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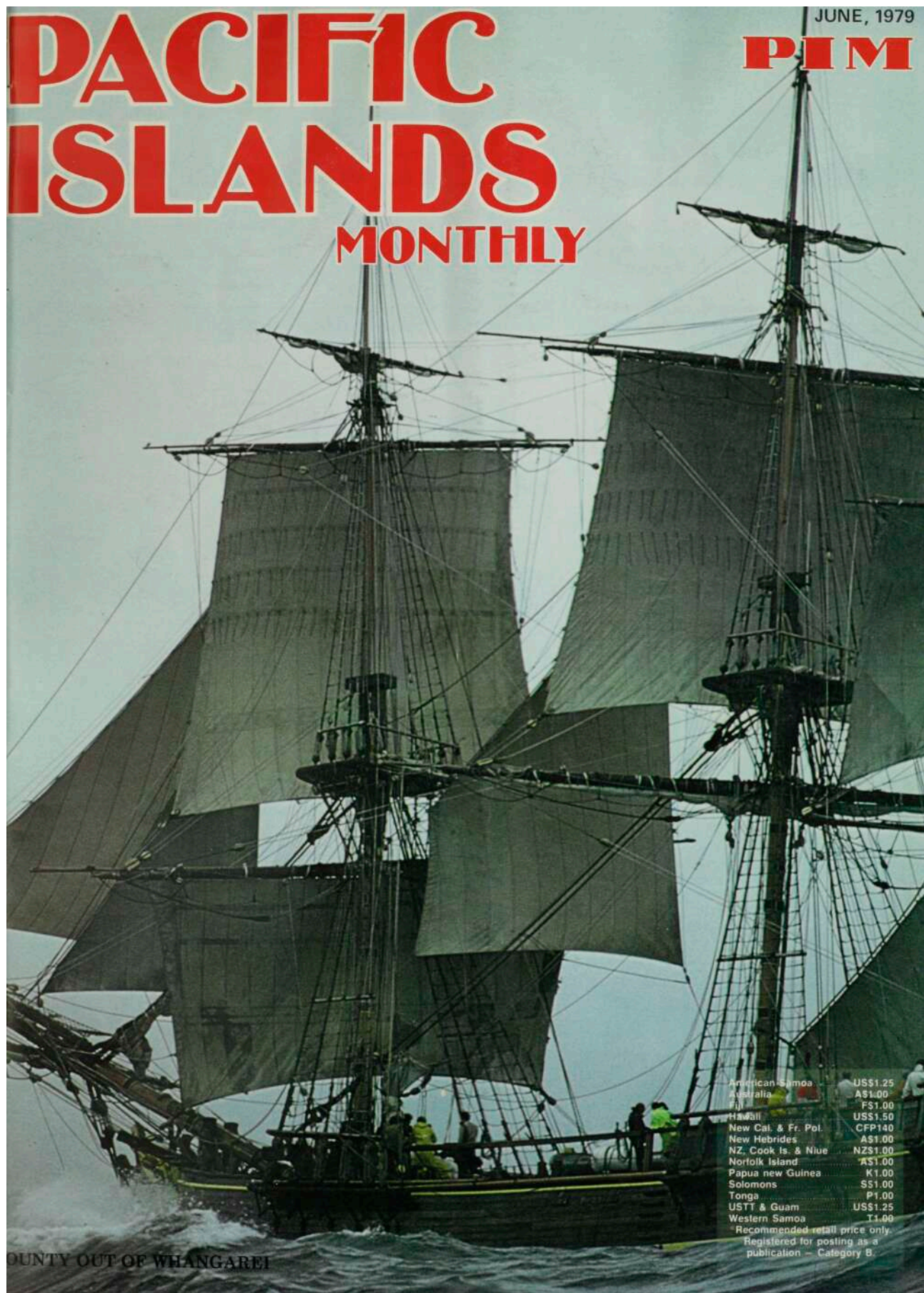
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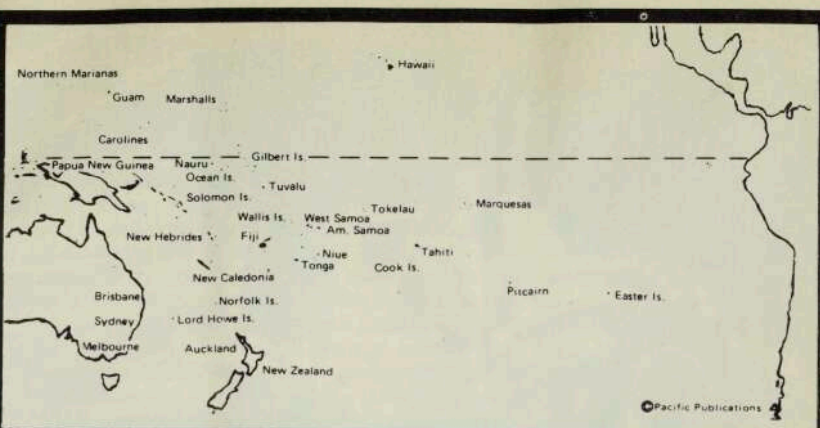
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Tevita Fifita . . . hero



Yamak of Tanna . . . ordeal at the hands of anti-Vanuaaku activists



COVER: PIM yachting correspondent Jimmy Cornell was on hand to capture the Bounty replica on its maiden voyage out of Whangarei, New Zealand.

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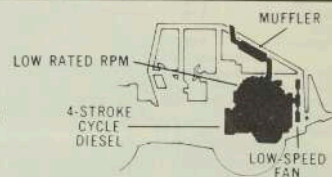
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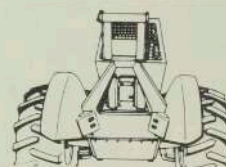
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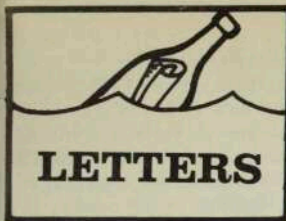
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And then there was none?

After reading Manuka Mita Puku's article (PIM March), we can only hope that as the economy of New Zealand becomes more and more shaky, he and his Maori brothers are not forced to paddle their way back to Hawaii, their true 'home'.
Kainantu EHP R. & S. EDWARDS
Papua New Guinea (New Zealanders)

Mahe: no political union intended

In your otherwise accurate article on SPEC (South Pacific Bureau for Economic Co-operation) in which you drew on my 1977-78 annual report (PIM March), you offered the interpolation that 'Mahe does not venture a time scale on his dream of a unified non-colonial Pacific'. In doing so, I fear that you may have given the impression that I advocated some kind of political union of Pacific countries.

On the contrary, I was stressing the importance of a co-ordinated approach to the economic development of independent South Pacific countries and how the strength of regional arrangements such as SPEC lies in the fact that partners are free to decide for themselves the course of their development. ASEAN and CARICOM have shown that this goal could be achieved just as effectively without political merger of the kind you attributed to me.

SPEC M. U. TUPOUNIUA
Suva Director
Fiji

Australia in the Pacific

The article by Malcolm Salmon - 'Australia and the South Pacific' (PIM March) - was quite interesting. In particular, the appraisals made by Mr Forsyth and Mr Macdonald of the Senate committee's report are certainly in

line with what many Islanders themselves have been reiterating.

It seems to me that if Australia wishes to change its image in the South Pacific and honestly cares about the 'Islanders' interests and not its own, then there should have been more input by the Islanders themselves, whether by visiting and listening to the people in the various areas of the Pacific, interviewing Islanders at universities within the country (as done with Baba and Tupouniua), or by reviewing conference proceedings where Islanders have given testimony.

As pointed out in the article, one of the criticisms of the Senate committee's report was the lack of Islander input, which is definitely a valid one. PIM seemed to follow a similar path by the writer also overlooking the incorporation of Islander testimony. If, as stated on the first page of the article, that at least two Islanders gave evidence and that Mr Baba's appeared in the February issue, then what of Tupouniua's evidence? His name is mentioned and his picture even shown, but what of his testimony?

Hawaiian Studies SARAH QUICK
Kamehameha Schools Instructor
Hawaii

The point should have been made, but Sione Tupouniua's evidence was apparently given in camera - it does not appear in the official transcript of the committee's proceedings and PIM, therefore, was not in a position to quote from it.

Not even PIM can be perfect

PIM is developing at an impressive rate as the premier journal of a lively and important region, and you are to be congratulated on the continuing improvement in depth and breadth of coverage in your editorial matter.

One suggestion, though. I still seem to hit up against four or five statements per issue that aren't quite right, and this tends to sap my confidence in the precision of other statements about matters I don't know anything about. To give a couple of examples, gathered in about three minutes of leaf-

ing through the April 1979 issue: p14 - Dr Tom Davis as medical monitor of the US Project Mercury moon shots. The Project Mercury flights were the first manned US orbital and suborbital earth shots and by no stretch of the imagination could they be called moon shots (you could as well credit the Wright Brothers with inventing the jumbo jet); p19 - the 'US marines' in the photographs are neither marines nor Americans - there isn't even a family resemblance in the uniforms; I suspect they are French sailors, but you should know - you've no doubt spent more time in Pacific ports than I have.

The remedy, obviously, is a tough and fastidious editorial desk. I assure you that the effort will pay off in the perceived stature of your magazine. Best wishes.

JOHN G. RHOADS (Dr)
Yale University Assistant Professor
New Haven of Anthropology
Conn USA

Thanks. We'll try harder.

W. Pacific Archives

I add my support to Bruce Burne's letter (PIM March). I also support the thinking of C. Guy Powles (PIM September 1978) although he was not correct in detail.

The Gilbert Islands has established its own National Library and Archives, and as a consequence of the closure of the Western Pacific Archives (WPA) we received 61 cases of records in October 1978. These comprise mainly resident commissioners' records, secretariat and district office records. As Bruce Burne correctly states, many valuable records were lost at Banaba (Ocean Island), the former administrative headquarters, during World War II.

The Western Pacific High Commission (WPHC) records are of infinite value and importance where the recent history of the Gilbert Islands is concerned and would greatly assist in filling the gaps in our sequence of records. These records were available to us, and to other former WPHC territories while housed in Suva but sadly are no longer available to anyone in this region where the

interest is, and always will, be far greater than in London.

There is also, of course, the last point Bruce Burne raised - that the WPA was never supported or encouraged in any way, least of all financially by London. That the WPA achieved so much is entirely to the credit of the member countries who gave financial support, and the credit of archivists Ian Diamond, Bruce Burne, and P.D. Macdonald who had the sad task of finally winding up the operations of the WPA.

Tarawa R. OVERY
Gilbert Islands Librarian/Archivist

As I fear that some erroneous conclusions may be drawn from the letter of Mr Burne concerning the Western Pacific Archives, I feel I should make certain comments, especially as I took over from him as archivist late in February 1978 and remained in charge until the closing down of those archives on November 20.

It might reasonably be inferred from what he has written that the records of the New Hebrides and of the agent and consul in Tonga have been permanently despatched to the Foreign and Commonwealth Office. That is not the case. They have only been temporarily transferred since, with the closure of the archives, there was no suitable air-conditioned accommodation for them either in Suva or in the territory concerned.

To state, as Mr Burne does, that 'less than 40% of the holdings of the Western Pacific Archives have been transferred to "their countries of origin"', may also be misleading unless the circumstances are fully appreciated. In making that statement, he clearly has not taken into account the New Hebrides and Tonga records which filled 75 large cases, and it may reasonably be assumed that they will be sent to those countries in due course.

