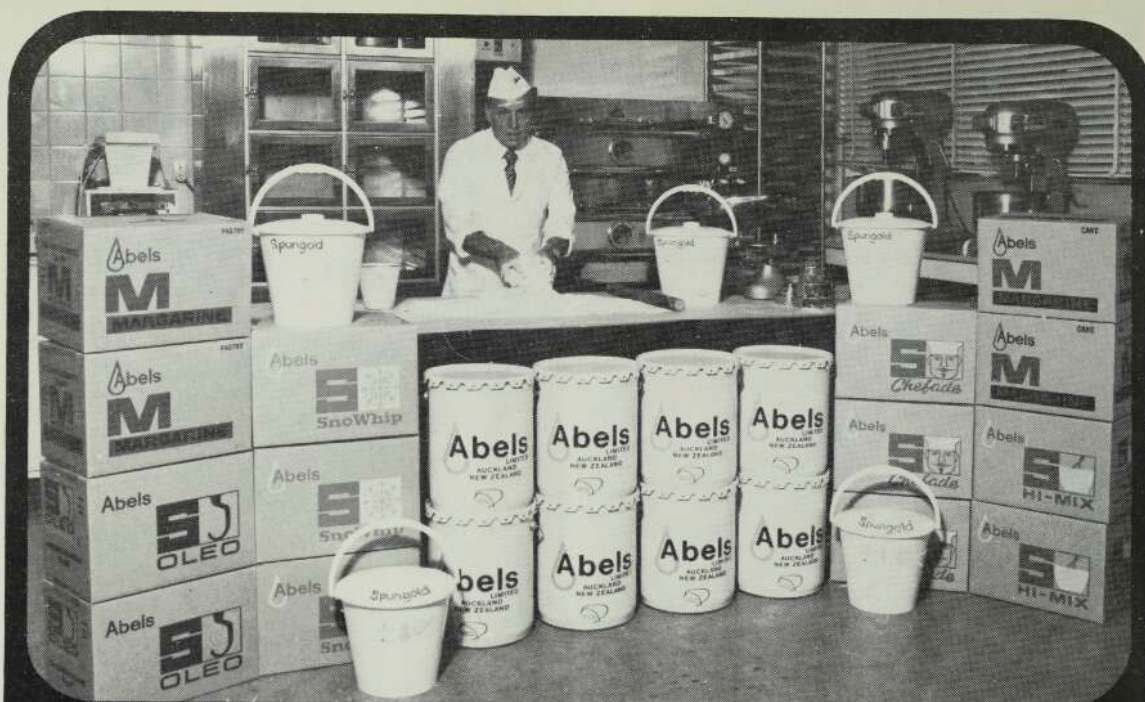
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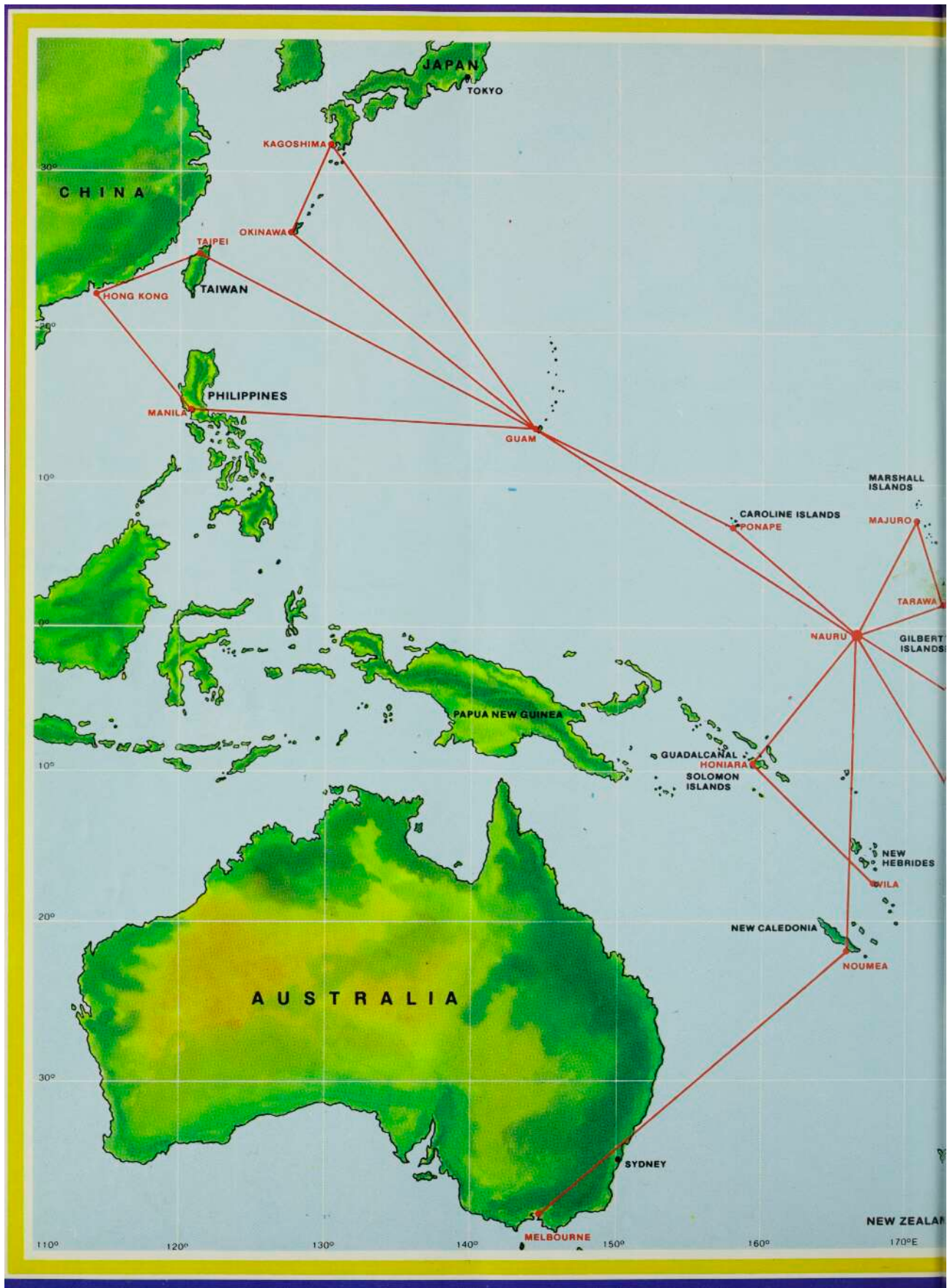
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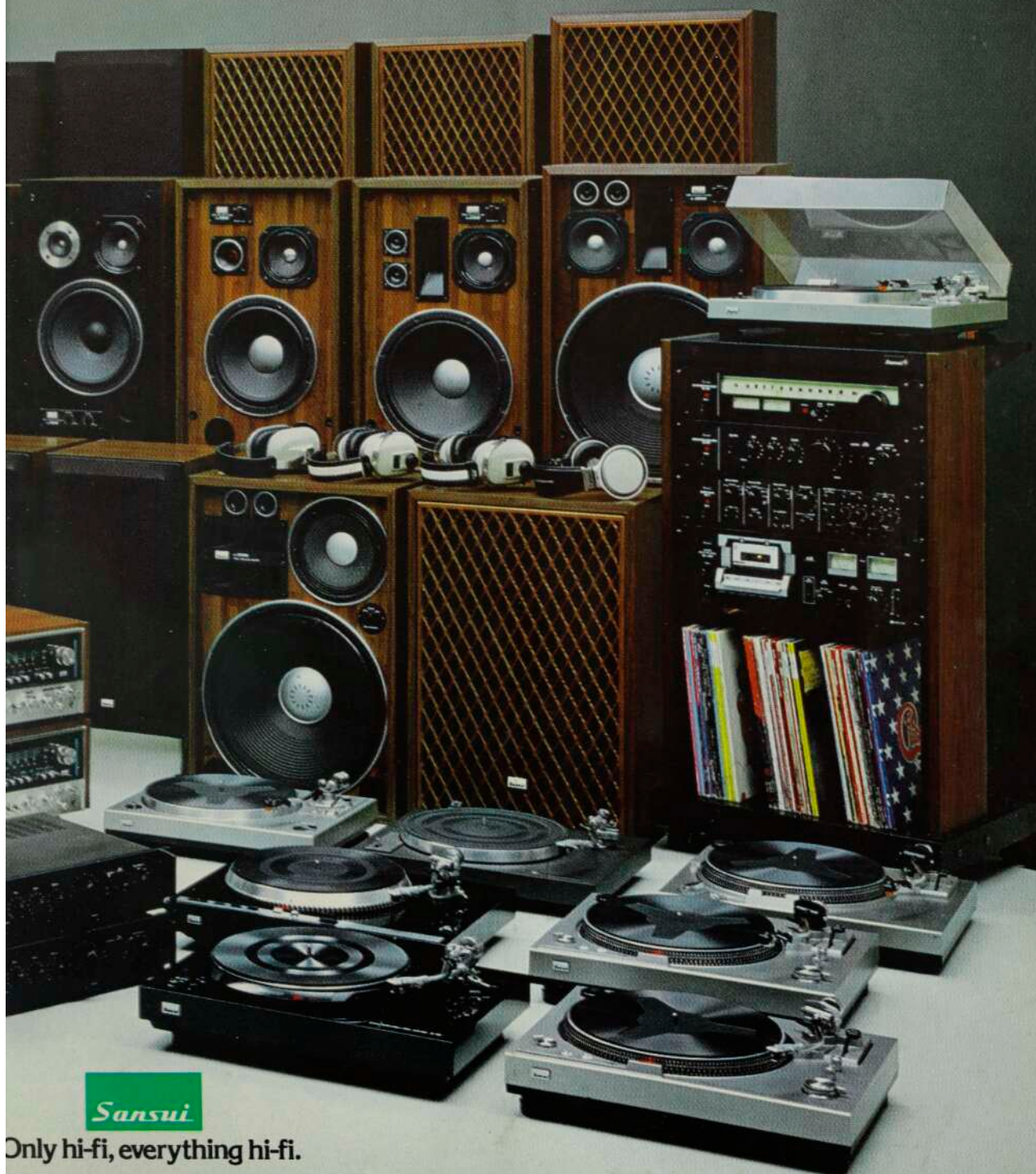
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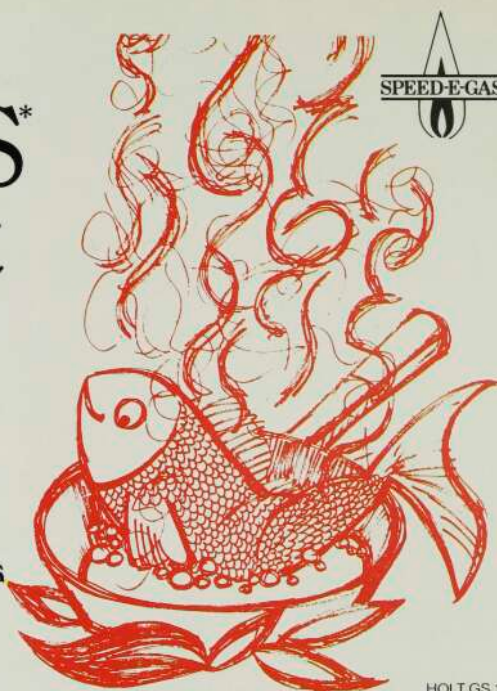
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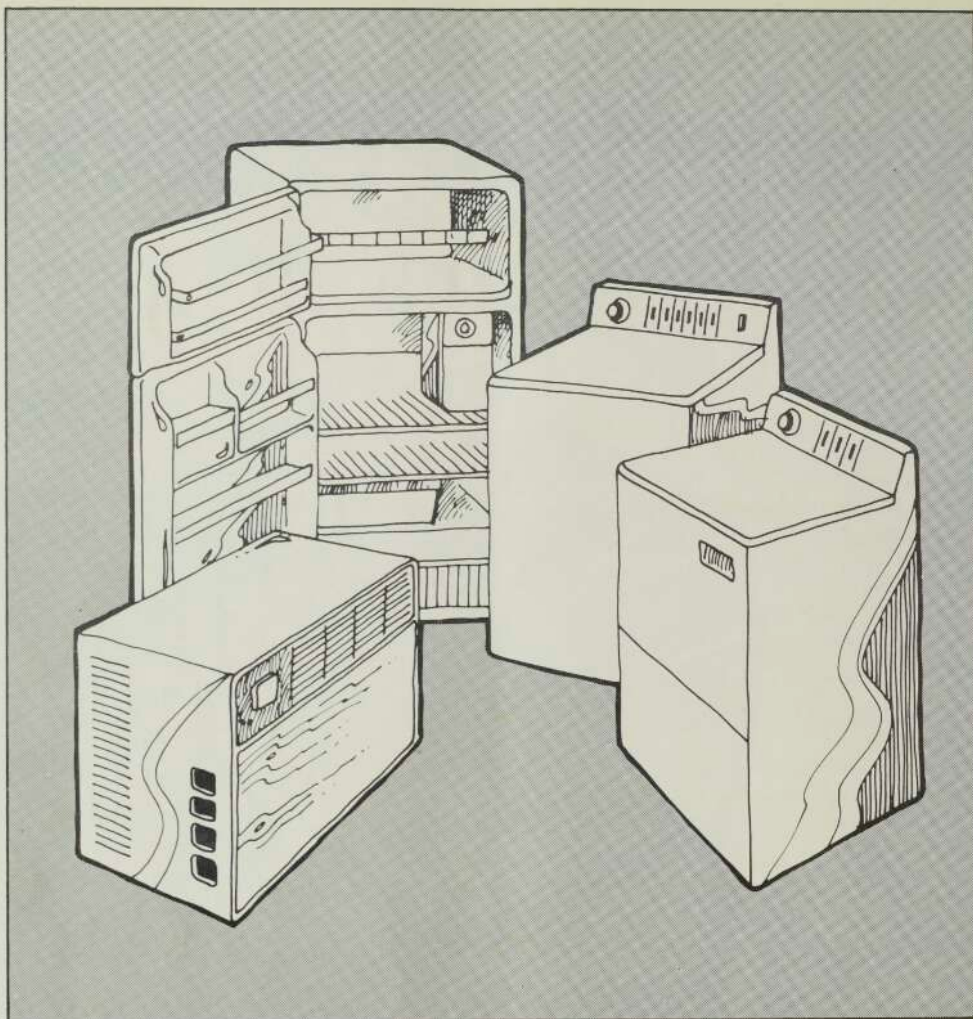
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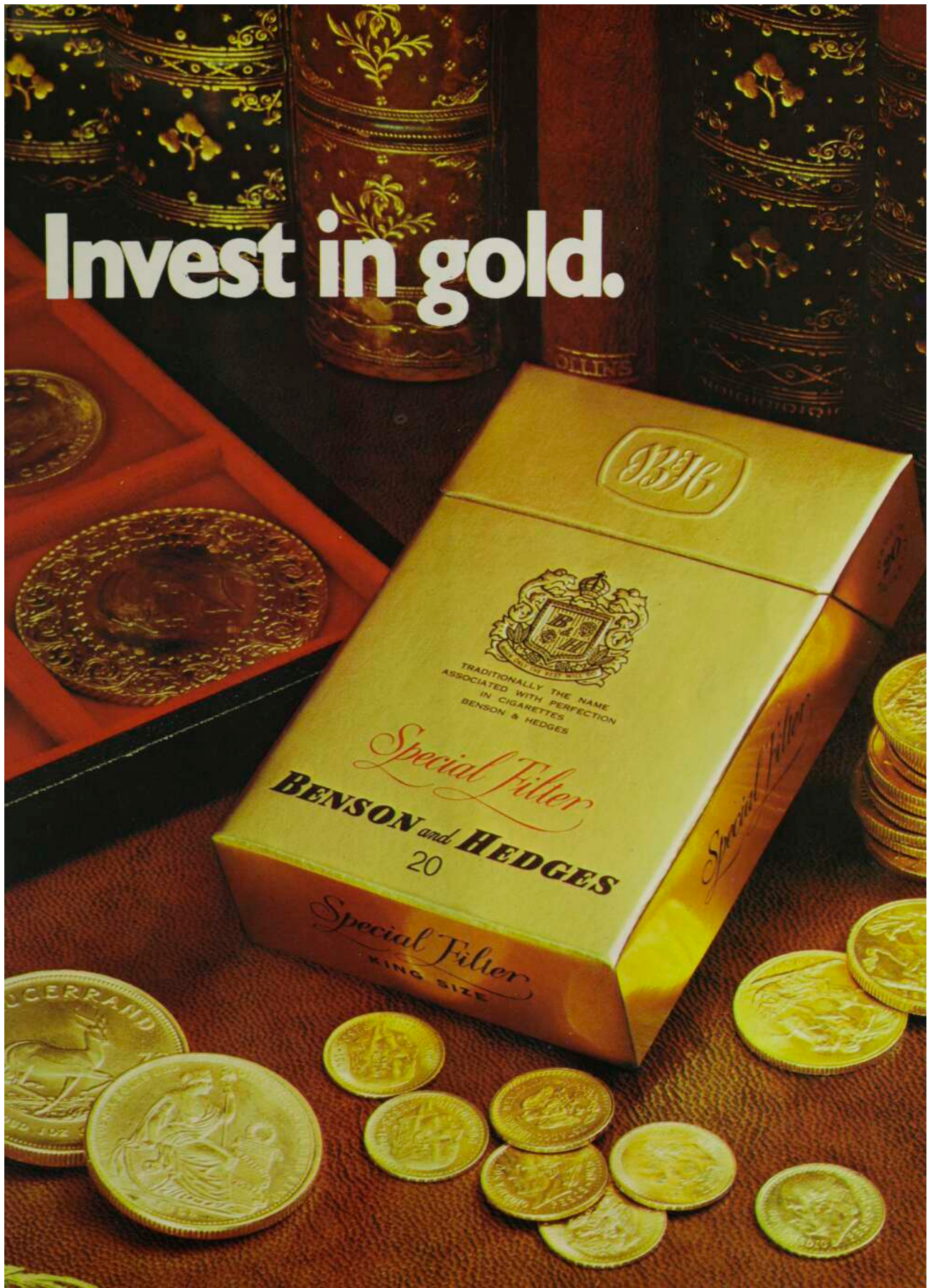
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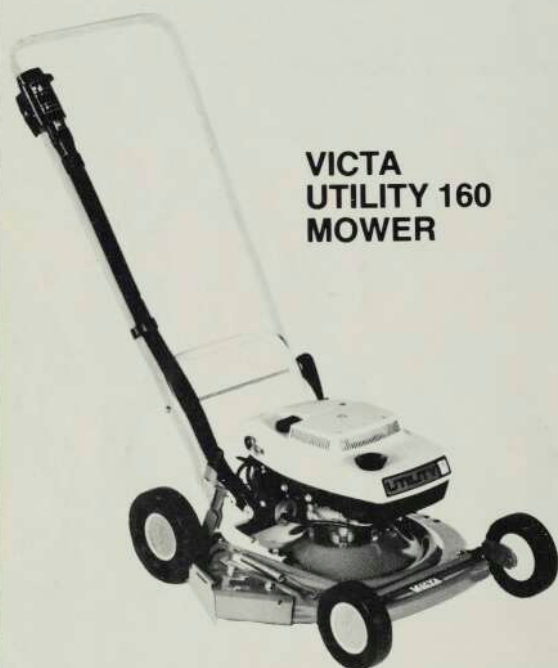
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YESTERDAY