Further, it must be remembered that by far the greater part, if not all, of the headquarters records of the then British Solomon Islands Protectorate and the then Gilbert and Ellice Islands Colony were presumably destroyed when

LETTERS

those territories were invaded in 1941-42. It was only after the war that the governments of those two territories, when relocated in their headquarters at Honiara and Tarawa, transferred their records over the years to the Western Pacific Archives in Suva. That process continued until about the early seventies and all such records, roughly covering the period 1946-71, have been returned to them.

In view of the foregoing, and whilst not wishing to be dogmatic, I should assess the figure at about 50% or 55% rather than 40%. But the important point is that they have therefore received all the records to which they are 'entitled'. If it were not for the loss of their pre-war records, the percentage would clearly have been very much higher. However, I revert to this question of 'entitlement' later.

The statement that 'the WPHC records include Solomons Secretariat material and make up for much of the administrative documentation of the Solomon and Gilberts lost during World War II' could also be misleading and is not strictly correct.

The WPHC records comprise, *inter alia*, the originals of all correspondence addressed to the high commissioner in Suva by the resident commissioners of the British Solomon Islands Protectorate and the Gilbert and Ellice Islands (as well as originals of all the secretary of state's correspondence to the high commissioner and the latter's reply to him). Whilst, therefore, much of the correspondence of the WPHC records certainly relates to the affairs of the two territories concerned, they cannot correctly be held to be the records of those territories alone — which were unfortunately destroyed — but are those of the high commissioner for the Western Pacific, or the British Government. The first part of the quotation is therefore incorrect and the implication in the second part misleading. Both governments have received in full all the archival records to which they were 'entitled'.

The further statement by Mr

Burne that, 'when planned in 1974 the new archives building in Honiara, which he (Sydney Hockey, PIM December 1978) mentions, was designed to take WPHC records as the then chief secretary proposed the transfer of the holdings of the WPA from Suva to Honiara', needs considerable clarification. It may well be true that the then chief secretary did 'propose' the transfer as mentioned (though I have it on good authority that he knew that archival records other than those of the Solomon Islands would certainly not be sent to Honiara).

In fact, the source of this 'proposal' is in some doubt. But, in any case, the inescapable fact is that he had no authority whatsoever to give the impression that his 'proposal' could be in any way authoritative, binding or final. The authority for any such transfer of the WPHC records at least was the UK Government and all concerned in the 'proposal' must have known this. The fact that it was thus decided was made very clear to me after I sought directions in this respect almost as soon as I assumed duty. Now I am advised that the auditor-general of the Solomon Islands Government has commented that the new archives building in Honiara is many times larger than the space formerly available for all the Western Pacific Archives in Suva and has questioned how this came to be authorised.

Lastly, it will be noted that the phrase 'holdings of the WPA' is used in the last quotation. But the 'proposal' borders on the ridiculous since it is quite unbelievable that other governments participating in the Western Pacific Archives, (the Gilbert Islands, the New Hebrides and Tuvalu), would have agreed to their records being transferred to, and housed in, Honiara.

Finally, as to the microfilms of the WPHC records, whilst it is true that such work was undertaken through the extreme generosity of the Australian Government, no useful purpose is served by attempting to discredit the Foreign and Commonwealth Office in this respect, especially since, as far

as can be ascertained, it never seems to have been asked to provide funds for a microfilming programme. But in any case I find it quite incomprehensible that neither the government of the Gilbert Islands nor that of the Solomon Islands should have made any attempt to acquire positive copies of such microfilms, which cover the years 1874-1927, and which would have made good much of their lost pre-war records.

I can only assume that they were unaware, or uninformed, of the progress of the microfilming programme and the possibility of acquiring copies of such microfilms. However, it seems to me that the actual location of the original WPHC records is not a matter in which opinions should differ, as envisaged by Mr Powles (PIM September 1978) since the completion of the microfilming programme surely provides the obvious solution.

Suva,
Fiji.

P. D. MACDONALD
lately archivist,
Western Pacific Archivist

From Cell 4, French Prison, Vila

A thick aroma of international intrigue surrounds a letter received by PIM from Paris-born Polynesian Pierre-Francois Tarii. Writing from Cell No 4 in Vila's French prison, the 29-year-old Mr Tarii tells a tale which will cause ears to prick up throughout the South Pacific and South-east Asia, especially in aviation circles and among that shadowy brotherhood known as the 'intelligence community'.

According to the official French/Bislama weekly Nabanga Mr Tarii was gaoled by the French court in Vila on March 22 for passing 10 dud cheques with a face value of NHF1 million (\$A12 987). He was sentenced to six months imprisonment, exclusion for five years from the New Hebrides and New Caledonia, and five years' deprivation of the right to operate a bank account in those places.

Mr Tarii's story is, understandably perhaps, different. He claims that he was 'framed' by the French authorities for political and commercial

reasons. He writes:

In the middle of 1978 I went to the New Hebrides after a long period in various South-east Asian countries. As a journalist I was interested in starting two magazines in this country as it moves towards independence. One was to be called *Orients Melanesia*, a political-social magazine, and the other *Melanesia South Pacific*, oriented to the tourist trade.

The first issue of *Orients Melanesia* appeared on the bookstands in November 1978, and the public response was very good. Meanwhile the French residency, the 'Big Masta Long New Hebrides' and *Nabanga* ignored this new publication, the first issue of which was soon sold out. But after the fall of chief minister George Kalsakau, who was featured on the cover of the first issue of the magazine, *Nabanga* felt free to publish some disparaging comments about it.

Despite the pressure, I carried on with my job and even asked a colleague from Malaysia to come over to help me as I was planning to start a daily newspaper in February.

Now it happened that while I was away between November 1978 and January 1979 the French police visited all the advertisers they could, and tried to persuade them not to advertise in my magazine.

They also broke into my office and photocopied confidential letters addressed to local ministers pertaining to the purchase of hydro-electric generators from Indonesia, which cost about a tenth of their French equivalents... The French police even managed to get hold of confidential telexes which demonstrated my outstanding connections in the Asia-Pacific regions, including one which made clear the readiness of the Indonesian airline Garuda to establish an air charter company in the New Hebrides which would use Fokker F28 jets to link Vila with Honiara and Port Moresby, from which passengers could travel to the countries of the European Economic Community on Garuda flights.

I was in charge of the air charter company negotiations, in the course of which I had pointed out that while the French airline UTA has landing rights in Jakarta, Garuda does not enjoy reciprocal rights. Garuda planned to offer a return fare Vila-EEC of \$A600, \$250 cheaper than UTA's student-offpeak season fare.

That was too much for the colonial power. They decided to strike. With the complicity of some other French nationals they framed me on a charge of passing dud cheques. (Mr Tarii here gives his account of the banking problems which led to his arrest, claiming that the only cheque involved was for the sum of \$83.)

That's what happens when somebody dares to oppose French aviation interests... and on top of that dares to try and establish a free press.

Meanwhile, my Malaysian friend Mr Das was asked by the police to leave the country within 24 hours, although he held a valid 30-day visa, a return air ticket, and sufficient funds to stay. Only after the intervention of a government minister was he allowed to remain in the New Hebrides. *PIM publishes extracts from Mr Tarii's letter not because it accepts his claims but because of their interest to readers in the Pacific.*

'Quebec' in an 'English' Pacific

I read your monthly publication regularly, and with keen interest. It provides some reflections of life in the Pacific Islands which are usually completely ignored by the bulk of the Australian press.

I wish however to make a few remarks about your standpoint concerning the French-speaking islands, with their population of some 320 000 people.

Your approach to life in New Caledonia and French Polynesia is incorrect. It reflects only trends of opinion that are hostile to the French presence and not those of the majority of these populations who have always declared themselves against independence. If independence should

come one day it will come from France itself, within the framework of a new orientation of French policy. This policy at present is determined by the fact that the majority of the population of these territories is not in favour of independence.

Compared with the English-speaking countries which have now become independent, standards of living and social progress are infinitely higher in the French territories. France each year spends about \$A300 million in civil expenditures in these territories, whereas Australia and New Zealand spend less than \$30 million on 1 200 000 people (Papua New Guinea excluded). Moreover, the fact that inhabitants of French territories are French citizens entails numerous advantages for them.

There are no racial constraints or violence in these territories apart from such events, described at length in your columns by Mr Danielsson (PIM April), as those in French Polynesia involving individuals convicted of murder and of dynamiting a public building where the only people employed were Tahitians. The Tahitians by the way took no demonstrative action against the trial of this new martyr, Charlie Ching.

Mr Danielsson takes advantage of your columns to express his hatred for France. I was once director of the daily *Les Nouvelles de Tahiti* and I know the case of Mr Danielsson (former Swedish consul) well. Mr Danielsson applied for the post of director of the Museum of French Polynesia. He failed to get the job and today he is able to express his violent resentment through your pages.

I repeat that your approach to the problem of the French territories does not conform with the real situation and with the aspirations of the majority of their populations.

Your lack of knowledge of the French language is probably the main reason.

Quebec is here in the English Pacific — we are witnesses to it. You are acting towards us with the same lack of understanding as the Ottawa politicians in Canada display towards the

French Canadians of Quebec.
DANIEL A. TARDIEU

Sydney
Australia

Islanders the ocean pioneers?

There has been considerable talk about the gains that are possible through an extension of the ocean economic zones to 200 miles. While I would quite agree that talk must of necessity prelude action, it seems to me that this particular talk has missed the real issue: this 200-mile ocean zone is an area of natural resource development, too long overlooked, which could be of tremendous economic and social significance to the Islands.

It is a resource which might just tip the economic scales toward self-sufficiency for the Islanders.

I am talking, of course, about marine resource development, an area which challenges space as the world's new frontier, with all the rewards — and fewer risks in the state of our present technology — associated with new frontiers. In addition to its most obvious facets — such as fisheries, marine biological research, offshore data-gathering, and beach and water contamination control — a program of marine resource development should also include artificial reef developments, open sea and embayment mariculture operations, the exploitation of under-utilised species, the development of new marine-related products and industries, and training and exploration programmes for the youth of the Islands.

From the socio-economic viewpoint, such a programme must be an integrated operation, which can reach directly from the highest echelons of government, down to the fisherman in his rowboat, bypassing along the way the labyrinth of splintered bureaucratic agencies where small ideas are lost and large concepts are diluted by self-interest into expensive but ineffectual programmes. Considering the wide range of capabilities of the populations, a marine resource development programme must be

sophisticated enough on the one hand to create university-level research projects; and, on the other, initiate labour-intensive operations with the seashore villagers.

If concerted and intensive effort were put into such a programme, it would do much for the Islands. For example, careful, large-scale co-ordinated placement of artificial reefs could multiply sport and commercial fisheries, and provide mariculture sites for new species development, which could lead to the export of protein to the less developed countries of Asia. Offshore mariculture of algae and shellfish are labour-intensive projects which could relieve the unemployment problem and lead to the creation of other local industries.

As pragmatic as such a programme may appear, its most important and long-reaching benefits will surely be socio-psychological rather than simply economic. Along with the development of an ocean resource programme, there will be an attendant need for education and training, as well as the creation of new occupational fields in diving, boating, underwater exploration and construction.

The cadre of leaders that could evolve out of these occupations would be unique in the world; they would be the ocean pioneers, capable of spearheading a movement to excite the imagination of the Island youth and develop in the population a pride and esprit de corps that would be truly a Pacific Islands accomplishment.

When in history have a people who have staked out a claim or wrested a living from the virgin wilderness feared the future or become an indolent or dependent people? The answer is never. It is only when there are no frontiers to cross that initiative — and the courage to face real choices — vanishes.

The line of demarcation between the Pacific Islanders and their frontier is at their shorelines. Can they be helped to cross that line?

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Pacific Report

WASHINGTON'S UN MAN IN PORT MORESBY

Addressing a May meeting in Port Moresby, the US ambassador to the United Nations, Andrew Young, undertook to pass on to appropriate UN authorities charges from the audience of violation of human rights by Indonesia in Irian Jaya. Mr Young said that while many of today's international boundaries were born out of a legacy of colonialism, excessive redrawing of boundaries often multiplied human problems. To a question concerning US attitudes in the event of an Indonesian invasion of Papua New Guinea, Mr Young replied: 'I believe Indonesia has all the troubles it needs on its own, and is not going to look for further trouble.' Questions raised with Mr Young in bilateral talks with a PNG delegation led by Foreign Minister Ebua Olewale included tuna fishing, airline rights and super-power rivalries in the Indian Ocean. The PNG submissions accused the US of interfering in the rights of South Pacific Island nations to fish their own tuna resources in a regional fishing body. They also claimed that the US is frustrating attempts by Air Niugini to fly to Hawaii, although a formal agreement to the rights exists. In a general submission on regional affairs, PNG asked the US to withdraw from 'escalating super-power rivalries' in the Indian Ocean, Mr Olewale also asked for US support to ensure that the South Pacific is a nuclear-free zone. Mr Young's two-day visit, made on his way to Australia for Australian-American Week celebrations, aroused keen interest in PNG. PIM correspondent Angus Smales reported on reaction among PNG citizens as being 'He's not black enough'. Smales quoted one person as saying: 'We thought he'd be blacker and more militant.'

'ELECTIONS FIRST', SAYS VANUAAKU

Inspector-General Jean-Jacques Robert, special delegate of the French republic in the New Hebrides, has rejected new demands by the Vanuaaku Party for the holding of elections before the establishment of a constitution. The Franco-British plan is for the constitution to be drawn up and voted upon in a referendum before elections are held. Mr Robert also rejected a VP call for a change in the designation of the present 'government of national unity'. The VP wants it to be called a 'transitional government'.

TORIES TO RE-PRESENT GILBERTS BILL

The Gilbert Islands Independence Bill had its first reading in the House of Commons shortly before the former Labour government was defeated in a confidence vote. The new Conservative government will now have to reintroduce the bill. According to the Justice for the Banabans Campaign, about 200 MPs in the former parliament had pledged to oppose it. The campaign is designed to secure amendments to allow for the independence of Banaba (Ocean Island). Meanwhile, the Rev Tebaiti Tawaka, leader of the 3000 Banabans, has claimed that 400 Gilbertese police were now stationed on Ocean Island, and had turned the island into an 'armed camp'.

MULDOON ON 'INDEPENDENT SOUTH PACIFIC'

New Zealand's Prime Minister Robert Muldoon has spoken of the 'growing difficulties' faced by France in the South Pacific as 'the major French colonies, New Caledonia and French Polynesia, become more and more restive in aspiring to independence'. He said New Zealand's position was that it wished 'to see in due time a wholly independent South Pacific, with the various small independent states conferring and working together to co-operate in maintaining political and economic stability throughout the region'.

DOUBTS ON GISCARD'S NOUMEA TRIP

A question mark has taken shape over the planned visit to New Caledonia in July of French President Valéry Giscard d'Estaing. The possibility of a disturbed political scene in the territory following the dissolution by Paris of the local government councils causing tour organisers to have second thoughts. (PIM Political Currents).

WAKE, MIDWAY AS N-WASTE DUMPS?

Wake and Midway Islands have been named as possible sites

for a dump for spent nuclear fuel wastes (PIM Political Currents). Search for a dumping ground for the radioactive material is being jointly conducted by the US and Japanese Governments.

LAWNMOWER MAN GAOLED IN VILA

An Australian businessman, David Neave, 33, is in gaol in Vila, New Hebrides, awaiting trial on charges of alleged illegal importation of ammunition, illegal possession of firearms and cannabis seeds, and committing acts 'injurious to public order'. While Mr Neave's public activities centre mainly on selling Australian-made lawnmowers, the French prosecutor has described him as an arms trafficker, 'whose stock in trade could be used to set up a private army'. Neave told an Australian reporter who interviewed him in his cell: 'This talk about me setting up a private army is a joke. The French landowners already have one. They've got a hundred times more ammunition than I have. I know. I sold it to them.' (For news of another Vila prisoner, see PIM Letters.)

'NO N-TEST POLLUTION' — FRENCH HICOM

Polynesians employed on the French nuclear testing site at Mururoa Atoll themselves affirm that French underground nuclear tests there cause no pollution of the ocean, according to a statement in Canberra by Paul Cousseran, high commissioner in French Polynesia. Mr Cousseran was on a courtesy visit at the invitation of the Australian Government. (PIM People.)

'LEADERSHIP CODE' — SOMARE STANDS FAST

Papua New Guinea Prime Minister Michael Somare, speaking at a Canberra ceremony at which an honorary degree of Doctor of Laws was conferred on him at the Australian National University (PIM People), has reaffirmed his determination to reintroduce his controversial 'leadership code'. The code, which places severe limits on the business interests that may be held by those defined as 'national leaders', was withdrawn by Mr Somare last year when it proved a major factor leading to the withdrawal from the government coalition of his Pangu Party's partner, the People's Progress Party. Mr Somare said in Canberra: 'For political reasons I was forced to shelve the code for the time being. But the aspiration — and determination — remains as strong as ever.' He added: 'The code arose from a conviction that all was not well with economic nationalism... We did not want to follow the pattern of corruption of some Third World countries.'

HAWAII MAKES A BIT OF AVIATION HISTORY

For the first time in the 50-year-history of Hawaiian Airlines an all-female crew has 'manned' one of its flights. Piloting the new 30-passenger SD3-30 on the Honolulu-Molokai flight was captain Sharyn Emminger, with First Officer Karen Squyres assisting her in the cockpit, and Flight Attendant Trude Asada in charge in the cabin. Hawaiian Airlines president John H. Magoon Jr said the flight was an 'historic first' not only for his airline 'but for any certified scheduled American carrier'.

... AND SO DOES AUSTRALIA

Aviation history of another kind was made in May when a US airline for the first time ever purchased aircraft designed and built in Australia. A 16-passenger Nomad N24A commercial airliner was handed over at Sydney's Bankstown airport to representatives of the Guam-based Trans-Micronesia Airways. It was the first of the two purchased by the airline in a deal worth \$A1.5 million. The Nomad is manufactured by the Australian Government Aircraft Factory. Regional distributor is Hawker Pacific Pty Ltd.

FREAK STORM KILLS FIVE IN SUVA

Still reeling from the effects of hurricane Meli (PIM May), Fiji was struck in May by a freak storm which caused landslides and killed five people near Suva. Three were children crushed by thousands of tonnes of earth and rocks at Lami, on the outskirts of the capital.

'PNG SHOULD JOIN ASEAN' — OKUK

Leader of the opposition in Papua New Guinea's parliament, Iambakey Okuk, has urged that PNG should seek early associate membership of the Association of South-east Asian Nations (ASEAN) as a first step towards full membership. Mr Okuk said it was time PNG recognised its future role as a nation with interests in South-east Asia as well as the Pacific. He said PNG

PACIFIC REPORT

had missed out on a 'golden opportunity' to develop an association with ASEAN in the group's dispute with Australia over air fares. 'The reasons why Air Niugini refused to take up this opportunity have never been adequately explained,' he claimed.

STEEP TRADE DEFICIT WORRIES APIA

The new and precariously placed government of Prime Minister Tupuola Efi (PIM Political Currents) faces a critical economic situation following a drop in export receipts and volumes and a spending spree on imports. Figures just published show a balance of payments deficit of \$WS2.24 million in 1977. Provisional figures for 1978 suggest that the deficit for that year will skyrocket to \$32.21 million.

CANBERRA SNIFFS OIL OFF NORFOLK?

Oil is the key to Australian Government attitudes to Norfolk Island, according to the *Norfolk Island News*. The paper claimed in May that geological information indicated that the Norfolk Ridge might be a fertile area for offshore oil exploration. It also claimed that the passage of the Norfolk Island Bill by the Australian parliament in April meant the effective annexation of the island by Australia.

FIJI POLL APPROVES COALITION

Talk of a coalition government in Fiji (PIM May) has been further spurred by an opinion poll conducted by the Suva paper *The Fiji Times*. The poll showed 58% in favour, with most Indians and most general voters (neither Indians nor Fijians) supporting the idea. Fijians, however, recorded a 57% 'no' vote.

APIA BEATS FRENCH CHALLENGE ON '81 GAMES

Western Samoa has been confirmed as the venue of the 1981 South Pacific Games, despite strong opposition from the French territories. At a meeting of the South Pacific Games Convening Council in Suva the French pressed for New Caledonia, saying they had seen no progress on sporting facilities for the games in Western Samoa. The Western Samoa delegates faced a barrage of questions from the French territories. But the majority of delegates eventually came down in favour of Western Samoa after Fiji reported that its own developments for the 1979 games were started only eight months before the due date for their opening.

GUAM TO ATTRACT \$MILLIONS?

A new law (Public Law 15-11) allows Guam banks to keep profits on loans made abroad tax-exempt. Millions of dollars could be attracted to Guam by this 'offshore lending' capability. Northern Marianas is considering a similar law, as well as its own development bank.

'DR WANG' GETS SHORT SHRIFT IN APIA

The Western Samoa Government soon got rid of an American citizen of Chinese descent who planned to sell Western Samoa passports to Taiwanese businessmen at \$WS5000 a time. Instead of accepting the suggestion the government gave the man, said to go under the name of Dr Peter Wang, an order to leave Western Samoa by a particular day. He was told that Western Samoa had friendly relations with the People's Republic of China, and would have no part of the scheme. The man reportedly claimed that Samoan passports would enable the businessmen to travel more freely than they could these days on Taiwan.

NZ WILL HAVE THOSE TONGAN TOMATOES

The New Zealand Government is standing firm against demands that it reduce its 1979 quota for Tongan tomato imports of 400 tonnes. The demands have been made by New Zealand glasshouse growers whose yearly production exceeds 20 000 tonnes.

'PIG STUPIDITY' OF JOURNALISTS SLAMMED

In a hard-hitting article titled 'Take the Third World Seriously', Mike Field, editor of *Savali*, newspaper of the Western Samoa Prime Minister's Department, writes in *The New Zealand Journalist*, published by the New Zealand journalists' trade union: 'It can probably go without saying, but in case somebody hasn't got the message, one thing that really bugs people in the Pacific is New Zealand court reporting. It is always "a Samoan rapist", "a Tongan murderer", or "an Islander assaults". Never "a Pakeha beats up", etc. Nine times out of 10 there is absolutely no reason for it. It's just plain pig stupidity on the part of insensitive reporters and sub-editors ...'

JAPANESE HELP SOLOMONS' PHONE SYSTEM

Solomon Islands' Minister of Communications and Transport John Tapaika hopes to have on his desk this month the report of a group of Japanese experts on the problems of upgrading the country's still rudimentary communications system. The experts, sent by the Japanese Government, examined in particular the establishment of a national telephone network to connect Honiara with the islands and eventually to link the islands with each other.