Cruises by order in an Islands paradise lost

History and my 19-year-old life intersected violently on the morning of October 21, 1944, writes PIM staff writer Malcolm Salmon. A Japanese bomber crashed into the foremast of HMAS Australia, the cruiser in which I was serving at Leyte Gulf in the Philippines. We were part of the naval forces covering the first landings of American troops in the campaign to take that country back from the Japanese.

The event is described as follows in that invaluable volume of record, *Pacific Islands Yearbook*, in its section on the history of the Pacific war: "At Clark Field, Luzon, on October 10, 1944, the Japanese 1st Air Fleet formed the first unit of the Kamikaze Special Attack Corps, whose suicide pilots were to crash their bomb-laden Zeke aircraft on enemy installations or warships. The corps was sponsored by Vice-Admiral Takijiro Ohnishi and the first unit was commanded by Lieutenant Yukio Seki. The first Kamikaze attack was on the Australian cruiser Australia off the Leyte beaches on October 21..."

We ratings, sweltering in the bowels of the ship over a direction control table for Australia's four-inch guns, were not nearly so well informed. We felt a bump, and generally concluded that the ship had struck some submerged object.

The power supply for our table having been cut, we were called within minutes to the upper deck, but were not told why. Still, as we emerged into the early morning light, we could not register what had happened. I remember one of our group, looking up at the grotesquely bent foremast, saying: 'This is a homer.' He meant by this that the damage was so great that we would cer-

tainly have to return to Sydney for a refit, and for leave. He was wrong, as it happened, but I know he regretted what later, in view of the grim nature of what had actually taken place, seemed an inappropriate remark. My first inkling of the truth was when I saw, a few feet away from me on the deck, the top joint of a human thumb. There was no blood about it. It lay there pale and pathetic, but its message could hardly have been more eloquent.

Our job was to help in the clearing of wreckage and the moving of casualties from the bridge which, situated just below the point of impact of the Japanese plane, had been the scene of by far the heaviest casualties. The plane had flown in from astern and struck the foremast with its starboard wing just at the point where it joined the fuselage.

Let a Sydney newspaper give its account of the event:

'At 6.5 am on October 21, 1944, watchers in HMAS Shropshire and USS Bluebridge saw a livid flash of flame in Australia's foremast. Almost immediately a large explosion ripped the radar hut from its seating and hurled it down on to the bridge and the compass platform. Liquid flame from escaping aviation petrol fell like fiery rain on the bridge. When the smoke cleared momentarily they saw the ship's tripod mast bent at a drunken angle.

'Australia's bridge was a scene of carnage. The dead and wounded were half buried under the smoking wreckage of the radar hut and lantern. Burning petrol cast a fiery shroud over the contorted bodies.

'Thirty officers and men of the Royal Australian Navy died with the Japanese pilot. Another 64 were badly wounded...'

Its grisly task achieved, the



Captain E.F.V. Dechaineux . . . 'a folk hero for us'

main body of the plane crashed over the port side of the forecastle into the sea. (I never saw it myself, but the story on board in the days that followed was that one ghoul of an AB — he was from Bendigo, in Victoria — had retrieved the forearm of the Japanese pilot, still clutching the bomber's joystick, and had placed it in a large jar of formalin as a 'keepsake'.)

They were grim and busy hours for us, manhandling the wounded on stretchers down the narrow ladders from the bridge to the various parts of the ship which had been turned

into impromptu hospitals. I was one of a group transporting the commodore, Collins, who, we were told, had suffered a collapsed lung from the blast of the explosion. He was evidently in acute pain and groaned constantly.

It is hard after 34 years to remember the exact details of that day and those which followed. There is no such difficulty in remembering the stories — the legends, if you like — that sprung up about them, and became the common currency of shipboard conversation for months afterwards.

One concerned the captain,

YESTERDAY

a dour but highly respected figure sprung from a Tasmanian family of French origin and rejoicing in the very un-Royal Australian Navy name of Emile Francois Verlaine Dechaineux. Dechaineux became something of a folk hero for us. He was reputed to have walked unaided — "holding his insides in", was the accepted version — down the ladders from the bridge to the ratings' recreation room on the starboard side of the ship forward (one of the 'hospitals') where he lay down on a blanket and died within the hour.

Another concerned the chief medical officer, Surgeon-Commander Flattery, who was affectionately known as 'Guts' from his enormous girth. As all hatches had to be secured with the ship at 'action stations', and the only access from one deck to another was through a small manhole in the middle of the hatch, Flattery had to be accompanied on his rounds by a specially detailed AB who had the job of opening the full hatch so the surgeon-commander could get through and then closing it again. But though we all sniggered at the embarrassing circumstances in which 'Guts' found himself, there was universal admiration for the tireless, calm and skilful way he went about his work of tending the wounded.

Legend was not so kind to Commodore Collins. He was transferred to one of our accompanying American cruisers — *Nashville*, I think — for medical attention. His reported action in signalling immediately on his arrival for the transfer of a case of Scotch whisky from *Australia* to the 'dry' US vessel made no good impression on lower-deck opinion.

But the overwhelming impression of the days following the Kamikaze attack is that of the levelling effect of death on the ship's company. The Kamikaze attack had been brilliantly successful from the Japanese point of view. Striking as it did at the bridge, nerve centre of the ship's command, it effectively beheaded the ship's complement of officers. As well as putting the commo-

dore out of action, it had killed the captain, the navigator (a peppery little commander, whose name escapes me now), the chief gunnery officer — a lieutenant-commander named Jerrett, if my memory serves me well — and a number of more junior officers. It was perhaps because the officers had suffered disproportionately that the change in mood as between surviving officers and ratings was so dramatic. The time-honoured ratings' designation of officers as 'pigs' suffered a sharp decline in usage. As we set out, at reduced speed with an American destroyer escort for Manus, via Palau, we felt first a sense of shock, but also a warming sense of human solidarity which cut completely across the normally rigid hierarchies of rank. This was particularly evident at the drumhead collections staged for the families of the dead, where officers and ratings gave money without distinction as to whether it should go to the bereaved families of officers or ratings.

I remember that journey vividly, as one of a 'ship of fools', moving slowly across the grey wastes of the central Pacific, stunned and bewildered at our experience of the savage realities of war, and touched by something deeper, a sense of the essential brotherhood of all men.

One officer stands out in my memory as exemplifying this change. He was the first lieutenant, a portly lieutenant-commander named Morrison. His attitude to us younger ratings in those days took on an almost fatherly warmth. Morrison was a good man. I remember that a few months before Leyte, we were loading stores from the supply ship *Merkur*. My good friend Able Seaman Mick Donohoe (mentioned in despatches for his work at Leyte) drew himself to his full height of five-foot-four and gave a snappy salute as a huge side of pork came aboard in a sling. 'Lieutenant-Commander Morrison, sir,' he said in a loud voice, addressing the meat. 'But I'm here, Donohoe,' said Morrison, who happened to have come up be-

hind him. Poor Mick turned round in consternation, but Morrison just walked off with a smile.

The new mood between officers and men was not to last for long. It was changed utterly by just a few simple words, and in a manner which absolutely nobody could have foreseen.

The occasion was the burial service for the dead. The sail-makers had completed their work of encasing the corpses in their shrouds of grey canvas. The entire ship's company was summoned to the quarterdeck as the funerals were conducted, and the bodies slid from a plank to their last resting places in the deep.

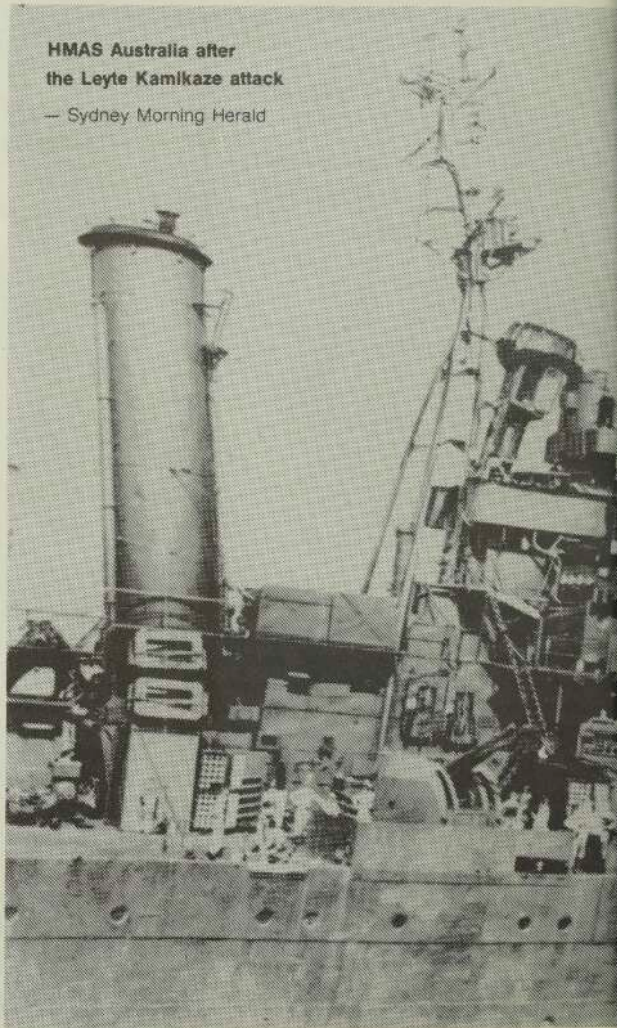
One officer — officiating for the Catholics among the dead, as I recall, but that is of no con-

sequence — saw fit to include in his remarks the thought that we should all take comfort, and that our dead comrades should take comfort, from the fact that they met their deaths on October 21, Trafalgar Day, a hallowed date in British naval annals.