NIUEAN BROTHERS' BIG PLAN FOR HOMELAND

Niuean brothers Sani Elia, Petala and Moheni Lakatani, who run the Hawaii-based Lakatani Brothers Corporation Ltd, are planning big things for their tiny homeland. Their 'multi-million dollar plan is for a farming venture incorporating passionfruit, limes, pawpaw, taro, coconut, vegetables and honey, as well as promoting a tourist and fishing industry, on Niue. Their business is funded by the American International Equity Company, which is also Hawaii-based. According to a report in *Tohi Tala Niue* the trio are confident that if their financiers are satisfied with the venture, they will expand it further. They say land is no problem — their family has assured them that land at Tapaiki on the northern side of the island is available.

BOUGAINVILLE COPPER'S BONANZA

Bougainville Copper Ltd achieved a 32% profit rise in 1978 over the previous year. Profit was K48 million, compared with K28.5 million in 1977. The company is the world's fourth largest copper producer and the twelfth largest producer of gold.

PONAPE GUEST LIST GIVES PAST ITS DUE

The guest list for the inauguration of Leo A. Falcam as the first elected governor of Ponape, Federated States of Micronesia took due account of the island's history. It included King Juan Carlos of Spain, Chancellor Helmut Schmidt of West Germany, Prime Minister Masayoshi Ohira of Japan, and President Jimmy Carter of the USA. Also invited — and probably more likely to be able to respond — were the heads of government of Fiji, Tonga and Nauru. Officials of the South Pacific Commission also figured on the list.

AIR NIUGINI'S WAIT FOR NEW BOSS

No announcement on the appointment of a new general manager for Air Niugini was expected until late May or early June. Air Niugini staff, lobbying for the appointment of officers already serving the company, said National Airline Commission member Paul Bengo, had opened the doors to 'greater lobbyists'. Air Niugini executives being promoted by staff are acting general manager Bart Philemon, or deputy manager Neils Brockdorff.

HEBRIDES: WRECK SURVIVORS' LONG DRIFT

A 30-tonne coastal vessel, *Nevehu*, sank off Erromanga, New Hebrides, in April on a journey from Vila to Lenakel, on Tanna Island. The eight-man crew and two passengers drifted in a small lifeboat for two days and three nights before reaching the shore at Dillon's Bay on Erromanga. A marine court of inquiry is probing the incident.

PNG ARRESTS AUSTRALIAN COUPLE

An Australian couple on a flying holiday were charged in Papua New Guinea in May with possessing marihuana. The couple were arrested on PNG's Daru Island after a police search of their single-engined Cessna aircraft had revealed about 20 kg of unprocessed leaf. The two, Wolfgang Klein, 34, and Ann Lepah, 19, gave their addresses as care of the Gold Coast City Council, Queensland.

SYDNEY'S FIRST MAORI FESTIVAL

The growing Maori community in Sydney, Australia, made its presence felt in May with the holding of the First Maori Festival of Sydney, which launched a campaign to raise \$A20 000 for the building of a *marae* (meeting house) in the city.

CHINESE ENVOY IN PAPEETE

Chinese ambassador to Fiji Mi Guozhong in April paid a private visit of several days to Papeete, French Polynesia.

XYLOTIS TO KEEP POLYNESIAN TEETH IN?

A World Health Organisation mission has visited French Polynesia to study the effectiveness in reducing the incidence of dental caries of a form of sugar known as xylitol, which is claimed not to contribute to tooth decay.

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Tevita Fifita, left, in reunion with Tualkepau crew members Ve'tutu Pahulu, centre, and Sipa Fine, in Tonga. Photo: Rob Wright

Tevita of Minerva — a man in finest Tongan tradition

The little kingdom of Tonga has many heroes — the courage and resource which breeds them are all too frequently a condition of survival in the fragile security of island living — but the one best known to the outside world was Captain Tevita Fifita, writes Olaf Ruhen.

In a life punctuated at frequent intervals by successful encounters with marine emergency he captured international attention when in 1962 he engineered the survival and eventual self-rescue of 12 of 17 men shipwrecked for a record-breaking 102 days on the lonely Pacific coral reef Minerva.

Of these 12 survivors he became the first to die — in March

in Pago Pago, American Samoa. Although only 59, Captain Fifita retired from the sea about four years ago, perhaps in response to the warning of a heart attack. By special request, he was making his first overseas voyage since retirement.

In the epic Minerva Reef experience, his 17 men had found a shaky refuge in the reef-

bound wreck of a Japanese fishing vessel. For two months they waited confidently for rescue, building a still from scrap materials to obtain fresh water. The process progressively consumed their shelter and, in the last month, Tevita supervised the building by Tevita Uaisele, his ship's carpenter, of a little vessel he named *Malolelei*, a word of cheerful welcome that had been the name of his father's ship. Their only tools were a table-knife, a clawhammer, and the chisel-shaped ends of spikes from timbers burnt in the fire. On a final survey, he replaced the keel of his first design with a cleverly balanced outrigger which, though safer, necessitated making immediate use of October's last fitful stirrings of the southeast season. The first man died be-

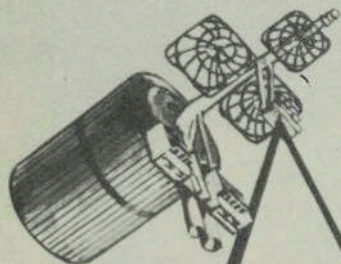
fore it was launched.

On this, three of them set sail for Fiji: Tevita Fifita, with Tevita Uaisele and Fifita's son Sateki (chosen for his swimming ability).

Eight days later, having had no sustenance except that the two crewmen had diluted the blood of a seagull with spirits from the compass, they attempted to cross an ocean reef on the exposed shore of Kadavu Island, south of Fiji's Viti Levu. *Malolelei* was wrecked, and its famished complement set out on an eight kilometre swim to the shore. Not far from the beach, young Sateki's magnificent will collapsed. He swam round in circles, no longer conscious of the moment's need for concentrated effort, no longer (after



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the three-month ordeal) able to furnish it.

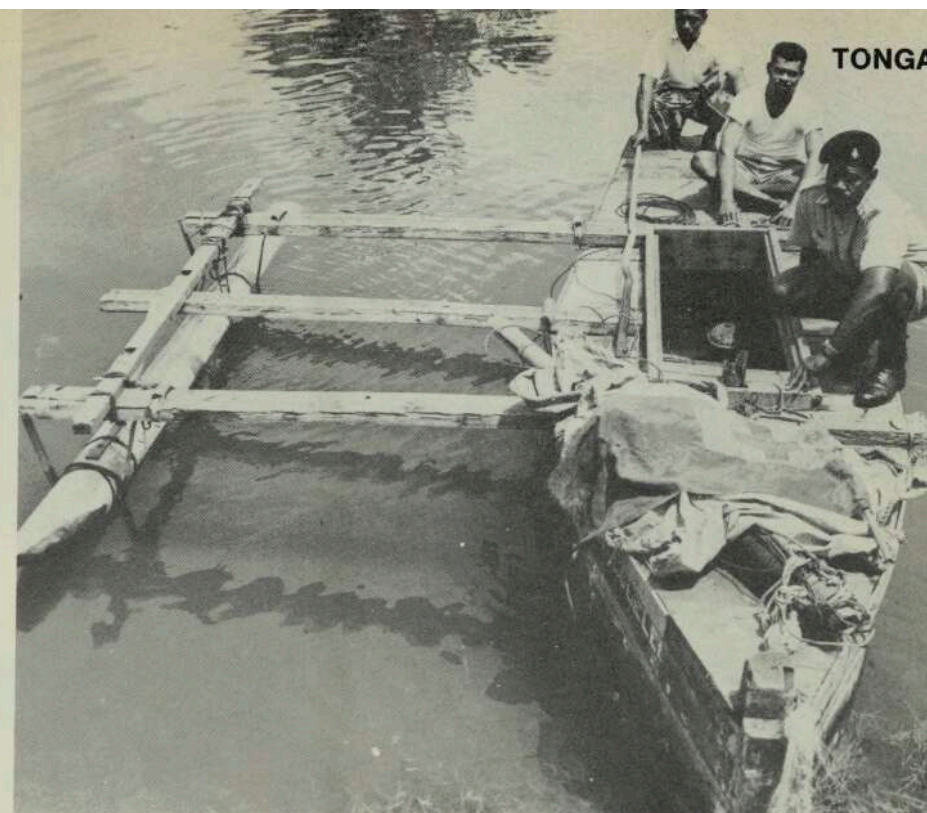
Ahead of him his father turned back to help. When he reached his son he saw that Uisele also had turned back: without a break in the pattern the certainty imposed itself that not only the three of them would die, but also the 10 remaining — 11 as he thought — on Minerva Reef. Tevita held up his son, said a brief prayer, and then abandoned him, sacrificing him, driving Uisele to the beach with blows. Their ordeal continued ashore, while they tried to contact a village.

When they did, Fifita contacted authorities who sent a flying-boat to the succour and eventual rescue of the Minerva Reef survivors, but he would not tell his story until he had sent word to his wife, 'Alapasita, that he had allowed their son to die. Her courage, morality and pride matched his own. She replied: 'If our son died that other men might live I am a proud woman.'

Fifita's recourse to prayer was typical. One of the small Roman Catholic community of Tonga, he had at all times fortified his companions and imposed a life-saving discipline by insistence upon prayer.

In Tonga the whole population celebrated the miracle of survival with heart-warming joy, stilled momentarily when the gaunt survivors landed from Fiji where their appearance had frightened nurses at Suva Hospital. Barely able to walk, they paid their respects to their country, exemplified by the regal presence of the late Queen Salote who wrote a song to commemorate the almost miraculous return: *Mahina Tolu* (Three Months). Its solemn verses dominated Tonga Radio for a long time. Perhaps that quelled a wealth of national creativity for no Tongans — well, very few — would be so presumptuous as to forward their offerings when they might be judged against those of their queen. Some minor aspects of the epic were remembered in other songs.

The wreck of the *Malolelei* was brought to Tonga and sheltered for a time in the Banana Board's building on the wharf,



TONGA

an inspiration to Tongans and a testimony to the national qualities of courage and resource. Unfortunately after that it became an attraction at the Dateline Hotel, being moved from place to place until, from the swimming pool it landed on the firewood pile. From there it was carted to Oholei Beach and dumped, the copper strip so painfully garnered from the Japanese wreck stolen for the few shillings it was worth, the beautifully designed outrigger with its spring-adjusted connecting beams (*olovaha*) smashed and thrown into the hull, the hull a resting-place for tourists to loll on their way up from the beach, a receptacle for beer cans, plastic bags and, surprisingly, an old dray wheel.

Apart from Tevita in his coffin, nothing, I think, so moved me to tears as this callous neglect by an industry which batters fat enough upon the people.

Malolelei was a precious artifact; in practical form it was a unique symbol of the resource, the courage and the dedication of which the Tongan is capable; it should have meant as much to the nation as would

the war-club of Achilles if it were magically restored to the modern Greek.

In his retirement, Captain Fifita set himself to the building of a smart little 10 metre sloop he christened *Malolelei Tolu* (*Malolelei* the Third), proposing to do a little fishing, a little supplying of the outer islands, and some day, a tour of the South Pacific, in which, with luck, I would have been crew. Another crewman would have been Sioeli Kaho, his life-long friend. As of now it bobs about in Fuaa harbour, on Nukualofa's waterfront.

The news of Tevita Fifita's death came to us in Sydney on Sunday evening, March 25, when our Mosman home was invaded by our Tongan family, and the eldest girl, Tokilupe, told her son (Tevita's grandson and mine) to give us the news.

'Tevita's dead,' he said, and I waited for the catchline, relying on a sub-conscious and faulty confidence that Tevita was indestructible. He seemed so. He had moral, mental and physical strength. When he gave an order, even on a big ship (and he had commanded many) it was in a quiet and conversational voice. And yet

The *Malolelei*, its ordeal over, at peace in Suva ... but callous neglect awaited it. Photo: Fiji Times

men jumped to it. He could move like a cat and once, when my wife fell from a yacht in Sydney harbour, scooped her up in a precise left arm before she hit the water. He had faults, and in some eyes they were big ones, but he never apologised for them; they were part of him. His friends were staunch and his enemies were bitter; the path he navigated through life was his own.

Nine of us caught the first available aircraft to Tonga: three of his daughters, their three first-born sons, two of their husbands, and I, who am a de facto member of the *kainga*, or extended family. We arrived before mid-day on Wednesday and found ourselves immediately in the centre of obsequies strongly moulded by the traditions of mediaeval Polynesia meshed almost imperceptibly into the ceremonies of the Roman Catholic church.

That was appropriate: Tevita was a man of tradition though he was abreast of the modern world. Once, in his company, I entered the cockpit of a trans-Tasman aircraft in

TONGA

flight, and though I had been a pilot of four-engine bombers only a decade before he explained some navigation instruments to me, new since my time. He would have been proud that all his children came back to bid him farewell, from Australia, from New Zealand and from Fiji.

Of the 11 living survivors of Minerva Reef, eight were overseas; the other three attended the funeral. Of these Teiapa'a Bloomfield met us at the airport with a bus, and when I got out, in a country lane, said simply: 'We will go and see the Captain, you and I.' Meanwhile womenfolk were dressing our citified girls in the *ta'ovala liongi*, the ancient tattered mats which proclaimed their close relationship to the dead man.

Tevita's eldest brother Tolati had stepped down voluntarily from his high position within the family in favour of a cousin, Ma'afu Tupou, in deference to this cousin's civilian position as Governor of Vavau; and so that the overseas members could attend the funeral Ma'afu had extended the *apo*, the night of watching, an extra 24 hours. But it was Tolati's house where the body lay, as in state.

The crowds surrounding the house on all sides made way for me and I entered a room about nine metres by five, massed with flowers and crowded with mourners. Tevita lay in an open coffin, dressed in a white captain's uniform, his cap on chest, crossed hands wound about with a rosary. His widow sat on the floor by the coffin, magnificent in quiet dignity, as on every other occasion of her life. I knelt beside her and, moved by some deep emotion, for he was a good and a close friend, prostrated myself to kiss the cold familiar face. The women at the head of the coffin, tirelessly grooming him, applying scented unguents and perfumes and powders to his skin, touching him with loving hands, moved aside so that I could sit at his head.

While I sat there all of our party, one after the other, came and paid him similar respects, and when, after some time, I went outside, another daughter,

Sitela stopped me.

'Go and talk to Daddy, Olaf,' she said. 'Go and sit with him; you will hear him talk.' I did so, and after a time I slipped a copy of *Minerva Reef*, the book I wrote about his greatest ordeal, into the coffin. When I next looked it was held beneath his folded hands.

Sitela was dressed, as all of Tevita's seven daughters, the daughters of his brothers, the wife of his son, and his sister Seletute, in a *ta'ovala liongi*. These were hideous, ragged, dirty floor mats, girdled with rope, encircling the whole body, dragging on the ground and brought above the head in a kind of peaked hood. Beneath this their faces were framed in wild hair, not to be combed for the five days of intensive mourning, in which they would not wash or change clothes or wear any decoration. They moved about bent low, sometimes shuffling on hands and knees, their legs awkward within the *ta'ovala*, when they were in the presence of superior females of their family. Their duty was to abase themselves with work; not for them the long periods of wailing sorrow in which other members of the *kainga* indulged. Relations numbered about 200; some of them from Haapai, where the family originated, had left houses cyclone-shattered in the previous week by a tempest which had taken more than 50 lives between there and Fiji.

The first Polynesian Archbishop Patelisio Finau conducted the ceremony of burial and presided at masses in the new and nearly finished cathedral of St Anthony of Padua. Erected largely in Tongan tradition, and of startling internal beauty, the cathedral faces the Malaekula, the Red Field, where kings are buried and the living may not walk. For the burial itself, 24 pallbearers shouldered long poles on which the bier rested on a wealth of mats and valuable cloth, and carried Tevita from his brother's house to the family graveyard. There his grave had been dug beneath the slender branches of a *langakali* tree, of which the small brown flowers are used for scenting some Tongan oils.

There were other ceremonies too, as that in which the girls, bringing burning brands from the fire into the room, begged the senior lady of the house, Tupou Falekalala, to burn their hair from their heads. She, in more modern custom, cut their hair instead while the choking smoke wreathed about their faces, and saved the clippings for hair girdles a man will some day wear on important occasions. My grandson was wearing one then. It was impossible to imagine women more distraught than these, though imagination could supply details of ancient customs neglected now: breasts and temples shark-tooth slashed, skin burnt and bruised in testimonies of anguish.

Throughout the whole of the *putu*, the season of funeral observance, rich gifts arrived every few minutes and were accepted by Tupou Falekalala: huge mats, sometimes accompanying a *tapu*, a huge drape of woven flowers to hang above the grave, pieces of *tapu*, other traditional gifts. They came from everyone: from nobles, from sisters of the queen, from other important families.

Long before the body had arrived by air from Samoa the gifts were pouring in, lengths of *tapu*, flowers wrapped in cloth, mountains of food, cooked pigs, reef clams. More than 100 women were receiving them, storing them, decorating the house, making everything clean and good though they could hardly have improved upon its daily tidiness or the garden constantly tended by Tolati and Siangahu, his wife. It was the responsibility of the male side of Tevita's family to provide the enormous quantities of food.

The gifts were not for the enrichment of the family. Before a drumming of *tapu* mallets against a cloth-working beam signalled the end of intensive mourning, everything was given away again, the house stripped completely of its temporary riches. As the receiving had been presided over by the senior lady of Tevita's house, the giving away was a function of the senior lady of his widow's and 'Alapasita

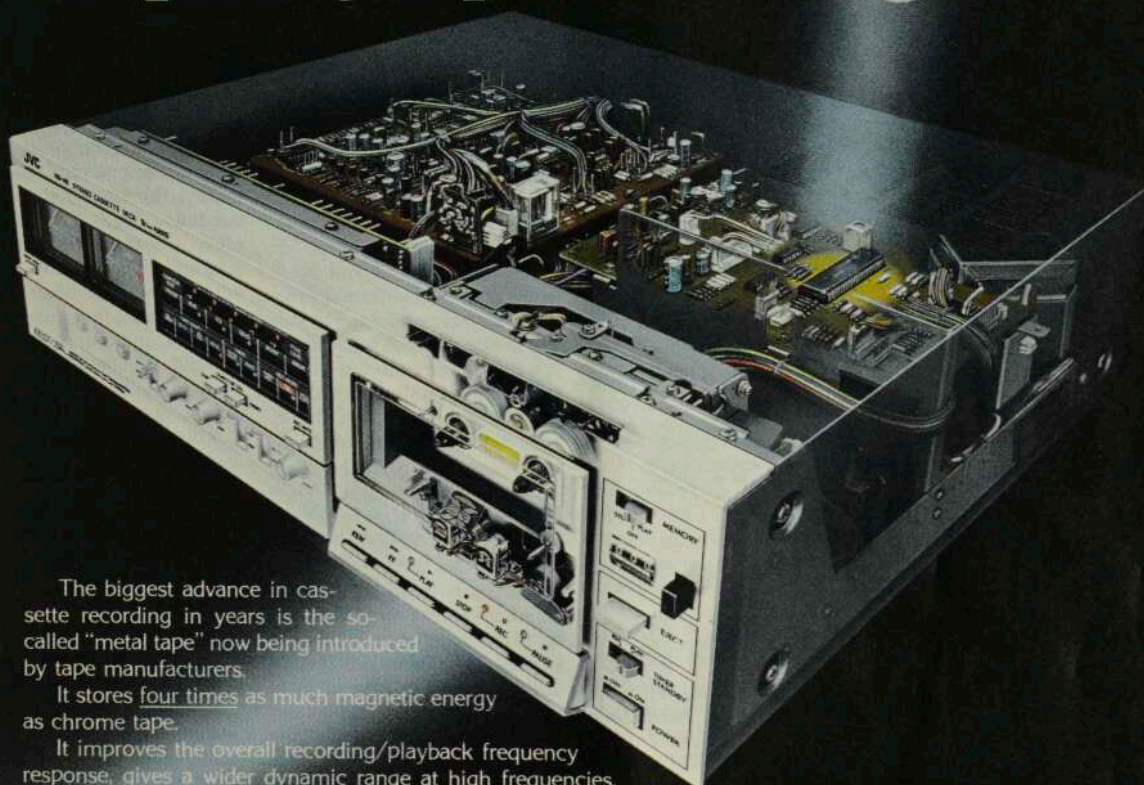
watched approvingly as Popoua, who normally takes care of household mats and *tapu* for Prime Minister Prince Tu'ipelehake, the king's brother, consigned the gifts to new destinations. The way in which the funeral gifts enrich the family is that they give them the opportunity and the privilege of giving, and the traditional family would not have it otherwise. A very large fortune passes through their hands and is dispersed.

In life, Tevita Fifita was widely respected, principally perhaps for the navigational skill by which he averted disaster again and again. Memories of this include the Christmas time in which he struck a cyclone while he was taking school-children from Nukualofa to their island homes in the north. He ran for an uninhabited island and there supervised their fending for themselves for a week until he could continue the voyage and assure parents who feared them lost. In another well-remembered incident, his command, the *MV Aoniū*, suffered damage in an October 1955 storm while he was heading for Niuafoou, the Tin Can Island. Unable to proceed ahead, he ran astern for, I think, four days to find shelter and effect repairs in Suva. That was the storm in which the 23 metre *MV Joyita* disappeared, to be found drifting a month later, little damaged, but with no sign of any of the 25 people of her complement, a ghost-ship frequently dubbed the Pacific's *Marie Celeste*.

Captain Fifita was admired, too, for his strength, and the way he used it. Yet I think that if the *Fates* had spared him another two or three decades he would have been known for his wisdom, a quality much superior to intelligence and learning.

To his lifelong friend Siueli Kaho his passing was a heavy blow: 'To me he was more than a brother because we shared everything big or small, and I admired his wise suggestions and plans. His children are my children. From this day I will wear my black until I die. I won't have a friend like him any more.'