No one will ever know who started it, but as it sank in on the assembled crowd just what the man was saying, a hiss arose and, as it was taken up by many hundreds of the men present, grew into a deafening surge of sibilance. The officer stopped, bewildered, and, as the hissing subsided, wisely continued on a completely different tack.

The incident, it has always seemed to me, had great significance for an understanding

HMAS *Australia* after
the Leyte Kamikaze attack
— Sydney Morning Herald



the real temper of the predominantly volunteer Australian armed forces in World War II. It demonstrated particularly the weakness of the tip of 'official' service ideologies on these men. The group on the quarterdeck of *Australia*, there to mourn the loss of mates with whom, so short a time before, they had laughed and drunk, regarded as an impermissible intrusion in their private grief 'this load of pussa bullshit', as one of them described it to me later. (The word 'pussa' is the peculiar navy corruption of 'pukka', meaning correct, official, according to regulations.)

The hissing was not a demonstration of disloyalty, it reflected in no way on the

men's devotion to the cause for which they were fighting, nobody looked as if they were likely to break ranks or even move from the position of standing at attention. But it accurately reflected their spirit, as free men serving for as long as necessary the cause of defending their country against aggressors, but imbued only in the most superficial way with the traditional mythologies of the armed services in which they temporarily found themselves.

It was a salutary lesson for all, and not least for the hapless officer whose foray into the field of funeral orations did so much to restore the 'normal' state of human affairs on board, and to dispel the 'illusion' that under our various

uniforms we had something in common that transcended our ranks.

From Manus, we were directed to proceed not to Sydney but to Santo, New Hebrides, where we were to be repaired at the large US naval repair yard which had recently been established.

To have been in Santo in those days, with its bustle, its huge installations of the most sophisticated plant, gives one a keen appreciation of the many and varied social consequences of the World War II American presence in the Island countries whose people until then had been exposed only to technologies of a vastly simpler kind.

As repairs to *Australia* neared completion, I received notice of a draft: I was to return to Australia for leave, and then proceed to *HMAS Ladava*, at Milne Bay, whence I would be despatched to the naval establishment at Madang.

I thought I had had my fill of drama for a while, but before I reached Australia I was to find myself involved in an incident which amounted, for me personally, to an even closer brush with death than the Kamikaze attack.

I flew from Santo, headed for Brisbane, in a US Navy Martin Mariner seaplane. During a touchdown in Noumea it was discovered that the plane's radio had developed a fault. (Whether the US crew were seeking a few days among the beguiling fleshpots of the New Caledonian capital, or whether the fault was genuine, I will never know.)

But for me, the chance of a few days in Noumea, with the opportunity of exercising my French — one of the favourite subjects of my not too distant school days — in a real-life situation seemed like an invitation to something like a seventh heaven. I did enjoy myself too. I remember my state of mind in the first part of my stay as one of well-nigh constant euphoria.

But one afternoon, after buying up heavily at an American PX store (mainly presents for my sisters and girlfriend) I adjourned to a

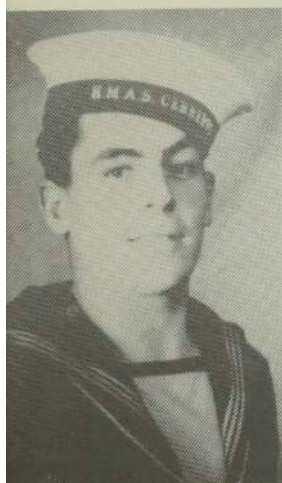
small and shady bar where I stayed far too long.

When the time finally came to go, I gathered up my purchases from the zinc-covered bar counter and made, more or less steadily, for the door leading to the sunlit street outside. Alongside me, also walking towards the door, I noticed an enormously tall US negro soldier. Brimming over, as only a semi-drunken nineteen-year-old can be, with the love of my fellow man, I looked up at him and said: 'My big black brother.'

He looked at me and moved quickly to the street. When I arrived on the footpath, he had drawn a knife and, raising it in the air, said: 'Now, you just say that again, little white man.' I will never know why I did it but I rushed towards him planning to pin his arms to his sides. As I opened my arms, my PX purchases tumbled to the footpath and tripped me. They could well have saved my life, as I finished up on all fours between the legs of the American. Glancing around in panic, I saw racing across the road the white-clad, gaitered legs of three US Navy shore patrol men who had seen what had happened. Two of them seized my would-be attacker. The third, together with a fourth who had also come running to the scene, picked me up, threw my possessions on my midriff, and carried me by the arms and legs to a vacant allotment where they unceremoniously dumped me. I was very, very sober.

I had had no idea of it, but Noumea at that time was in the grip of a near race war between negro and white American servicemen. Stabbings, many of them fatal, were an almost daily occurrence. I very nearly joined the list of that war's melancholy statistics. An indication of the concern of the US authorities at the situation was that the day after the incident, I was told that the negro had already been put on a flight back to the USA.

It was only a few days later that, as a somewhat wiser youth, I joined the delayed flight of the Martin Mariner to Brisbane.



Malcolm Salmon — naval days

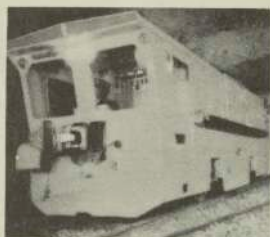
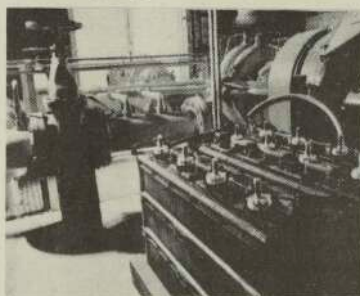


Commodore Collins (in captain's uniform) ... 'legend not so kind'



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POLITICAL CURRENTS

HEBRIDES: BACK TO SQUARE TWO

Three steps forward, two steps back' seems a fair summing-up of the present state of play in the tangled and troubled New Hebridean political scene.

The Vanuaaku Pary (VP) in August decided not to accept the three ministerial posts offered to it by the Kalsakau government. Main ground for refusal was the failure of the representative Assembly to approve the date for an early election proposed by the ad hoc committee on electoral reform on which the VP had worked side by side with members of the Kalsakau government.

But the VP refusal has not meant a re-establishment of the VP's People's Provisional Government (PPG), set up late last year, which gave rise to acute tension in the months leading up to the *détente* of April when the two sides settled down to work together in the ad hoc committee. The VP's August statement did not rule out the possibility of re-establishment of the PPG, saying that a decision on this question could only be made by a meeting of its political commissars, due to be held in October. So, it was back to square two, rather than all the way to square one.

The VP statement claimed that the assembly and government had shown a lack of sincerity in working for peace and unity in the country. It had therefore to repeat its earlier expressions of mistrust towards the government and assembly. It said it believed that this attitude was shared by more and more people in the New Hebrides, including many of moderate political opinions, including some members of the assembly.

The VP said it could not guarantee that it would respect



Paul Dijoud... positive things to say?

all decisions of the assembly and administration, mentioning in particular decisions on business contracts entered into by the government, the future of non-New Hebrideans employed by it, and the conditions laid down by it for acquisition of New Hebrides citizenship.

The party insisted, however, that its position should not be construed as a threat to expatriates or to the progress of the country. It was simply a matter of letting the administration know that stability and progress could only be secured after the establishment of genuinely representative institutions. Hence the need for new elections as soon as possible as the only guarantee of lasting peace and unity.

Addressing the French and British residencies, the VP statement called upon the British administration to be more assertive with the approach of independence, and to play a more responsible role alongside its French counterpart, particularly in remedying the disorganisation and uncertainty at present reigning in the fields of education and health.

The party deplored what it called the 'domination of the French administration over the political development of the country'. In its view, this domination could affect future relations between the New Hebrides and France.

The party said it believed it had done enough from its side

for an improvement in the political climate. Since the assembly, in the VP view, had undermined the spirit of co-operation which had prevailed since April, it was now up to the government to act in such a way as to re-establish that spirit.

Commenting on the VP statement, the French/Bislama fortnightly, *Nabanga*, said: 'Does this negative position of the Vanuaaku Party reopen the path to political discord, or is it a signal for new negotiations? It is certainly too early to tell.'

The paper expressed the view that the then expected visit of the new Minister for Overseas Departments and Territories, Paul Dijoud, and the consultations he would have with all political parties, could foster the pursuit of dialogue between the two sides.

Hopes were high on the eve of Mr Dijoud's visit that he would have some positive things to say, especially in view of the sweeping reshuffle of top French officials in the New Hebrides which had taken place shortly before (PIM September). An Australian source suggested that one result of Dijoud's visit would be that the Kalsakau government would come up with an offer of four ministerial posts for the VP, instead of three as before. With four seats, the VP would have parity with other parties in the eight-member cabinet, pending the holding of elections.

GUAM'S HOT GUBERNATORIAL

With three strong candidates running against him, Governor Ricardo J. Bordallo, 50, faces an uphill battle to remain in Guam's highest elected post after November's election, writes Paul Addison.

No one candidate opposed to Bordallo's re-election bid has yet emerged as favourite. Much depends on the showing of Guam's lieutenant-governor, Rudy Sablan, once Bordallo's close friend, now a bitter political opponent. Sablan was squeezed out of power early in Bordallo's administration and has remained largely ineffective. But he now hopes to gain the vote of Democrats dissatisfied with Democrat Bordallo's often erratic political performance.

Republican hopes lie in the hands of island millionaire and business entrepreneur Paul Calvo who was defeated in the Republican primary in 1974. At the time the Republicans were split between Calvo and the then governor, Carlos Camacho. Today, he is desperately trying to unite the Republicans behind him but he met with early resistance from a splinter group that hoped to renominate Camacho. Camacho, 53, declined the nomination and has said he is resigning from politics forever.

The fourth candidate is Guam senator, and former chairman of the Guam Constitutional Convention, Carl Gutierrez.

Gutierrez, the owner of a construction company, is the dark horse. He can perhaps rely only on a split vote between Democrats and dissatisfaction with Calvo to gain the title. An early bid to gain support was dashed in late May when union leaders told him they were withholding an endorsement until he had cleared up charges that he had mistreated alien workers.

The issues in the election race have not been clearly delineated. But there are signs of the platform strategy that each candidate will take. Bordallo is stressing his success at attracting federal funds for capital improvement projects,

POLITICAL CURRENTS

and pointing to recent great strides in improving the island's road, sewer, power, and telephone systems.

Calvo has been stressing his business expertise. With the government of Guam in virtual bankruptcy, saddled by a \$US40 million deficit, Calvo thinks bringing more private industry to the island could result in more employment and government revenues. If selected, Calvo, 44, says he will divest himself of his wide business interests.

All candidates promise to reduce the deficit and note that an austerity program will be needed for reduction to be feasible.

Guam, as an American territory — with a third of its 120 000 population in the military or military dependants — is forced to dance to Washington DC's tune in many pressing matters. The politicians see the Jones Act — which says all goods shipped between Guam and the mainland must be carried in US vessels — as forcing up prices and stifling competition. They say federal refusal to relocate an ammunition wharf at Guam's port has stunted port development. And Gutierrez decries federal attempts to change the recently written constitution, the first written by Guam's people.

As the fund-raising dinners get under way, the campaign headquarters open up and the candidates develop their strategies. Interest in the island's future is keen. Over the years Guam has had an average turnout of more than 90% of registered voters for elections. This year, with a variety of gubernatorial candidates to choose from, politics is already firmly in the minds of Guam's people. Their decision in November will come after many thousands of hours of political discussions, rallies, fiestas — and more than a little family pressure.

MEDIA DEBATE GOES ON

The media debate goes on in the South Pacific. In Papua New Guinea, politicians, including Prime Minister



Michael Somare . . . press freedom essential

Michael Somare, and Opposition Leader Iambakey Okuk, and senior journalists aired their views at a 'freedom of the press' seminar in Port Moresby. Predictably, Messrs Somare and Okuk had political axes to grind in their presentations — but clearly, each had a common welcome view: freedom of the press in PNG must be maintained. In September PIM, Robert Keith-Reid, chief reporter of the *Fiji Times*, commented that 'the Fiji press is probably more free than in any other third world country'. In the light of the Fiji Ministry of Information's infliction of the Press Correction Act on the *Fiji Sun*, PNG might argue that it enjoys even greater freedom; certainly, the steady flow of Opposition statements from the presses of the PNG Office of Information — as a balance to the equally busy flow of government statements — bears witness to the conscious desire to present both sides of the coin to Papua New Guineans.

Prime Minister Somare, in characteristic pose as head of a government, took a defensive line in his comments on the national press: 'It almost seems that the press believes that it has a duty to give non-government views a better run than ours — perhaps because of the natural sympathy the press feels for the underdog.' Opposition Leader Okuk, by virtue of his job, was on the attack: 'It takes a courageous spirit to

put the opposition case in a system which sees only in one direction. The remarkable result is that though we may not have a one-party state in Papua New Guinea, we may very well have a one-party press.' So, both leaders saw themselves badly done-by at the hands of the press. But let them continue. Mr Somare: 'The freedom of the press is essential to



Iambakey Okuk . . . free press a watchdog

any true democratic situation.' Mr Okuk: 'We must be ever watchful of threats from without and within to our security and our love of democracy and the free enterprise system. Only a free press reaching to the people and telling them the facts can be this watchdog.' In their disagreement, both, obviously, agree entirely.

A FAR-FLUNG 51st STATE?

With the ratification of the Micronesian constitution by four districts in the July referendum (PIM September), and the formation of a Federated States of Micronesia (FSM) now a certainty, some hard thinking is going on about the future of the new grouping.

One option already being considered is the seeking of a still closer relationship with the United States than the 'free association' link provided for in the constitution.

Senior Micronesian negotiator Lazarus Salii is one leader who has raised this

perspective. Interviewed by the New York weekly, *US News and World Report*, in August, Salii said that one reason Micronesians are drawn to association with the US was that 'we need the money'. 'Some people here talk about self-sufficiency, but it will never come,' he said. 'If we didn't need US help, we would have gone for complete independence and not just free association.'

Salii added: 'For Micronesia to be safe in this world, we have to be connected with some larger power, and that is the United States. Free association by itself is probably not enough. I think eventually we may ask to become part of a state.'

One idea floated in the weeks following the referendum of July 12 is that the new FSM could seek statehood in a joint bid with Guam and American Samoa, both long-established US possessions, and the three breakaway Micronesian districts of Northern Marianas, Palau and Marshall Islands. Such a 51st state would be a far-flung affair indeed, with more than 5 000 kilometres of ocean between its western and eastern ends. But, in politics, anything is possible.

Salii cited the more than three decades of close links between Micronesians and US servicemen, teachers, missionaries and administrators as a strong inducement to choosing an American connection.

But *US News and World Report* recalled other, less rosy, sides of the relationship, saying: 'Americans . . . have been criticised for treatment of the Bikini Islanders, whose atoll was smashed by nuclear tests more than two decades ago. Attempts to clean up radiation on Bikini failed, and the people must leave and face an uncertain future on other isles.'

Ill will was created, too, by attempts on the part of the Central Intelligence Agency to monitor conversations among Micronesian delegates to the negotiations over free association.

Salii tried to sum up a highly complex relationship when he said: 'The majority of

Americans in Micronesia have been good, decent people. Our big disappointment was that all Americans were not supermen like a lot of President Kennedy's. We are more realistic now.

Realistic enough to go open-eyed for statehood within the USA? Time will tell.

DEVESI SEIZES SOME NETTLES

The speech of Solomon Islands Governor-General Baddeley in public opening the new nation's first post-independence parliamentary session was notable for his readiness to 'seize the nettle' and to discuss frankly the country's most pressing problems, writes George Atkinson from Honiara.

For example, on the transfer of functions from local governments to provincial assemblies, the governor-general said many problems had arisen: 'Who to serve — central or local government?; confusions as to duties and control; late termination of employment and late receipt of pensions and severance pay; too many transfers between provincial assemblies and ministries, creating further problems of continuity and experience.'

On the prickliest question of all, relations between the centre and the provincial governments — especially that in the west — the governor-general said: 'Early this year the government revised the recurrent grant structure to provincial assemblies by incorporating into the grant payment a percentage of the income, company and export tax for distribution to provinces in which the revenue was generated.'

'This new approach was designed to encourage provincial assemblies to welcome revenue-earning rural development, and also to answer in part the criticism of areas providing the resources but not directly benefiting from the monetary rewards.'

The governor-general's remarks here were addressed directly to critics from the west — a heavy revenue-earning re-

gion — who have complained about financial arrangements between the provinces and the central government.

The governor-general was no less frank on the question of the public service: 'There are now 2477 posts in the service, which has grown 7% annually over the past two years. This is a higher rate of growth than we can keep up with, and the establishment will have to be restricted and limited to the total amount of money available to pay for it.'

With an increase of 10% in public service wages and salaries this year, wages, salaries and allowances were taking half the money provided in the present budget. Mr Devesi said that 'public servants get the greatest share of the nation's resources'. He appealed to public servants to work harder and not to demand further increases.

The governor-general also dealt with the problem of unemployment among school-leavers, saying: 'At present the job market in this country can absorb about 300 to 350 secondary school-leavers, currently about 10% of the primary schools output.'

'To assist with this problem the Ministry of Education intends to teach skills relevant to village life, so that young people can occupy themselves usefully. But employment for young people remains a problem for the Solomons.'

The governor-general's projections of future policy were marked by the same sobriety and frankness, when he said: 'The government will continue to follow moderate and prudent policies while emphasising development, and giving priority to activities and projects to improve the future financial prospects of the country. To do this it is inevitable that we shall have to forgo some of the things we would like to do, or like to have, so that we and our children can do or have more of them in future.'

It seems that after the festivities of independence celebrations in July, hard work and hard-headedness are going to be the new Solomon Islands rule.

NOT EVEN SEEN TO BE CLEAN

Where in the world can a deputy prime minister publicly disagree with his leader and confer with the Opposition in search of a 'better government', yet still keep his job? It happened in Papua New Guinea during the August session of parliament. It's likely to happen again. PNG, three years old as an independent nation last month, obviously has a few lessons to teach those nations which think they are the guardians of democracy.

Democracy, indeed, is alive — and dangerously well — in Papua New Guinea. So much so that the right of the individual has been allowed to triumph once again over the



Julius Chan ... Talking across the fence

interests of the people. At least, that's the way Prime Minister Michael Somare might see parliament's rejection of his proposed 'leadership code' legislation.

In an 'I'll be back with it' gesture, Mr Somare shelved the code when it became apparent parliament would not even allow his bills to be introduced. The leadership code — a cause for bitter disagreement between Mr Somare and his coalition government's junior partner, the People's Progress Party, led by Deputy Prime Minister Julius Chan, since it first came to light in early March this year — would have forced a specified group of 'national leaders' to dispose of

all business interests in return for substantial pay rises and increased pensions.

Ironically, in this age of public condemnation of crooked politicians and abuse of positions of privilege and influence, Mr Somare ran into a mixture of open derision and covert manoeuvring to prevent him not only from ensuring that his government was clean but from appearing to be clean.

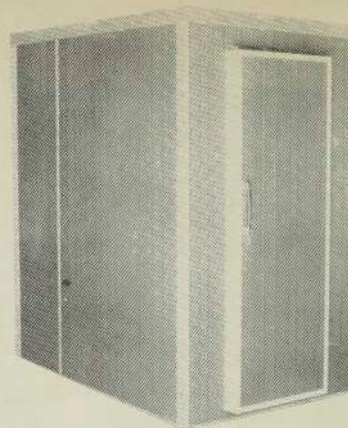
The issue was not quite as clear cut as the idealistic code may have suggested: many politicians from both sides of the parliament are in one way or another connected with PNG's embryonic but rapidly-growing indigenous entrepreneurial elite. The new pleasure of making a *kina* on the side as a subsidy to a modest parliamentary salary is something only the most selfless would give up. Selflessness, it seemed, was in short supply in the PNG parliament

A CANBERRA AWAKENING

'It is fair to say that in the past our presence in the South Pacific has not always been of benefit to the South Pacific.' — Australian Labor Senator Kerry Sibraa. The occasion was an August debate in the Senate on reports from the Australian Senate's Foreign Affairs and Defence Committee on the South Pacific and of an Australian parliamentary delegation which had recently visited the region, writes a Canberra correspondent.

At about the same time it was announced that both Prime Minister Malcolm Fraser and Foreign Minister Andrew Peacock would be attending the ninth South Pacific Forum, held last month in Niue. The *Sydney Morning Herald*, commenting on the announcement, said it was 'a welcome recognition that Australia needs to cultivate its relationships with the new states of the South Seas ... a recognition that has been slow to dawn and needs to develop, but Mr Fraser's presence

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ould be a convincing earnest
'good intentions'.

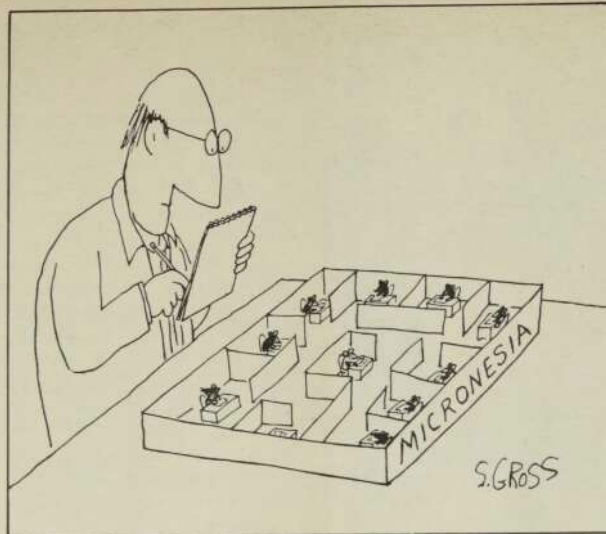
In recent years Australia's
development assistance com-
mitment to the South Pacific
is grown considerably but, as
the senate committee report
expressed, 'money alone cannot
insure friendship, win respect
or necessarily promote
development'.

Not surprisingly, the debate
revolved on the poor image of
Australian commercial
enterprises in the Pacific. Gen-
erally it was felt the image was
improving. There were bou-
quets for the Bank of New
South Wales and Burns Philp,
which both gave evidence to
the committee, for their localisa-
tion programmes and their
developing acknowledgement
of a commitment to the coun-
tries in which they were operat-
ing. But of W. R. Carpenters,
which made no submission and
did not appear before the com-
mittee, Senator Sibraa said:
because it did not, I am afraid
it has left us with the opinion
that its attitude is not the right
one for the South Pacific at the
present time.'

Committee chairman Lib-
eral Senator Peter Sim laid
stress on the need for 'part-
nership' in Australia's ap-
proach to South Pacific
countries and for exchanges at
all levels, not just among
traders.

Predictably, Japanese,
Chinese and Russian interest in
the region, had sparked height-
ened parliamentary interest in
the subject.

Senator Sim summed up the
committee reports by saying
that they 'represent not an
executive or a government
view but more importantly a
parliamentary view of foreign
policy and of the way in which
it should develop'. In other
words, Australian government
interest in the region, which
has been intensifying since the
beginning of the seventies, is
now being shared by members
of parliament generally —
which might even suggest that
the consciousness of the Aus-
tralian public is being stirred.
That happens, Australia can
perhaps look forward to
overhauling the long lead New
Zealand enjoys in the South
Pacific goodwill stakes.



FIJI MPs ARE MIKE-SHY

Fiji politicians are not anxious
that their words should be
broadcast to the nation — at
least those on the government
side are not. The government
has used its huge majority in
the House of Representatives
to defeat a motion calling for
the broadcasting of parliamen-
tary debates.

Prime Minister Ratu Sir
Kamisesa Mara suggested a
survey might be worthwhile to
see if the people really wanted
'such an assault on their ears by
Members of Parliament'. He
argued that in the UK, the BBC
had just started broadcasting
debates, and that what went
over the air did not always
make MPs sound too good.

The Fiji opposition argued
that electors should be educa-
ted in parliamentary affairs to
arouse political and national
consciousness, and help end
ignorance and misconceptions
about MPs. Australia and New
Zealand had all their debates
broadcast, and the British
House of Commons had now
followed a similar line.

New Zealand pioneered
broadcasting of parliamentary
debates during the first Labour
Government (1935-38), and
Australia later followed suit.
Experience in both countries
has shown that the way many
MPs speak is hardly uplifting
— 'assault on the ears', to use
Ratu Sir Kamisesa's phrase,
describes it well.

*The Majuro, Marshall Islands,
newspaper*

Micronesian
Independent, makes this car-
toon comment on the extreme
political fragmentation of the
various parts of the US Trust
Territory of the Pacific Islands.
The Northern Marianas gained
separate status in 1976; the dis-
tricts of Palau and Marshall
Islands are now seeking separ-
ate status for themselves; the
four districts of Truk, Yap,
Ponape and Kosrae recently ap-
proved a constitution which will
lead them into a Federated
States of Micronesia; Guam, at
the southern end of the
Marianas chain, is in a different
situation again — it is an unin-
corporated territory of the USA.
The idea has now been raised
that they should all get together,
along with American Samoa, to
form the 51st state of the
USA.

'EXPATS' GET SOME ADVICE

PNG Office of Information
chief, Brian Amini, took a
gentle sideswipe at 'overseas
people' employed on the local
press when he delivered his
paper to a Port Moresby press
freedom seminar. Simul-
taneously he conceded recog-
nition of the problem that it
will be 'years before Papua
New Guinean journalists have
the knowledge and experience
of the world... or even of our
own country... to write auth-

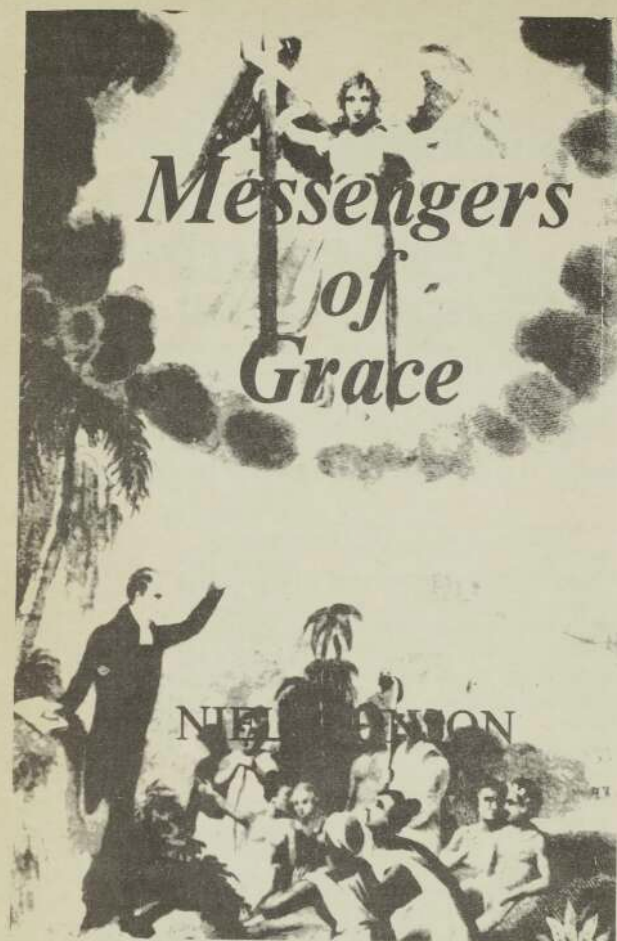
oritatively and objectively on
what is happening from day to
day to our nation'.