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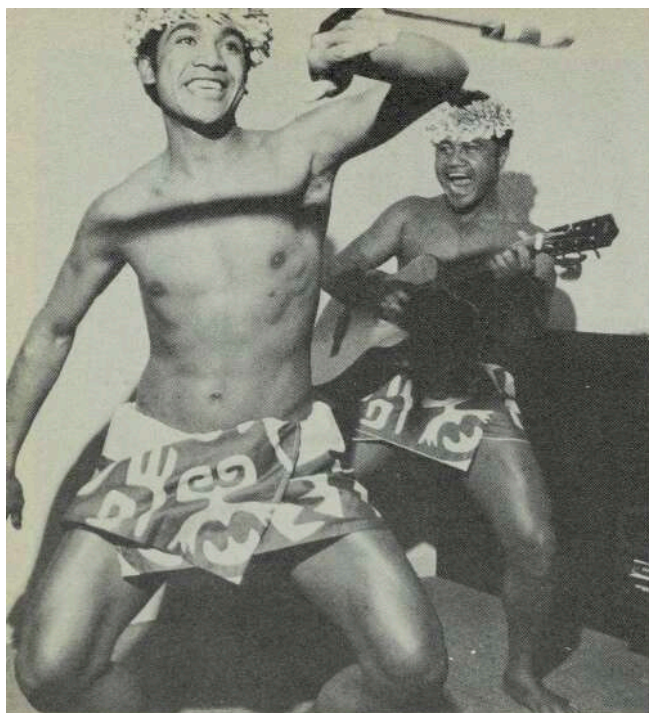
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The Marquesas and Wallis and Futuna THEOCRATIC PATHS TO RESURRECTION

Malcolm Salmon concludes his review of a series of articles in the French daily *Le Monde* on France's Pacific territories. This second article deals with the Marquesas Islands and Wallis and Futuna. Articles on New Caledonia, Tahiti and the New Hebrides were reviewed in PIM, May.

More than 3000 kilometres separate the Marquesas Islands in the eastern Pacific from Wallis and Futuna to the west. The Marquesas are administratively part of French Polynesia, and gravitate politically around Tahiti. Wallis and Futuna have a quite separate status as an overseas territory of France, and are much more in the political orbit of New Caledonia, 2000 kilometres further west.

But justification for discussing them together may be claimed in their common Polynesian culture, their small populations and meagre economic resources, and, more generally, in their shared status as part of that 'confetti of empire' of which a French journalist wrote eloquently some years ago.

First 'discovered' by the Spaniard Alvaro de Mendana de Neyra in the late sixteenth century, the Marquesas were visited briefly by Captain Cook about 200 years later, again in 1791 by the French navigator Marchand, and then by the Russian Krusenstern in 1804 (he left behind a couple of goats whose many descendants have done great environmental damage), it was not until the reign of the French king Louis-Philippe, about 140 years ago, that a firm French presence was established in the Islands.

The presence took the form of a few ships and an admiral accompanied by tradesmen of various kinds, among whose tasks were the building of small forts and the hacking of stairways out of the basaltic rock on

Wallisian fire dancers . . . spirit triumphant over the combined powers of traditional kings and domineering priests

the island of Nukuhiva.

'But,' writes *Le Monde* correspondent Pierre Vallinland, a long-time resident of the Marquesas, 'France had chosen a spot too far to the north. It was further south, towards Tahiti and the Cook Islands, and further west towards Fiji and New Caledonia, that the political cards were to be dealt a little later on. In their outlying situation, the Marquesas were soon to regain that noble, dull lethargy from which they were only really to re-emerge in 1977. The Anglican and Presbyterian missions did not even deign to interest themselves in this archipelago which, according to contemporary estimates, then had a population of about 40 000, six or seven times today's figure. Even the buildings comprising the royal commissioner's residence — prefabricated in France — were transferred to Tahiti.'

Administration of the islands was henceforth for a number of years largely in the hands of the Catholic mission of the Picpus order — the more so as the central power had neither the desire nor the means to administer the indigenous population. The result, according to Vallinland, was the establishment of a sort of 'theocracy'.

But things were to change under the Third Republic, established in 1870. The French state, whose representatives often enough were bearers of the anti-clericalism then prevalent in France, took an increasing interest in the islands, and greatly increased the number of its personnel there. The change led to what Vallinland describes as 'a cold war' between the French state and the mission — a war which, he says, later became a 'mis-trustful peace' and remains today 'a courteous peace, still lacking in warmth'.

These developments 'at the top' were accompanied 'below' by what amounted almost to the disappearance of the Islanders themselves. Over the

50 years from 1880 to 1930 the number of Marquesans fell from several tens of thousands to about 2000. The imported diseases of smallpox and syphilis, and of a new form of alcoholism (French booze was the more attractive due to the tedious character of the preparations required for the old-time Marquesan tipples based mainly on coconut and banana juices) were the main culprits. The indigenous population of the Marquesas seemed fated for total disappearance.

If one man can claim credit for their 'rescue' it is Dr Louis Rollin, who through the thirties combined the functions of official French 'resident' and medical officer. Rollin, taking advantage of the truce then in effect between government and mission personnel, enlisted the aid of the latter first to arrest and then to reverse the drastic population decline.

Rollin's work and that of the missions has been complemented in the sixties and seventies by the widespread introduction of supplies of running water and by greatly expanded educational and health systems.

While the absolute population increase is not great due to the permanent or long-term emigration of many in the most active and prolific age groups, school attendance has risen from about 10% to 15% at the end of World War II to almost 100% today.

In the early 1960s, geological tests were made on the uninhabited island of Eiao, in the far northeast of the Marquesas archipelago, with a view to staging underground nuclear tests on it. But the island's volcanic soil offered too tough a resistance to the geologists' drills, and the 'privilege' of being smashed about by nuclear explosions went to the atolls of Fangataufa and Mururoa.

As far as the central power in Paris is concerned, Vallinland sees the Marquesas today as poised between the options of 'loyalty and particularism'.

He quotes one Marquesan as saying of the loyalty long shown by Marquesans to the conservative forces in Papeete

FRANCE IN THE PACIFIC

and the metropolis: 'The more loyal you are to Paris the less it'll give you. Look at the Austral Islands. They've voted for autonomy for years and they've got an airstrip that will take Fokkers. We haven't got one yet.'

Vallinclair sees a straw in the wind in the May 1977 election to the territorial assembly in Papeete. In the Marquesas a deceased Gaullist was replaced by a young autonomist whose election guaranteed Francis Sanford's autonomist *Front Uni* a majority of one.

Vallinclair writes: 'As things stand, and despite their small population, it would not be as spendthrift as one might imagine to seek to overcome the lag suffered by this archipelago whose geographical position, tourist attractions and marine wealth justify hopes for the decades to come far beyond any military considerations.'

Far away to the west, in their different conditions, the inhabitants of Wallis and Futuna (population about 9000) had an even more intense nineteenth century experience of the 'France of the missions'. Encompassing three traditional Polynesian kingdoms — one on Wallis and two on Futuna — the islands witnessed a strange merging of local traditional authority with that of the Catholic missions. Still today, the 'lavuelas' (kings), and the archbishop, remain extremely powerful authorities.

Jean-Noel Feraud describes the process in the following terms in *Le Monde*: 'Never having been occupied by a European nation, Wallis and Futuna were nevertheless colonised by the missionaries. The history of these islands has been closely linked with the presence of the Catholic church since 1837, date of arrival of the first missionary, Father Bataillon. The very rapid assimilation of religion is certainly connected with the way in which the missionaries imposed it. It is also related to the organisation of the local society, which shows a great attachment to hierarchy, the king being a master with very extensive powers. The six ministers around him and the

noble families keep a jealous watch over these powers. Catholicism exploited this awe of authority, and exhibited itself in Wallis and Futuna in its most domineering form.

'With the passage of time a kind of amalgam was formed between the powers of the king and those of the church. This influence was such at certain times that the priests or the bishop took the most important decisions. It was in this way that Monsignor Bataillon, fearing the arrival of Protestant missionaries, persuaded King Soane Patita Lavelua in 1842 to seek French protection. This protectorate was ratified in 1886 by Queen Amelia, and gave way, in 1961, to the status of an overseas territory of France.

'If the Wallisians and Futunans, after a few incidents and one martyr (Saint Pierre Chanel), so completely adopted Catholicism, it was due in part to the fact that the church also knew how to make concessions. The missionaries made extensive use of an imagery which leads one to conclude that the original beliefs of these populations were predominantly fetishist... Still today, each Wallisian *fale* has its altar with a representation of the Virgin.

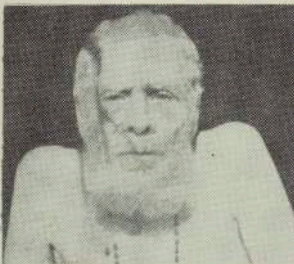
'Religion and custom were thus merged within one absolute power. A former seminarist does not hesitate to call the system "organised slavery". He says that in the past if an unmarried girl became pregnant, the custom chiefs set out to find the guilty male. If he managed to elude them, they arrested the first young man who happened along, because such an action could under no circumstances go unpunished. The unfortunate victim, as well as being condemned to what amounted to forced labour, was also beaten, sometimes to the point of having limbs broken.'

Feraud notes that two major factors are contributing to the relaxation of this customary-religious tyranny on Wallis and Futuna: emigration, and developments within the church itself.

For lack of openings at home, about 10 000 Wallisians

and Futunans now work in New Caledonia. 'The younger ones are open to new ideas, and are discovering that there are countries where missing mass does not necessarily entail penalties,' writes Feraud.

On their side, the missionaries have had to accept discussion with those who differ from them — and they have had to take notice of the directives of Vatican II.



A 1930s picture of an elderly Marquesan ... sad relic of a race that seemed doomed to die

Along with the 'demythification' of the church has gone the influence of those young people who have spent time abroad in study and have returned with ideas of their own to express. Finding themselves up against the brick wall of custom and the intransigence of religion, they have turned to politics.

While there is no such thing as a socialist or communist party on Wallis and Futuna (both parties are anathematised as 'opposed to God') the 'new politics' of the islands is expressed in the emergence of a 'Giscardian' tendency as opposed to the conservative 'RPR' (*Rassemblement pour la République*).

In the March 1978 election, the outgoing RPR deputy to the national assembly in Paris, Benjamin Brial, who had been comfortably elected at every poll since 1967, faced a 35-year-old 'Giscardian' priest, Petelo Falelavaki. This challenger was immediately disowned by the archbishop, Monsignor Laurent Fuatea, and by the King of Alo. Although he failed narrowly to win the election (2132 votes to 2302) Mr Falelavaki did secure a majority in the kingdom of Alo. In Wallis and Futuna, 'the king can do no wrong' — quite literally. He is not permitted to

be mistaken. So the population of Alo went right ahead and deposed their king, who had become unworthy of their trust. Unresolved at the time Feraud wrote his article, the dispute over the succession in the kingdom of Alo was bitter in the extreme.

Feraud writes: 'There is no lack of candidates, but in reality the fight is going on within the one extended family — between one clan supporting Mr Benjamin Brial and another in favour of Mr Falelavaki.

'This dynastic crisis, which has led to the destruction by arson of a large communal house and to endless quarrels, presents in miniature the struggle going on between the young progressives and the conservatives.

'If the latter are still in a majority, it is only by a whisker. Mr Brial commands 11 of the 20 votes in the local Wallis and Futuna assembly. But this is a feeble bulwark against a public opinion that is awakening to political life and to the modern world.'

In the midst of this 'revolution', the French resident, Henri Beaux, from his seat on Mata Utu in Wallis, contrives to maintain a serene neutrality, not wishing to be seen as supporting one side or the other. The 100-odd French officials who back him up in his work do likewise, most of them looking forward more than anything else to the end of their terms of service which will bring them substantial savings due to their being paid in French Pacific francs.

Of the future Feraud writes: 'Beyond the political problems lies a fundamental question: will it be possible to achieve a clash-free coexistence between tradition, which prohibits private property, and the young, who want a measure of integration into the consumer society? The absence of the thousands of Wallisians and Futunans living in New Caledonia no doubt lessens the risk that the struggle between the two tendencies will degenerate into violence.

'Meanwhile, there are few grounds for concern about the survival of this 700-year-old kingdom.'

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POLITICAL CURRENTS

TENSE TIMES ON TANNA

Allegations of an ugly breakdown in law and order on Tanna were ventilated at a special commission of inquiry being held in March, writes a correspondent on this southern New Hebrides island. The commission, presided over by Justice Frederick Cook, was established by the condominium government following complaints by leading New Hebrides businessman Bob Paul and Father Albert Sacco, a Catholic priest on Tanna. Sitting with Justice Cook were the French and British commandants of police in the New Hebrides, former New Hebrides advisory councillor Michael Ala of Aoba, and Chief Tom Tipolamata of the island of Tongoroo.

In written complaints Mr Paul and Fr Sacco told of bashings on the island, burning of houses, intimidation, kidnappings and illegal detentions. They said there had always been tribal and partisan divisions on Tanna, but the recent events had started with the advent of national politics as the country moved towards self-government and independence.

The people did not understand politics, and saw as enemies those with a political view opposed to theirs. They regarded their own political party as a kind of cult, and had the fanaticism of cultists. The problems, the writers said, were being accentuated by the partisan attitude of the French administration and police on the island in favour of the 'moderate' parties — represented mainly by one version of the Jonfrum movement, and by the Kapiel — and against the Vanuaaku Party.

According to Mr Paul and Fr Sacco, many people felt that the violent elements of Jonfrum and Kapiel were being protected by the French Government 'for motives of



Yamak of Tanna shows how he was chained to a tree for the night, far from his village, by anti-Vanuaaku activists. Photo: Ross Stevens, New Nation

their own'. They added that it was imperative on Tanna that people be shown that the law applies equally to everyone, and that all acts of violence will bring immediate punishment.

A NEW HOME FOR N-WASTE

The spent nuclear fuel storage facility which the governments of the United States and Japan have been considering setting up in the western Pacific will not be put on any island within the US Trust Territory of the Pacific Islands, according to Micronesian News Service, quoting US State Department officials.

The US has held preliminary discussions with the Japanese Government on a facility which will be used as a storage for used fuel from nuclear

reactors in the countries of the western Pacific basin. The spent fuel is radio-active and must be stored where it will be safe and not harmful to the environment.

Locations which are under consideration are 'uninhabited and not indigenously populated,' officials said. They were all in 'undisputed US territory', but not in the trust territory.

A United Press International report in an Australian newspaper noted that 'only a few US territories' would be eligible, and named Wake and Midway islands as among these.

STRIDENT ON TRIDENT

The movement for a nuclear-free Pacific has shifted from Fiji to New Zealand, according to journalist Christopher Forsyth, writing in the Australian weekly *Nation Review*.

Forsyth describes the activity of New Zealand's so-called Peace Squadrons which, he

says, 'are beginning to rank second in the national awareness after Rugby's All Blacks'.

Their most spectacular exploit so far occurred in January when the Auckland Peace Squadron mounted a protest involving 350 people in more than 100 small craft which crisscrossed the bows of the US nuclear submarine *Haddo* as it entered Auckland harbour. One protester actually staged a wild dance on the nose of the incoming sub.

Main aim of the peace squadrons is to alert public opinion to what they claim is the imminent deployment in the Pacific of nuclear-armed US Trident submarines. According to Robert Aldridge, who worked for 16 years as an aerospace engineer with Lockheed developing submarine-launched strategic missiles, the newly developed Tridents will be larger than a destroyer and each will carry 24 missiles — half as many again as the existing Polaris and Poseidon subs.

Mr Aldridge says the Trident I missile is an interim weapon which will be deployed on the first Trident submarine this year. But the Trident II will be almost twice as big. It will be loaded with manoeuvring re-entry vehicles (MARVs), which are being developed by the US navy and air force. About 17 of these MARVs, says Mr Aldridge, each with a separate destination, can be despatched from one missile. 'Every Trident submarine commander will control a destructive force equal to 200 Hiroshimas,' he says.

Mr Aldridge places the development of the Trident in the context of an American quest for a 'first-strike capability' which, he says, will be achieved by the mid-1980s. The ANZUS pact would tie Australia and New Zealand into whatever the US chose to do with it, he maintains.

Trident opponents in the US, based at Bangor, Washington state, on the west coast, were delighted when they began hearing of New Zealand's strident opposition which merged with theirs.

Since the two sides

POLITICAL CURRENTS

established their trans-Pacific contact, they have accumulated impressive evidence that the US navy is planning to use Palau in Micronesia as a Trident base.

Mr Forsyth comments: 'Armed with this kind of knowledge the New Zealand peace squadrons believe it is better to offer determined and dramatic symbolic resistance now than to face a non-future of nuclear obliteration for people in New Zealand or elsewhere in the world.'

PNG: YET MORE DEPORTEES

Ebia Olewale, Papua New Guinea's foreign minister, foreshadowed a 'new era of peaceful development for the people of Irian Jaya' when his government exiled West Irianese guerrilla 'President' Jacob Prai and four lieutenants to Sweden on March 4, writes Denis Reinhardt. But these hopes for an end to the 17-year opposition to Indonesian rule in Irian Jaya were short-lived.

On April 4, two Dutch citizens accused of aiding the Free Papua Movement (OPM) were deported from Port Moresby. The deportees, Max Ireeuw and Tan Sek Tai, who were flown to Manila, are both former Irianese who took up residence in Holland after Indonesia acquired West New Guinea from the Dutch in 1962. They were arrested on March 30 in Madang, a day after entering PNG through Port Moresby. Before their arrests, Ireeuw and Tan are believed to have ferried 20 000 guilders in aid to an OPM faction led by 'Brigadier-General' Seth Rumkorem. Rumkorem is a former Indonesian army colonel and the son of a traditional chief on Biak Island off Irian Jaya's north-west coast.

Ireeuw and Tan are members of Rumkorem's small external cabinet. Ireeuw, a native of the Irian Jaya capital Jayapura, is believed to be Rumkorem's co-ordinator of information, radio and news services. Tan, an ethnic Chinese born in the Moluccas, is listed in documents circula-



Jacob Prai, still with combat cap, in Swedish exile . . . on ice for a while?

ted in Holland by Rumkorem supporters as finance minister, 'responsible for foreign trade, taxation and foreign investment'. His friendship with Rumkorem dates back to Dutch colonial days when he was a trader on Biak. Unlike Tan Sek Tai, Ireeuw is one of the younger, radical West Irianese leaders emerging within the factionalised OPM.

The old rivalries between Rumkorem's supporters and Prai's christian-democrat grouping appear to have been tempered after recent negotiations. Ireeuw had been in telephone contact with Prai in Sweden before leaving for Papua New Guinea.

Prai and his deputy Otto Ondawame left the jungles of New Guinea's north coast for talks in Vanimo with officials of Prime Minister Michael Somare's office. Australian security officers attached to Mr Somare's department took an active part in the arrests. Applying a policy which dates from before the tragic events of East Timor, and decolonisation

in Papua New Guinea, Canberra has sought to douse any signs of conflagration over Irian Jaya.

Nicolas Meset, an Irianese pilot holding permissive residence in PNG, and Frederick Eiserman, an Australian citizen, were also arrested for offering assistance to the rebel leaders. Eiserman and his PNG wife and children were deported in December, although the national court had ruled his arrest wrongful. Meset is the son of Jayapura's *bupati* (district commissioner) and escaped across the border to PNG in the late sixties.

The remaining two Irianese deported on March 4 with Prai, Ondawame and Meset, were Darius Maury and Amos Indey, ranked respectively as social welfare and home affairs ministers in the 18-member cabinet named by rebel sources last year. At the time, both were serving six-month gaol sentences in Port Moresby for illegal entry. Exhausted after several years of jungle fighting, the two had crossed into PNG seeking medical assistance. In August last year, Maury and Indey were released into the protective custody of the UN

High Commissioner for Refugees while a country willing to take them was sought.

Subsequent approaches by UN officials on behalf of Prai and Ondawame to Australia, New Zealand, Fiji, Western Samoa and Solomon Islands met with refusals of asylum. Australia justified refusal on the claim that it did not want to provide a haven for dissident activity against a regional friend, Indonesia. However, Sweden was far more open-hearted and agreed to provide the five and their families with a new home.

The Somare government's determined policy of closing all sanctuaries to the Irianese freedom fighters is a perceptible shift from the previously benign attitude to those whom many Papua New Guineans regard as their Melanesian brothers. Consequently the new hard line has not been without casualties within the country's educated elite.

When Prai was arrested, PNG's fifth-ranking military officer, Lt-Col Tom Poang, was forced into early retirement. Poang, 29, commander of PNG Defence Force land operations, took part in meetings between the OPM and a French arms dealer, during which plans were made to supply the OPM with \$US300 000 in arms. One meeting was at the ironically named Smugglers' Inn at Madang. The Somare government was severely embarrassed by revelations of Poang's activities at a time when it was trying to allay Indonesian suspicions that it had been providing a sanctuary for the OPM.

Poang subsequently claimed his resignation was due to frustration with the heavy influence of Australian personnel in the PNGDF and the government's inability to provide clear policy guidance on defence matters. He described his part in arms purchase discussions as 'an attempt to collect information. I obviously participated in group discussions about the proposed arms deal in order to win their confidence . . .' The gravity of Poang's involvement was underlined by the fact that he led Operation Rausimkwik last

POLITICAL CURRENTS

May in which 500 troops were deployed on the PNG side of the Indonesian border in an attempt to catch OPM guerrillas operating out of PNG territory.

There has long been sympathy among PNG's military hierarchy for members of their race across the arbitrary colonial border. In October 1977, Defence Force Commander Brigadier-General Ted Diro was disciplined by the PNG cabinet for holding secret talks with Seth Runkorem. After being ousted, Lt-Col Poang felt constrained to write to the editor of *Asiaweek* magazine, commenting on a report which had appeared in an earlier issue: 'It is unfair to portray my involvement in terms of "certain military figures sympathetic to the OPM". Why not also relate my case to certain sympathetic government ministers, and members of the Papua New Guinea general public, who are sympathetic?'

APIA'S ON THE PARTY LINE

Western Samoa has lived through years of talk about the 'arrival of party politics' in the country without their ever arriving, writes Felise Va'a in Apia. But it seems that, since the February 24 elections, they've actually turned up at last. Events since the poll have shown that Samoan political opinion is indeed, at last, becoming polarised.

Even before the elections, it was generally assumed that Tupuola Efi, prime minister for the last three years, would head one group in parliament. But there was uncertainty about who would head the other. Contenders included Tofilau Eti, Speaker Leota Leuluaialii T. Ale, and Laulu Fetaui. After the poll, however, it was a dark horse that got the nod. This was veteran politician Vaai Kolone. Vaai, a former schoolteacher and prominent planter, was chosen over his rivals mainly because of his clean record, non-involvement in controversy, and his outstanding performance as a former chairman of the public accounts committee.

The election brought in 26 new members. One new member was elected unopposed. With an approximately 57% change in membership of the legislative assembly, it was obvious from the start that there would be a strong bid to topple Tupuola's government. The elected members were divided right down the middle. Approximately half attended Vaai's meetings only, the other half going only to Tupuola's. There were a few 'uncertains' and it was these who finally tipped the scales in Tupuola's re-election as prime minister — by 24 votes to Vaai's 23.