Noting that a number of
young people had already
passed through the University
of PNG's course for the dip-
loma of journalism, he
remarked: 'But a certificate
does not make a journalist any
more than it makes a plumber
or a carpenter.' PNG's news-
papers, he said, 'already suffer
from obscure phraseology and
the smart headline. Amusing to
the educated but largely unin-
telligible to the average man in
the street'.

PNG, he said, in the mean-
time, would have to continue to
employ overseas people 'to
teach and guide our young
writers in the ways of the
printed media'. He appealed to
them 'not to take advantage of
our inexperience' and for them
to 'learn from the situation they
find themselves in. It could be
that they too can benefit from
our own situation and their
writings will be better under-
stood when they finally leave
us'.

Examples he gave: 'If by "bi-
lateral discussions" you mean
"talks between two different
groups", then say so. If you are
"concerned about the impli-
cations of some things" and
you mean you are "worried
about them"; if you are "work-
ing out contingency measures"
and you are actually "looking
at other ways of doing things",
then isn't it better to put it that
way so more people are able to
understand what you are
writing or talking about?'

The Office of Information
chief is chairman of a com-
mittee set up by Media Minis-
ter Tom Koraea, to look at the
feasibility of another national
daily newspaper as compe-
tition for the PNG Post-
Courier. One of the terms of
reference for the committee is
that it is working on the prem-
ise that no private body or or-
ganisation is in a position to
successfully launch a second
daily national newspaper and
therefore special consideration
must be given to 'costs involved
to the PNG government should
it decide to meet initial costs of
establishing a daily news-
paper'.



SUCH UNGRACIOUS MESSENGERS OF GRACE

The title and dust jacket of *Messengers of Grace* convey a suggestion of missionary propaganda or hero worship, but in fact it is not that sort of book at all. It is a scholarly study based on a doctoral thesis presented to the Australian National University, of, as the sub-title informs us, 'Evangelical Missionaries in the South Seas 1797-1860' written by an historian of meticulous impartiality.

The title is taken from a delightful contemporary poem, published in the *Evangelical Magazine* of April 1801 and here printed as a prologue to Niel Gunson's book, in which

the poet is inspired to verse by a report that 'Hogs at Otaheite have not the custom of wallowing in the Mire'. He compliments the Tahitian pigs on their cleanliness but opines that the Tahitian humans are wallowing in the mire of sin and sex from which they must be rescued by 'ye messengers of grace'.

Dr Gunson makes copious use of quotations from the journals and letters of the missionary pioneers themselves. They are allowed to paint their own portraits, warts and all. Viewed from the standpoint of 1978 these portraits are singularly unattractive. If these

men were indeed messengers of grace, they seem to have been very ungracious messengers — ungracious to their would-be converts, ungracious to the mission boards which sent them to the South Seas and above all, ungracious to and censorious of one another.

A rum lot, indeed. Even my boyhood hero, John Williams, appears to have said and done a lot of things that I was never told about at Sunday school.

But of course it would be quite unfair to judge them from the standpoint of 1978. They are entitled to be judged in the context of their own age and social and religious background.

As Dr Gunson shows, this background was one of English lower middle class non-conformity. These men and women tended to equate their religion with the manners and mores of their social milieu, and later, in the South Seas, they seemed to have rejoiced as much over a Polynesian chief's acquisition of a sofa and a tea set as over his repentance from his sins. I don't find any reference to aspidochelons here; perhaps they came in after 1860. If they had been a la mode in suburban bay windows in 1797, I am quite sure that some would have been shipped to Polynesia in the good ship *Duff*.

Many of the earliest missionaries were not drawn from the ranks of the Christian ministry, but were, in the language of the time, 'godly mechanics'. Today we would probably describe them as artisans. But their ability to work with their hands stood them in good stead, and on the whole they seem to have lived closer to their Polynesian neighbours than did the better educated men who followed them, and with whom their relations were often far from harmonious.

Perhaps it was because of this that it was Henry Nott, one of the 'godly mechanics' and a man of little education, who was able to give Polynesia its first vernacular bible — in Tahitian. In Fiji, the somewhat better-educated Wesleyan, John Hunt, left on record his ideas about biblical trans-

BOOKS



lation, and they are ideas with which no present-day bible translator would disagree.

While the attitude of these men to most elements in traditional Polynesian culture was iconoclastic, it is to their credit that they pioneered study of the vernacular languages and their reduction to the written form. Translation of the scriptures was a part of every missionary's accepted duty. Writes Dr Gunson: 'From the secular point of view, one of the greatest achievements of Evangelical missionaries in the South Seas was the standardization of the various island tongues and the creation of a vernacular literature.'

Most of Dr Gunson's characters were sent to the South Seas by the London Missionary Society, but there was also a sprinkling of Wesleyans, Presbyterians, and, in the northern Pacific, American Protestants.

After reviewing their background and describing the preparation, or lack of it, which they received for their task, Dr Gunson accompanies them on their voyage to the South Seas, and passes in review their activities as evangelists, teachers, healers, translators, and, last but not least, advisers on affairs of state.

LMS and Wesleyan missionaries were specifically forbidden to become involved in politics. But, as Dr Gunson points out, in Polynesia, where traditionally religion had been vitally involved in the forms of government, a change of religion involved a rethinking of the forms of government. The missionaries regarded their role as advisers to island rulers very seriously, and their advice was taken seriously by the rulers.

In a final chapter, Dr Gunson deals with the formation of Christian congregations and the training of indigenous pastors, many of whom themselves became missionaries to other

land groups, and later on to drawaway Melanesia.

'It was in training up a native agency,' concludes Dr Gunson, and in extending the churches through these men, that the missionaries both established their work and enabled the church to take more of its character from the indigenous society.'

Messengers of Grace is a substantial and stoutly bound volume of more than 300 pages,

plus some well-produced illustrations and maps, and a further 100 pages of appendices, notes, bibliography and index. Its recommended Australian price of \$25 may deter some, but I hope that it will find its way into libraries throughout the Pacific and beyond. It is much to be commended. — *Percy Chatterton*

(*Messengers of Grace*. Niel Gunson. Published by Oxford University Press, Melbourne. \$A25.)

WHO'S WHO IN PNG'S WORLD OF BUGS AND BEETLES

Sponsored by the Bishop Museum of Honolulu, the Wau Ecology Institute, situated in the highlands of the Morobe province of Papua New Guinea, promotes education in ecology and conservation. There is a large arboretum of native plants, a zoo, a small museum, and some facilities for research. Members and collaborators of the Institute undertake ecological studies.

One of the Institute's recent publications is the *Handbook of Common New Guinea Beetles*, compiled by J.L. Gressitt, the Institute's director, and R.W. Cornabrook, one-time director of the Institute of Medical Research and then professor of medicine in the University of Papua New Guinea.

The handbook covers the entire island of New Guinea and nearby islands but it deals only with selected representatives of the more than 25 000 species. About one-third of the well over 100 families of the order Coleoptera (beetles) have been selected, but they include about 90% of the kinds of beetles that the average student might find without using special methods for the very small species.

The authors point out that much of the work on New Guinea's beetles has been done in collections by German, British, Hungarian, French and Italian expeditions, and that Australians, Americans, Japan-

ese, New Zealanders, Indonesians and Papua New Guineans are relative newcomers in the field.

Entomology got off to a splendid start through the field work of D'Albertis, Denton and a handful of intrepid people in the 1870s and German scientists prior to 1914. Apart from Evelyn Cheesman, an incredible Englishwoman whose biography is long overdue, little of note was accomplished between the two World Wars, except for J.L. Froggett and B.A. O'Connor and a few others who were engaged in commercially-orientated research, eg on coconut pests.

Since 1945, there has been an upsurge in entomological activities, with J.J.H. Szent-Ivany the first government entomologist, who was not

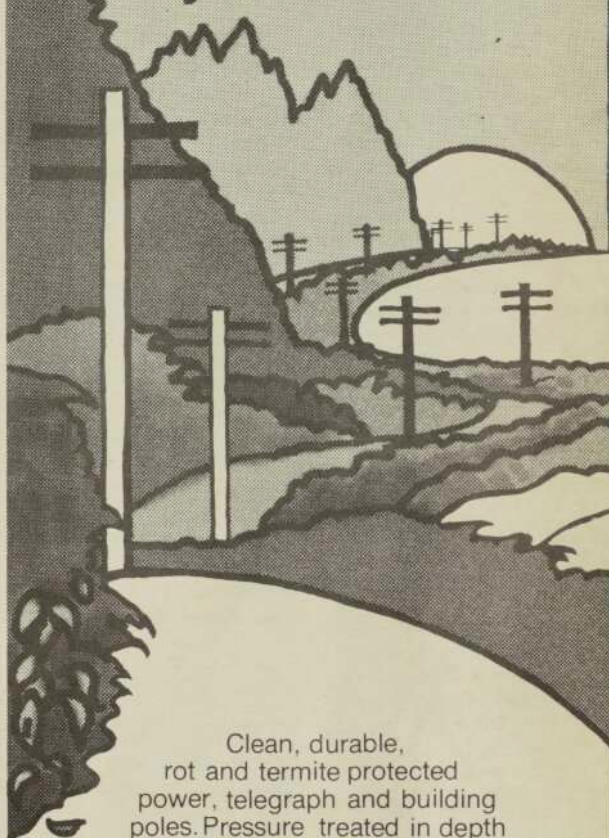
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only interested in agricultural pests but also in *l'art pour l'art* insect fauna research. By 1968, there was enough material for Szent-Ivany and Gressitt to produce a bibliography of New Guinea entomology of no less than 674 pages.

Even so, a great deal of research remains to be done, especially in the matter of identification and, most importantly, on biological and chemical control of insect pests. The coconut palm, no less important as a provider of food and shelter for villagers as it is in earning export income, is often subjected to the depredations of beetles, eg Asian rhinoceros beetle, *Brontispa* and *Prometheca*; grasshoppers, eg *Segetidea* and *Segetes*; and bugs which, if uncontrolled, can destroy the crop of every palm over a wide area.

Coffee and cacao, too, are threatened in some years by one or the other of several major insect pests, while rubber has only one major pest: a bug which causes tip-wilt and even death of seedlings. And subsistence crops such as sweet potato, taro, sugar cane and sago palm come under attack, too. In 1966, for instance, every sugar cane in village gardens on Goodenough Island was completely defoliated by the migratory locust.

Relevant work by the Ecology Institute at Wau is, therefore, of vital importance to the well-being of subsistence and cash cropping in Papua New Guinea. The rapidly growing urban population needs more fresh food, and the government's programme for autarky depends, in part, on the successful development of inexpensive means of insect pest control.

This handbook, written for students and showing excellent water colour paintings of some of the country's most beautiful beetles together with a large number of black and white drawings and photographs of others, is most useful, too, for the layman with a peripheral interest in beetles, eg anyone concerned with the ecological aspects of development.

— Harry Jackman

[HANDBOOK OF COMMON NEW GUINEA BEETLES.
By J.L. Gressitt and R.W. Hornabrook. Published
by Wau Ecology Institute. 1977. K3]

CRUISING YACHTS

• **SPACEITY**, an American trimaran visiting Apia in July, lost its dinghy when children found it apparently abandoned, on the beach. Acting on the adage 'finders keepers' the children carried it away and it was only after a long police search had been made that the dinghy was located lying alongside a fale (Samoan house) in a village. Police loaded the dinghy on their truck and drove back to Apia where the owners were quite happy not to press charges. Spaceity (pronounced 'space-city') left Apia in August.

• After 35 days without wind, 15.5 m **HEIVA** made it to Moen in the Truk Islands, reports the Micronesian News Service. MNS says Heiva was on its way from the Philippines to Solomon Islands in July when it ran into a floating mass of

logs making it almost impossible for the crew to enter the water to spearfish for food. After four weeks supplies had run dangerously low. The Heiva, registered in Nantes, France, is captained by Christian Guillian. His crew, numbering four, were: Reginald Christensen and Randall Pope of Australia, and Randall and Johanna Hillhouse of Canada. After enjoying Truk Island hospitality, Captain Guillian and crew continued to Solomon Islands and then Australia.

• **SUNCHASER III**, 17.7 m American yacht, arrived in Suva late in July from Tonga, on a round-the-world voyage. The yacht left the US west coast in February, having called earlier at the Society Islands and the Cook Islands.

• **CHROCLE**, a UK yacht, was reported a total loss after running aground on reef at Penrhyn, Cook Islands, in July. It was on a voyage to Hawaii. On board were master

Edward Nicholas Lowe, 38, of England, and Americans Robert V. O'Brien and Carl J. Carlson.

• **FAIR LADY**, 11.3 m American cutter, arrived at Rarotonga from Raiatea on June 20 with owner-captain Victor Carter, his wife Arlyn, and their four-year-old son, Sean. The Carters are on a circumnavigation and have called at Mexican ports, the Marquesas and the French Polynesian islands. Plans are to visit Niue, Tonga, Fiji, New Zealand and a small yacht harbour about 60 miles north of Brisbane, then home to San Francisco where **Fair Lady** is registered. Victor Carter was born in Britain and was a fighter pilot during the Battle of Britain.

• **CARCHARIAS**, 16 metre sloop registered in Poole, UK, arrived at Rarotonga on June 16 from Auckland with owner-captain John Grey, his wife Peggy, son Randy and school friend, Chris Pierce. Mr Grey bought the yacht in England eight years ago and sailed her to Turkey where he worked as an engineer for the Turkish Government for 4½ years before retiring. The name of the yacht is Turkish for one of the big white shark family. After leaving the Mediterranean he and his wife sailed to the West Indies, through the Panama Canal and to Hawaii, then home to Vancouver. Their present cruise took them back to Hawaii, then the Marquesas, the Tuamotus, Tahiti and Bora Bora. They left Rarotonga on June 24 for both Samoas and Fiji.

• **WHYAC**, a Fortune 30 Canadian cutter registered at Victoria, BC, arrived at Rarotonga in mid-June with Peter Molnar, Edith Moser and Pauline Waelti. Last port of call was Papeete and they were bound for Niue, Tonga, Fiji Samoa, then back to Tahiti, weather being suitable.

Would J. Lauffenburger please contact PIM.



Skipper Bill Ashley's Julie J which arrived in Honiara in August

LET'S USE 'AIR SPACE POWER'

The Arabs used 'oil power' to get their way. Polynesian Airlines' Arthur Anae suggests island nations should use 'air space power' to force big airlines to pay more attention to island needs, writes Norman Baxter.

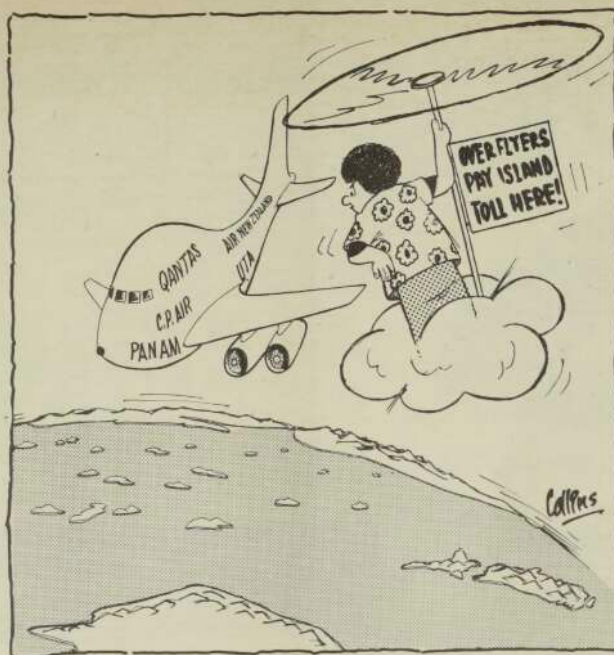
Reporting to Western Samoa's Prime Minister Tūpūola Efi on Commonwealth regional consultative group trade discussions in Canberra, Mr Anae was critical of truck-carriers over-flying Pacific Islands on their way between West Coast USA and Australia and New Zealand.

At one time, he said, those airlines needed the Pacific islands because the range of their aircraft made it necessary to island-hop across the world's largest ocean. Now that they had longrange carriers they were casting the Islands aside, said Mr Anae.

'However, they seem to have forgotten that the Arabs found hidden power in their oil and raised the price accordingly. Our hidden power is air space. If the Pacific Islands governments were to form themselves into an association to control Pacific air space, and ensured that there were no corridors to allow the trunk operators through, we will have them cornered,' argued Mr Anae.

'The only way they can get around "Pacific air space" is via Hong Kong, Tokyo, or South America. Combined, we form a formidable barrier to any carrier wanting to cross the Pacific and we will be able to levy a passenger charge for those passing through Pacific air space.'

Mr Anae's idea could not be put into practice for some years to come — at least until the decolonisation process of the Pacific is complete. Even if agreement between the already independent nations to throw



up a barrier could be achieved, there would still be holes to plug. France, with its control of New Caledonia and French Polynesia, certainly would not come to a 'Pacific toll' party; New Zealand, which still exercises a residual colonial hold over the Cook Islands, would not do anything to prejudice Air New Zealand's fortunes.

But pipe-dream or eventual reality, Mr Anae's suggestion reflects the frustration Islanders feel at being 'used' by the big international carriers. At the Canberra meeting Mr Anae said that Pacific nations had invested heavily in tourist infrastructure yet now faced 'possible starvation' because of the over-fly situation.

'No sugar imports by 1985' PNG aim

Papua New Guinea is aiming at self-sufficiency in sugar by 1985, writes Papua New Guinea Government information officer Maclaren Hiari.

It has been announced by the Minister of Primary Industry, Mr Julius Chan, that the government has commissioned a British company, Booker Agricultural International Ltd, to study the feasibility of an

industry producing 30 000 tonnes of sugar a year.

The company has wide experience in the planning and management of sugar projects in the Caribbean, Africa, Malaysia, Indonesia and a number of other countries.

Mr Chan recalled that in 1975-76 PNG imported 19 934 tonnes of sugar at a cost of K6.9 million. 'This drain on the country's foreign exchange must stop,' he said.

Papua New Guinea has the potential to become self-sufficient not only in sugar, but also in rice and other important crops.

The decision to concentrate on sugar first is the culmination of years of discussion among politicians and agricultural experts.

The commissioning of the intensive feasibility study into a sugar industry in the Markham Valley by the Booker organisation looks finally as if it will get the long-discussed project off the ground.

Casino and racing a tonic for Fiji?

Fiji could compete successfully in the tourist market if it had a casino and a racing stadium. That suggestion was

made to Fiji's 17th annual tourism convention by Mr James Raman, secretary of the Fiji Trades Union Congress, who admitted he would meet "instantaneous opposition" from some religious sects.

Expanding on his suggestion to make more gambling facilities available, Mr Raman said Fiji could not talk of promoting tourism in the same breath as barricading herself behind the barriers of religious rigidity. With vision, determination and innovation he had no doubt the tourist industry could double, or even treble, without Fiji surrendering dignity or self-respect.

Apart from increased earnings, the country would benefit considerably from taxes if a casino was set up. An outer island would be an ideal location for a casino exclusively for tourists.

Mr Bob Yeoman, representing the magazine *Convention*, said Fiji could develop a lucrative business if overseas convention organisers knew what Fiji had to offer. Fiji had excellent convention facilities with large hotels spread across the islands. There was a possibility of using many small hotels for smaller conventions.

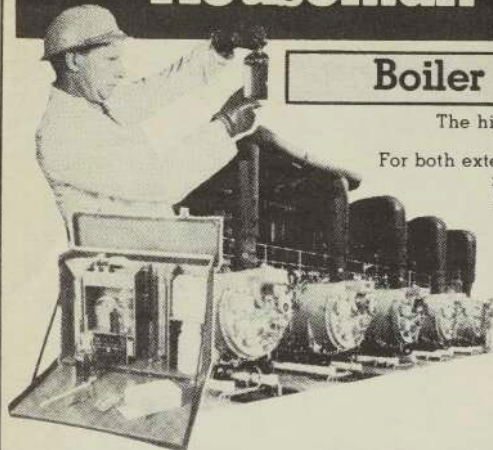
Mr Paddy Doyle, general manager of the FVB, said there was a need to stimulate the United States tourist market. It was the largest potential market for Fiji. In 1973, when American Airlines was operating in the South Pacific, about 42 000 Americans visited Fiji. In 1977, the number of American visitors had dwindled to 28 000.

NZ factories look to the Islands

Seven New Zealand manufacturing ventures are about to go into operation in the Pacific Islands under the country's industrial development scheme.

The Minister of trade and Industry, Mr Lance Adams-Schneider, named the seven new companies involved as F. C. Mathews and Associates Ltd, who will produce hand-

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own soccer balls in Tonga, Potter Brown Ltd, opening an adhesive manufacturing operation in Fiji, Mortco Holdings Ltd, assisting a venture in the Cook Islands that will make corrugated roofing iron and other metal products, Butland Industries Ltd, which is forming a joint venture with Althan International Ltd, in Fiji, to process ginger, Rothmans Industries Ltd, which will establish a cigarette industry in Western Samoa, W. F. Tucker and Co Ltd, which will be involved in food processing in Fiji, and SMI (New Zealand Sport Promotions Ltd) which will operate a dairy foods flouring process in Western Samoa.

Charter for Guam workers' rights

United States Department of Labor officials and the International Union of Operating Engineers have signed a controversial training contract designed to give construction industry skills to Guam's workers.

About \$US450 000 in federal funds will be used to mount the long-delayed programme. The contract signing marked the elimination of an 11-month investigation into abuse of immigration regulations and work rules on the island by a group of Hawaiian and Asian contractors.

Guam's construction industry, which is booming in the face of millions of dollars of post-Typhoon Pamela reconstruction, employs mostly alien workers from the Philippines and Korea. The training programme is designed to increase the number of local workers in construction and to phase out alien labourers.

"The present situation in Guam has been an embarrassment for the United States government in light of our current concern on human rights," said Jay Turner, general president of the International Union of Operating Engineers, at the signing ceremony in San Francisco in May. "It's difficult to press for human rights on an inter-

national level when some of those very same violations are occurring in our own backyard."

Besides the training programme contracts, the US Labor Department has introduced a scheme that hikes construction workers' wages every six months until September, 1979. Construction workers on the island now earn a minimum of \$4 an hour.

Sea Princess in for Arcadia

The *Sea Princess*, the newest ship in the P&O cruise fleet will go into service next February. It will take over the programme previously planned for the *Arcadia* which will be laid up temporarily in Hong Kong.

The *Sea Princess* can accommodate 840 passengers. Each cabin has a private bathroom, air-conditioning, a telephone and two music channels. There are three swimming pools, one indoors. Other facilities include sauna baths and massage services, a gymnasium, golf driving range, cinema theatre, night club, card room, shop, boutique, casino, beauty salon, barber shop, bars, lounges, children's playroom and a wading pool.

Defence role for trainee pilots

There are still deficiencies in training Papuan New Guinea aircraft pilots, the PNG Minister for Transport, Bruce Jephcott, said in Parliament in reply to questions by Iambakey Okuk, Leader of the Opposition. Mr Jephcott said one of the main problems was the environment in which pilots trained.

The Australian environment was different from that of PNG and PNG pilots who completed their course found it hard to adjust to the environment of their own country, he said. An approach would be made to the Defence Minister, Mr Louis Mona, about setting up combined Defence Force-Civil Aviation training for pilots.



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IR Freddie Laker, cheap charter operator who has airlines all over the world looking to their efficiencies, is considering flying to Fiji. Transport Minister Tomasi Vakatora is willing to listen to his proposals...

O 'provide services and employment for Tongan people' Hale ete of Nukualofa has bought a 460-tonne freezer cargo vessel, the *Choryo Maru No 5* to service Island ports from New Zealand...

SINGAPORE Airlines wants to operate into Papua New Guinea. Prime Minister Lee raised the topic in Singapore with Prime Minister Somare who is giving it positive thought...

HALF-price Air Nauru tickets via Nauru, against full fare through Honolulu, are attracting more Japanese tourists to Western Samoa. About 150 turned up in July and August and half of them went on to Fiji and Tonga on Polynesian Airlines...

OFFRAGENCE, closely linked with the Sofrana shipping line and agent in Noumea for Thai International, has opened tourist offices in Paris and Nice...

IR Pacific now flies five times a week direct from Nadi to Auckland...

PRIVATE sector imports in American Samoa, in 1976 valued at US\$50.7 million, have increased by 22.5% a year since 1970, while per capita imports have risen from \$579 in 1970 to \$1 689 in 1976...

UNDER Department of Primary Industry eyes, the Gulf and Central Province governments in Papua New Guinea have been talking over the most efficient way of exploiting their joint fishing resources...

AUSTRALIAN Opposition leader Bill Hayden says Australia and Japan should lead the way in setting up an organisation for Pacific aid, trade and development...

IN PURSUIT of clear thought and effective action, the Asian Development Bank has approved a technical assistance grant to help Papua New Guinea improve its capacity to plan and implement economic development projects...

AFTER a fire scare at Kings Wharf, Suva, the Fiji Government has decided to build an oil tanker berth at Lami to avoid future risk. Work is to start within a year...

VARIETY of light industrial projects have been given the go-ahead in Tonga. Among them, leather goods, footwear, hessian bags, opal cutting, stationery, sausages, automobile assembly, clothing...

THE EUROPEAN Economic Community will lend Western Samoa \$WS2 million to build a satellite earth station at Afiamalu, a 120-circuit microwave radio link between the station and Palovaea telephone exchange, and to install switching equipment to allow ISD calls...

THE BANK of Tonga made a net profit of ST328 370 in 1977 (up \$34 940 on 1976). A 20% dividend is being paid. Assets stood at \$12.1 million, a record, and deposits totalled \$9.6 million...

QUEENSLAND Insurance Limited (formerly Queensland Insurance) has become Queensland Insurance (Fiji). Manager Lloyd Liddell says the people of Fiji had become familiar with the names Queensland Insurance or simply 'QI', hence the reversion...

PAPUA New Guinea is moving to tighten its laws allowing foreigners to be employed. Only specialists are likely to penetrate the new rules...

SINGAPORE-registered *Oai Maru*, based at Funafuti, Tuvalu, is to be used on a twice-monthly cargo service to Suva. *Oai Maru* is owned by Seafreight Proprietors of PNG...

ULITI UATA, Ha'apai No 1 People's Representative in the Tonga Legislative Assembly, is a partner with Wayne Fowler of

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...TRADEWINDS INTELLIGENCE...TRADEWINDS INTELLIGENCE...

Seattle, US, in Tonga Air Lines Limited, recently formed, which is to operate inter-island services with a six-seater Beechcraft B-50 and a 16-seater de Havilland Dove ...

AIR PACIFIC'S third BAC 11 jet, bought for \$F3 million from a German airline, is to be used on the Nadi-Pago Pago, Honiara-Port Moresby (served for some time on Air Pacific's behalf by Air Niugini) and the Brisbane and Auckland runs ...

A MARINE training school is to be built at Funafuti, Tuvalu, with a \$A434 000 grant from Australia ...

ARAB interests in the South Pacific continue to grow. Triad Holdings Corporation, headed by a Saudi Arabia multi-millionaire, Adnan Khashoggi, is moving to take over all Travelodge hotels in Australia, New Zealand, Tahiti, Papua New Guinea and Fiji ...

NO RELIEF in sight for motorists on Fiji's south coast Viti Levu bone-shaker, the Queen's Road, between Deuba and Korotoga. The government has put off work on this section until the start of Development Plan Eight in 1981.

A NATIONAL lottery has been started in Western Samoa with a \$WS10 000 first prize. Charitable, cultural, sports and educational institutions will benefit ...

ORYCTES, a virus disease which kills only the rhinoceros beetle, is to be introduced into Papua New Guinea's New Ireland province to combat an outbreak of the pest which plays havoc with copra plantations ...

TONGA is going metric and the Ha'amonga trilithon, in a design created by Princess Taone, has been chosen as the metrication campaign symbol. The trilithon, many years ago, showed the seasons ...

NEW owners of Fiji trader *Lawedua* have decided to drop the

Suva-Wallis-Futuna run in favour of a domestic Suva-Levuka-Savusavu service. *Lawedua* Shipping sold the vessel to Leo Smith and Captains Paras Ram and Stan Smith ...

US GULF Oil is to join the search for oil in the Western Province of Papua New Guinea through its subsidiary, New Guinea Gulf Oil Pty Ltd, in partnership with Australasian Petroleum (APC) and BP Petroleum Development Australia. An agreement has been signed with the PNG Government to carry out drilling and field work ...

POLYNESIAN Airlines is introducing a Britten Norman Islander to the Upolu-Savaii service. The nine-seater aircraft, costing \$US175 000, joins two other Islanders ...

A STEEL-hull sounding ship for the Fiji Naval Squadron is being built at Suva. It will be equipped with hydrographic instruments and will join another hydrographic vessel, the *HMFS Ruve* ...

SOFRANA Unilines will replace the *Tui Cakau* on the New Zealand-Fiji run with the ro-ro ship *Blida* ...

THE Rigon has launched Papua New Guinea's Pacific Line Pty Ltd New Zealand-PNG service. A small freighter, the *Rigon* was delivered from Europe early in July ...

FREIGHT rates between Port Moresby and Australian ports rose by 15% for general cargo and 7% for cocoa and coffee on August 1, the first rise in southbound rates since July 1976 ...

DAVID Koffel Australia's supervisor in Port Moresby, Norman Steele, has been appointed associate director of the company's operations in the Islands ...

AGREEMENT between the government and the Communications Satellite Corporation (COMSTAT) paves the way for satellite communication between American Samoa and the rest of the world ...

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Mano Togamau

Mano Togamau, Minister of Lands in Western Samoa, has died from injuries he received in a freak accident. He was 77. He died in an aircraft on the way to New Zealand for specialist treatment. Mano was born at Vaiee, Safata and educated at the Marist Brothers School, Pago Pago, and at Malifa.

He graduated from the medical school in Fiji in 1933, after which he worked as a medical officer in the Western Samoa national hospital till his retirement in 1964. He entered parliament in 1964 and was re-elected at each subsequent election. He leaves a widow and five children.

It was reported from Apia that a youth was playing around a small truck outside Mano's office and started it. The truck sped forward through the wall of the office and hit a desk, which was apparently pushed forward, pinning Mano to the wall.

Mr R.V. Chetty

Mr R.V. (Matthew) Chetty, former Mayor of Savusavu,

Fiji, has died, aged 73. He was a builder and furniture maker. Mr Chetty was an active member of St Leonard's Anglican Church. He left a widow, 11 sons and four daughters.

Captain J. McK. Arnott

Captain John McKenzie Arnott, well known in the Pacific particularly the Gilbert Islands and Tavalu, as master of LMS ship John Williams, has died in England. He was cremated and his ashes were sent to the LMS at Tarawa, where they were scattered in the lagoon.

Mr N. Reddy

Mr Narsimulu Reddy, the eldest of five brothers in the Fiji building firm of Reddy Construction Co, has died, aged 55. He was an active supporter of the Suva branch of the India Sammarga Ikya Sangam.

S. K. Havea

Setaleki Kaveinga Havea, assistant director of extension services of University of the Pacific, has died at Kolomo-tu'a, Tonga, after a long illness.

He was 47. He was educated at Tupou College, Tonga, and in New Zealand, the US and Canada. He became principal of Tonga College in 1969 and in 1972 was transferred to a senior position in the Tonga Ministry of Education. Mr Havea was seconded to the USP in 1975 as director of the Tonga campus. He went to the USP in Fiji in 1976 to hold senior posts in conjunction with his work at the USP centre in Tonga.

Mrs E. Tiden

Ethel Tiden, wife of Papua New Guinea's Police Commissioner, Bill Tiden.

Mrs M. S. Mallett

Pianist Mercia Sybelle (Met) Mallett, of Norfolk Island, aged 74. A direct descendant of Lieutenant P. G. King who came to Australia in the First Fleet, she lived in Sydney and Auckland for some time before returning to Norfolk Island about six years ago.

Mr Wong You

A Chinese who worked with coastwatcher Paul Mason on



DEATHS of Islands People

Bougainville in the Pacific War has died in Sydney aged 86. Mr Wong spent 71 years in Papua New Guinea, 65 of them in the North Solomons, where he had business interests at Buka and Kieta. He left Papua New Guinea three years ago to live in Sydney.

Senator M. P. Talio

Senator Magalei P. Talio of American Samoa has died aged 60. He was in his third term as a senator. Before becoming a politician he served as a village judge and as a temporary judge of the High Court. From 1941 to 1943 he was a medical surveyor with the US Marine Corps.

Mr E. Robert

Elias Robert, a member of the US Trust Territory House of Representatives from 1965 to 1967, aged 46.

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SOLOMON ISLANDS: P.K.R. Pacific Sales Ltd

TAHITI: Marine Corail, Tahiti Sport.

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WESTERN SAMOA: Burns Philp (SS) Co. Ltd, E. A. Coxon Ltd, Gold Star Transport Co. Ltd, Morris Hedstrom Ltd.

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Cook Islands: Waterfront Commission, PO Box 61, Rarotonga.
Telex Shipping RG 2002
Tahiti: Agence Maritime et de Voyage, B P 131, Papeete.
Telex AMAV 251 FP

The Shipping Corporation of New Zealand Limited

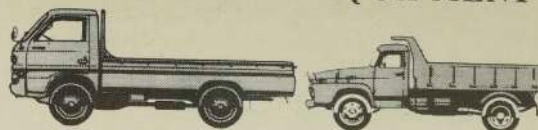
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Compagnie des Chargeurs Caledoniens operates four-weekly cargo service Sydney - Lord Howe and Norfolk Island.
Details Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (21-1671).

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P & O liners call at Auckland, Suva, Honolulu and Vancouver on eastbound and westbound voyages between Sydney and the islands.
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

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Details from Sitmar Cruises, 47

Elizabeth Street, Sydney (232-7511).

Royal Viking Line, with first-class cruise ships Royal Viking Star, Royal Viking Sky and Royal Viking Sea, cruises the Pacific from Sydney and Cairns calling at a variety of Pacific and Asian ports.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13-15 Bridge Street, Sydney (2-0517).

P & O liners call at Auckland, Bay of Islands, Honiara, Lautoka, Noumea, Nuku'alofa, 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, Nuku'alofa 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 the New Hebrides.

Details: Union Bulkships Pty Ltd, 333-339 George Street, Sydney (2-0238).

Karlander 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 a three-weekly containerised cargo service from Sydney to Noumea.

Details Hetherington Kingsbury Pty Ltd, 37-49 Pitt Street, Sydney (27-1671).

Compagnie Generale Maritime operates a monthly service from Sydney to Noumea, Port Vila and Santo, using Ro-Ro vessels.

Details Compagnie Generale Maritime Head Office 4-6 Bligh Street, Sydney (221-2522), Freight Dept, 261 George Street, Sydney (241-2872).

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), Elder-ANL Pty Ltd, Port Adelaide (47-5688), ANL, Newcastle (049-24364), Clements & Marshall, Burnie, Tasmania (31-1833).

AUSTRALIA - W SAMOA

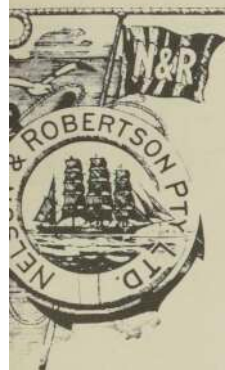
Compagnie Generale Maritime operates a monthly service from Sydney to Apia, using Ro-Ro vessels.

Details Compagnie Generale Maritime Head Office 4-6 Bligh Street, Sydney (221-2522) Freight Dept 261 George Street, Sydney (241-2872).

AUSTRALIA - FIJI - SAMOAS - TONGA

Pacific Forum Line operates a container, unitised/palletised and reefer cargo service from Melbourne and Sydney to Lautoka, Suva, Pago Pago, Apia and Nuku'alofa. Other ports are included on inducement.

Details from ANL Melbourne and Brisbane, Union Bulkships, Sydney, Hobart, Port Adelaide and Fremantle, Burns Philp (SS) Company Ltd, GPO Box 355,



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Nauru Pacific Line operates a
gular container service from
lbourne to Saipan, Truk,
nape and Kosrae.

Details Nauru Pacific Line,
uru House, 80 Collins Street,
lbourne (653-5709), Nedlloyd
ire, 8 Spring Street, Sydney
0522).

AUSTRALIA - TONGA - SAMOAS - TAHITI

Karlender operates a monthly
rgo service from Melbourne and
dney to Nukualofa, Apia, Pago
go, Papeete, US west coast.
Details: Karlender (Aust) Pty
t, 19-31 Pitt Street, Sydney
7-6301).

AUSTRALIA - TAHITI

Daiwa Line offers a six-weekly
vice from Australia to
peete.

Details: Union Bulkships Pty Ltd,
3-339 George Street, Sydney
0238).

Compagnie Generale Maritime
erates a monthly service from
dney to Papeete using Ro-Ro
ssels.

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ritime Head Office 4-6 Bligh
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pt 261 George Street, Sydney
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ner Service from Australia to
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nt slot sharing basis. Three con-
ner vessels operate on 28-day
n-around from Melbourne, Syd-
y and Brisbane to Port Moresby,
e, Rabaul, Kavieng, Wewak,
adang, Kieta and Honiara.

Details from Burns Philp & Co
t, 51 Pitt Street, Sydney
(2-547) and InterOcean Swire, 8
ring Street, Sydney (2-0522).

Farrell Lines operates a service
ery month from Tasmania, Mel-
bourne, Sydney and Brisbane to
e and Rabaul.

Details from Wilh Wilhelmsen
ency Pty Ltd, 13 Bridge Street,
dney (2-0517), 60 Market Street
lbourne (61-3031), J. C. Waller
abaul) Pty Ltd, Rabaul, Robert
urie-Carpenter (NG) Pty Ltd,
e.

New Guinea Express Lines op-
ates three-weekly conventional
d container services Melbourne,
dney, Brisbane, Port Moresby,
e, Rabaul, Alotau.

Details from New Guinea Ex-
ess Lines, PO Box R73, Royal
change PO, Sydney (241-3991)
acArthur Shipping Agency Co,
-92 Eagle Street, Brisbane
29-3777), New Guinea Express
nes, 327 Collins Street, Mel-
bourne (61-3053), Niugini Ex-
press in Port Moresby (214436),
e (42-1536), Rabtrad Niugini
y Ltd, Rabaul (92-2911).

Karlender New Guinea Line's
rgo vessels call at Melbourne,
dney, Port Moresby, Lae,

Madang, Wewak, Manus, Kimbe,
Rabaul.

Details from Karlender (Aust)
Pty Ltd, 19-31 Pitt Street, Sydney
(27-6301), Dalgety Shipping, 461
Bourke Street Melbourne
(60-0731).

AUSTRALIA - SOLOMONS - GILBERT IS - MICRONESIA

Daiwa Line operates a container
service every 30 days from Sydney
to Honiara, Kieta, Tarawa and
Guam. Gizo cargoes transhipped
at Honiara, Saipan, Majuro, car-
goes 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 reg-
ular cargo/passenger service
from Melbourne to Nauru and
Majuro.

Details Nauru Pacific Line,
Nauru House, 80 Collins Street,
Melbourne (653-5709), Nedlloyd
Swire, 8 Spring Street, Sydney
(2-0522)

US - PNG

Farrell Lines operates regular
services from all US west coast
ports to Lae and Rabaul.

Details from Wilh, Wilhelmsen
Agency Pty Ltd, 13 Bridge Street,
Sydney (2-0517), Farrell Lines, 1
Market Plaza, San Francisco, L.A.
(9-4105), J. C. Waller (Rabaul) Pty
Ltd, Rabaul, Burns Philp (NG) Ltd,
Kieta, Robert Laurie-Carpenter
(PNG) Pty Ltd, Lae.

PNG - US - CANADA

Farrell Lines operates regular
services from Lae and Rabaul to
US west coast ports and Van-
couver.

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
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Details from Bank Line (A'asia)
Pty Ltd, 1 York Street, Sydney
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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
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Details from Bank Line (A'asia)
Pty Ltd, 1 York Street, Sydney
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SOLOMONS - FIJI - TONGA - W. SAMOA - UK/CONTINENT

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Hamburg, Rotterdam and Ant-
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Details from Bank Line (A'asia)
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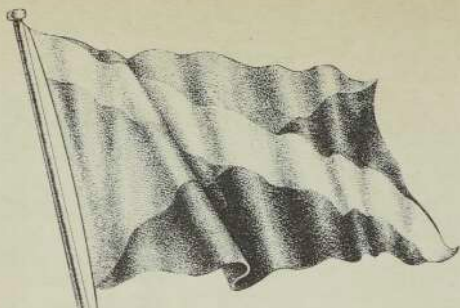
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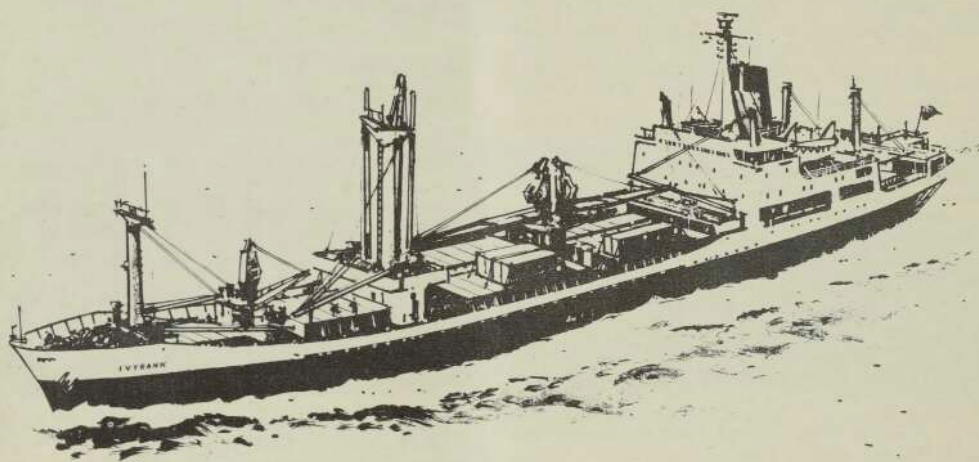
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FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express
NC, MNOL, RIL) operates a
ee-weekly cargo service from
ng Kong to Lautoka, Suva, NZ
ts, Manila, Kaoshiung,
elung, Hong Kong.

Details from Nedlloyd, 8 Spring
et, Sydney (2-0522).

Nedlloyd operates monthly
go service with three ships from
abaya, Jakarta, Bangkok, Port
ang and Singapore to Suva and
ports.

Details from Nedlloyd (Aust) Pty
t, 8 Spring Street, Sydney
7-3801); Burns Philp (SS) Co
t, Suva and Lautoka.

JAPAN - NZ - PNG

China Navigation Co. with three
ps operates a monthly cargo
vice from Japan to New
aland calling at Lae on return
urney.

Details Nedlloyd, 8 Spring
et, Sydney (2-0522).

FAR EAST - MID-S. PACIFIC

China Navigation Co's vessels
erate a regular cargo service
m Hong Kong, Taiwan and Sin-
pore to Rabaul, Wewak,
adang, Lae, Port Moresby,
niara, New Hebrides, Noumea,
apeete and Samoa.

Details from Nedlloyd, 8 Spring
et, Sydney (2-0522).

Kyowa Shipping Co. Ltd, oper-
ates monthly services from Hong
Kong, Taiwan, S. Korea and
Japan, to Guam, Siapan,
Solomons, New Caledonia, Fiji,
Western and American Samoa,
Tahiti, Cook Is., Tonga and New
Hebrides and 45-day con-
tainer/break bulk cargo service
from Kobe, Nagoya and
Yokohama to Guam, Suva, Lau-
toka 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, Noumea, Sydney,
Honiara, Kieta, 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 Ham-
burg, Dunkirk and Le Havre to
Papeete, Noumea, via Panama.

Details from Columbus Over-
seas Services Pty Ltd, 333 George
Street, Sydney (290-2966),
Columbus Maritime Services, 17
Albert Street, Auckland
(77-3460).

EUROPE - PACIFIC ISLANDS

Compagnie Generale Maritime
operates services from Europe
and Mediterranean ports to

Papeete and Noumea using three
Ro-Ro and three multi-purpose
vessels thus ensuring a bi-monthly
sailing to and from.

Details Compagnie Generale
Maritime, 4-6 Bligh Street, Sydney
(221-2522).

EUROPE-TAHITI-W. SAMOA- FIJI-N. CALEDONIA

Nedlloyd offers regular cargo
services from Northern Europe
and UK to Papeete, Apia, Fiji and
New Caledonia.

Details Nedlloyd (Aust) Pty Ltd,
8 Spring Street, Sydney
(27-3801).

JAPAN - GUAM - FIJI - TAHITI - SAMOA - N. CALEDONIA - SOLOMONS - GILBERTS

Daiwa Lines runs a monthly
cargo service from Japan via
Guam to Lautoka, Suva, Papeete,
Pago Pago, Apia, Sydney,
Noumea, Honiara, Tarawa,
Guam.

Details from Burns Philp (SS) Co
Ltd, Suva.

NZ - FIJI - TONGA - SAMOAS

Union Steam Ship Co of NZ op-
erates a roll-on, roll-off, utilised
service from Auckland to Lautoka-
Suva-Pago Pago-Apia-Nuku'alofa
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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
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Details from Sofrana Unilines, 18
Customs Street, Auckland
(773-279), PO Box 3614, Telex
NZ2313.

NZ - AUSTRALIA - NEW CALEDONIA - SOLOMONS - GILBERTS - MICRONESIA

Union Co/Daiwa Line operate a
container service from New
Zealand through Sydney to
Noumea, Honiara, Tarawa and
Guam, Transhipment 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 (NG)
Pty Ltd, Lae.

NZ - FIJI - NORTH AMERICA (WC)

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Details from Blueport ACT (NZ)
Ltd, PO Box 192, Wellington
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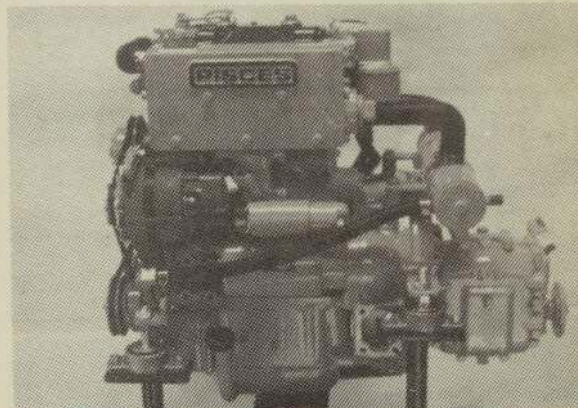
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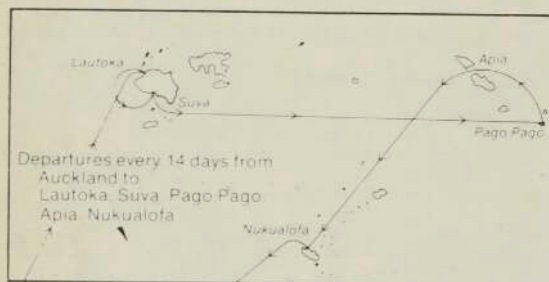
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Co-ordinated transshipment facilities from other N.Z. centres

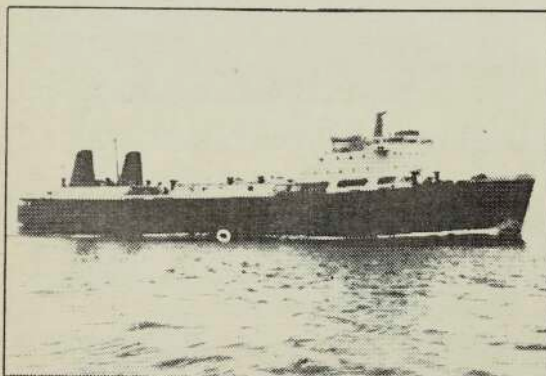
Intermodal coastal roll-on roll-off services as well as rail and road services can be utilised by shippers in other New Zealand centres to take advantage of the new Marama schedule. Your nearest Union Company office can assist you in organising the most efficient transshipment method.

International Transshipment Facilities

Flexibility in cargo modules catered by this new service can provide for shipping operators and exporters the advantage of reaching international markets using onforwarding services through Union Company contacts and expertise.

Additionally Union can also arrange for cargoes originating from overseas sources to be transhipped at ports covered by 'Marama' to their final destination to the benefit of the importer in New Zealand or the Islands.

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6350 deadweight tonnes.



Capacity 340 seafreighter units or their equivalent, plus space for wheeled vehicles, livestock, etc.

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Standard dry general cargo ISO containers.
20' x 8' x 8'6" box container.
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For movement of general and bulk cargoes.
(Internal) Length 13'9" (4.24M) width 7'6" (2.29M) height 5' (1.52M).
N.B. Units are fully collapsible and open topped to facilitate loading cargoes in excess of 1.52M height. A shower-proof cover is also provided free with every seafreighter.

Newsprint Flats

These units are specifically designed for carriage of forest industry cargo but are also suitable for the carriage of other specified types of cargoes.
(Internal) Length 15'6" (4.77M) Width 6' (1.830M).

W. Containers

These containers are totally enclosed suitable for the movement of smaller consignments or valuable ones.
(Internal) Length 5'7" (1.75M) Width 4' (1.22M) Height 5'6" (1.70M).

Unit Loads

This covers cargo that is unable to be containerised or is not covered by the term 'mobile equipment'. These unit loadings must be of a secure nature to facilitate handling by a forklift with 5" gluts (loading forks).

Refrigerated Cargo

The following containers will be available:
Cold wrap containers 20' x 8' x 8'
Integral containers 20' x 8' x 8'6"

Livestock

Livestock stalls are available for the carriage of all types of stock.

Wheeled Cargo

The versatility of Marama means that all types of wheeled cargoes including cars, trucks, tractors, scrapers, machinery on mobile tracks, cranes, trailers, etc. can be catered for.

Hazardous Cargo

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J, GPO Box 355, Suva, Fiji 11-777).

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 (77-1221-3).

Pacific Line with one ship operates monthly cargo service New Zealand, Lautoka, Suva.

Details: Sofrana Unilines, 18 Customs Street, Auckland (73-279) PO Box 3614, Telex: 22313.

NZ - FIJI - GILBERTS - SOLOMONS - PNG

Pacific Forum Line operates a container, unitised/palletised and refrigerated cargo service from Lyttelton and Auckland to Lautoka, Suva, Tarawa, Honiara, Madang, Lae and Moresby. Other ports are included on inducement.

Details from Shipping Corporation of NZ Ltd, Auckland, Christchurch, Lyttelton, Wellington, Burns Philp (SS) Company Ltd, GPO Box 355, Suva, Fiji 11-777 or Pacific Forum Line, PO Box 655, Apia, W. Samoa

NZ - FIJI - SAMOAS - TONGA - AUSTRALIA

Pacific Forum Line operates a container, unitised/palletised and refrigerated cargo service from Timaru and Auckland to Lautoka, Suva, Pago Pago, Apia, Nukualofa and Melbourne. Other ports are included on inducement.

Details from Shipping Corporation of NZ Ltd, Auckland, Christchurch, Lyttelton, Wellington, Burns Philp (SS) Company Ltd, GPO Box 355, Suva, Fiji 11-777 or Pacific Forum Line, PO Box 655, Apia, W. Samoa.

NZ - SAMOA - TONGA

Pacific Navigation of Tonga operates a four-weekly cargo service, Auckland - Nukualofa - Pago Pago - Apia - Auckland.

Details from McKay Shipping Ltd, Downtown House, Queen Street, Auckland (33-656).

Warner Pacific Line services Nukualofa - Vavau fortnightly, and Timaru - Nukualofa - Vavau monthly and Onehunga - Apia and Pago Pago every 21 days carrying general and freezer cargoes and Timaru - Apia every 21 days carrying freezer cargo.

Details from Air Marine Services (NZ) Ltd, PO Box 2505, Auckland (96-841).

NZ - COOK IS - NIUE - TAHITI

Shipping Corporation of NZ Ltd operates cargo services based on sailboats and similar units from Auckland to Niue, Cook Islands and Tahiti.

Details from the Shipping Corp of NZ Ltd, PO Box 3420, Auckland (97-210); Waterfront Commission, PO Box 61, Rarotonga, Interchange and Stevedoring Co, Tutaki, Niue Govt Offices, Niue Island Compagnie Maritime Polynésienne, B'P 368, Papeete.

UK/N. CONTINENT - TAHITI - N. CALEDONIA - N. HEBRIDES

Bank Line operates regular cargo service from Hull, Hamburg, Bremen, Antwerp and Rotterdam to Papeete, Noumea and Vila.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Ets A M Fare UTE, Papeete; Ets Ballande, Noumea, Burns Philp (NH) Ltd, Vila.

UK/N. CONTINENT - PNG - SOLOMONS

Bank Line operates regular cargo service from Hull, Hamburg, Bremen, Antwerp and Rotterdam to Port Moresby, Lae, Madang, Kimbe, Rabaul, Kieta and Honiara and on inducement to Yandina, Tarawa and Nauru.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Burns Philp (PNG) Ltd, PNG ports; Trading Co Honiara.

SAN FRANCISCO - HONOLULU - NAURU - MICRONESIA

Nauru Pacific Line operates regular conventional/container service from San Francisco and Honolulu to Majuro, Nauru, Ponape, Truk and Saipan.

Details from Nauru Pacific Line, Nauru House, 80 Collins Street, Melbourne (653-5709); North American Maritime Agencies, 100 California Street, San Francisco, California 9411 (981-0343).

US - FIJI - TAHITI - NZ - AUSTRALIA

Bank and Savill Line Ltd, operates regular cargo services from US Gulf ports to Australia and NZ. Calls at Suva, Lautoka and Papeete on demand.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041) or Howard Smith Industries Pty Ltd, 1 York Street, Sydney (27-5611).

US - A. SAMOA - NZ - AUST

Farrell Lines LASH ships operate regularly from US to Australia, via Pago Pago and Auckland and Canada.

Details from Wilh. Wilhelmsen Agency Pty Ltd, 13 Bridge St., Sydney (2-0517); 60 Market Street, Melbourne (61-0301); Farrell Lines, 1 Market Plaza, San Francisco, L.A. (415-777-3300); Dalgety NZ Ltd, Auckland (7-1859); Kneubuhl Maritime Services, Pago Pago (633-5121).

US - TAHITI - SAMOA

Pacific Islands Transport operates a five/six weekly cargo service from North America west coast ports to Papeete, Pago Pago, Apia.

Details from Trans-Austral Shipping Pty Ltd, 19 Pitt Street, Sydney (27-2441).

Polynesia Line operates container and general cargo service from US west coast ports to Papeete and Pago Pago.

Details from Polynesia Shipping Services Inc., PO Box 1478, Pago Pago (9-6799).



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