Firmness of the 'party-lines' situation was demonstrated in other votes: Speaker Tuuu Faletose got 24 votes to Leota I. Ale's 23; Deputy Speaker Aeau Taulupoo won the post 24-23 from Toleafoa Talitimu.

With the speaker in the chair, the voting strength of the two parliamentary parties is even. This is going to lead to all kinds of difficulties for the new government. What is more, the opposition contains many people of outstanding calibre: Tofilau Eti, a former cabinet minister; Faasoo Sam Sali, former finance minister; Laulu Fetaui, former pro-chancellor of the University of the South Pacific; Lavea Lio, former commissioner of police; Lemamea Ropati, a leading New Zealand-trained

chemist; Leota Pita, a prominent economist; and many veteran politicians such as Leota L. I. Ale and Sala Ulugia Suivai.

Opposition members have made it clear they want no favours from Tupuola's government, and are determined to function as a hard-hitting opposition. Taking the hint, Tupuola, in choosing his cabinet, offered not a single portfolio to a member of the opposition.

The new cabinet is: Tupuola, prime minister; Faumuina Anapapa, minister of health; Fuimaono Mimio, minister of education; Seuamuli Kurene, minister of works; Vaovasa Filipo, minister of finance; Lesatele Rapi, minister of lands; Asi Eikeni, minister of justice; Seumanu Aita Ah Wa, minister of agriculture; Letiu Tamatoa, minister of economic development.

The three new cabinet members are Faumuina, Seuamuli and Seumanu. Two of Tupuola's old cabinet ministers were dropped. They are Talamaivao Niko, former minister of justice, and Tofaeono Tile, former minister of health.

Only Vaovasa Filipo and Lesatele Rapi of the 'old guard' have retained their portfolios of finance and lands respectively. Former minister of agriculture Fuimaono Mimio has been transferred to education; former minister of economic development Asi Eikeni has been transferred to justice; former minister of works Letiu Tamatoa has been transferred to economic development.

Already there is bitterness between the two parties. Before the elections, the government put out a press release warning the public about entering into any financial negotiations with an American-based company called Sabihon and Associates (PIM April). The release said the firm was under investigation by the FBI in the US for suspected illegal practices, and went on to point out that three members of parliament, all in the opposition, had had dealings with this company. This was an indirect accusation against the three MPs, who

were all, as it happened, re-elected. The three — Tofilau Eti, Faasoo Sam Sali and Sala Ulugia — denied the claim and challenged the PM to a public debate on the eve of the elections. Tupuola did not oblige.

In the intense campaigning for the PM's position, the opposition party charged that a Tupuola supporter had tried to bribe one of its members with \$WS1000 to switch sides. The matter is now under police investigation.

Tupuola Efi is certainly not going to have it easy with the new parliament. He will be challenged all the way. Political parties are here to stay in Western Samoa.

COOKS: TOILET UNFLUSHED

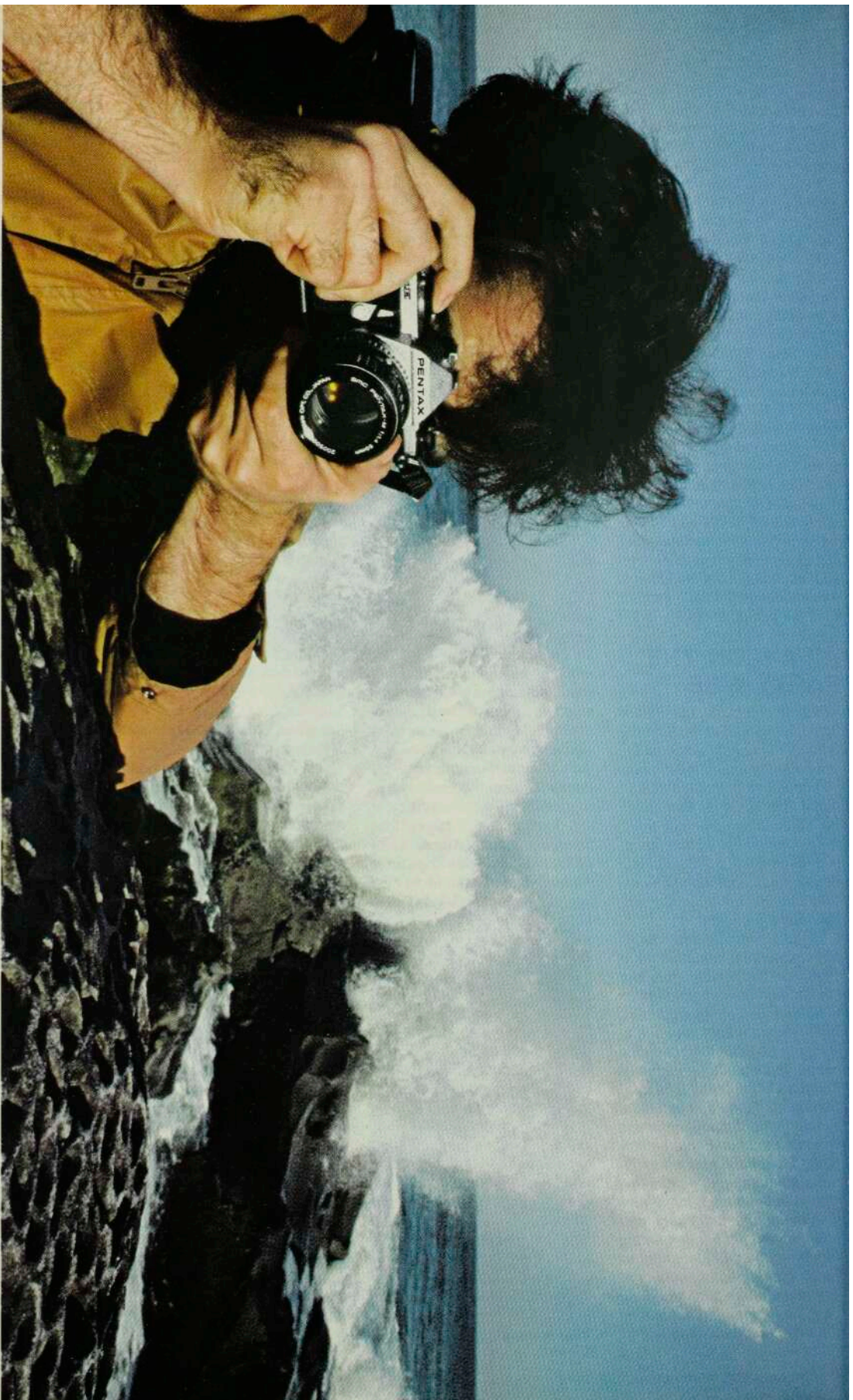
Whether the Cook Islands' celebrated 'conspiracy case' gets under way this month as planned depends on one thing above all: the fate of extradition proceedings launched against US businessman Finbar Kenny. Mr Kenny, the financial power behind the Cook Islands Philatelic Bureau, faces charges of conspiracy arising from the flying-in of voters from New Zealand by Sir Albert Henry's Cook Islands Party to vote in last year's March 31 elections. Sir Albert's election 'victory' was later successfully challenged in the courts and resulted in the ousting of his government and its replacement by the present Democratic Party regime led by Premier Tom Davis.

Facing charges along with Mr Kenny are: Sir Albert Henry (bribery, conspiracy); Geoffrey Henry (bribery, conspiracy); Apenera Short (bribery, conspiracy); Cook Islands Development Co Ltd (conspiracy); James Little (conspiracy); Charles Turner (conspiracy).

Outcome of the extradition proceedings, which are being handled in the US by the New Zealand embassy there, will depend on whether the US Justice Department considers that the evidence would justify an American being tried in the US if the alleged foreign offence had been committed in that country. If the department



Vaai Kolone ... a win for Mr Clean



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POLITICAL CURRENTS

finds in Mr Kenny's case that there is not, he could not be extradited.

Whatever the outcome, it seems unlikely that the wheels of justice will turn fast enough for the matter to be resolved by June 18, date set down for the opening of the case in the Cook Islands.

The government-run *Cook Islands News* has recently devoted lavish space to reproducing and commenting on the documents seized in preparation for the prosecution's case. Its March 24 issue summarised the documents as follows:

'The evidence for the extradition of Finbar Kenny — consisting of more than 2000 pages of affidavits, correspondence, telex messages and notes of conversation — purports to show that Kenny was involved in the alleged scheme to use public money to charter aircraft during the elections last year.

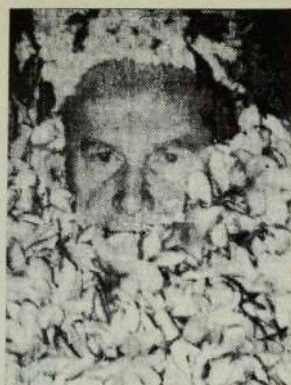
'The notebook seized from Sir Albert's residence gave calculations of the numbers of fly-in voters and charter flights required to clinch every electorate in the Cook Islands, except Mangaia.

'In the notes Jim Little [director of the philatelic bureau] is said to have written, he says that the only way to prove to the opposition that flying in voters is wrong is to fly in hundreds, "sufficient to cover nearly every island to ensure he gets his two-thirds majority". The note further says that if it is going to be done then do it on a large scale. The cost would be upwards of \$300 000 to be repaid from stamp and coin revenues after the election was won.

'In another note Little says the Cook Islands Party solicitor is very much against the advance being contributed to the Cook Islands Development Company because it was likely the source of the funds could be traced and he recommends instead an outright donation to the branch of the CIP in New Zealand which could then transfer money to the development company.

'A donation of this type would not be illegal.

'A further note apparently



written by Little and headed Premier/FK/17/2/78 contains the cryptic notes: "OK the Help", but queries how help can be given in view of the US law... (US law prohibits any individual from making gifts to foreign governments or officials and provides fines for offenders of up to \$US1 million or 10 years imprisonment — PIM.)

'A draft letter from Little to Sir Albert dated February 17, 1978, referred to discussions with Kenny and then step-by-step "actions to be taken to realise your objectives", and goes on to say "it's essential that what we are undertaking is known to as few people as possible."

'Another exhibit is a letter from Kenny of March 4 announcing that he had added \$300 000 to the bureau's external account, and that "the proper safeguards" discussed at his meeting with Sir Albert in Hawaii earlier, should be proceeded with.

'Another major piece of evidence is the handwritten notes of a letter to Kenny from Little which was torn up by Little and thrown in the toilet at the philatelic bureau, but not flushed away. This was later recovered by police. In his statement to the police Little admits that these were notes taken of a letter marked "Read and Destroy" to Sir Albert from his New Zealand lawyer Mr John Collinge.

'As further evidence for the prosecution's case of Kenny's involvement in Cook Islands politics the police have included a draft letter apparently composed by Kenny for Sir Albert to appeal to every voter



Cooks defendants . . . from left, Finbar Kenney, Sir Albert Henry and Jim Little

before the general election. This letter was never distributed.

'Printed in complete form below is the text of Little's "Read and Destroy" letter: 'Read and Destroy' Letter received by the premier from his lawyer. Makes reference to the payment by philatelic bureau to Cook Islands Government New Projects Ltd, and says that because it is a government company there is substantial onus on the premier and the lawyer to prove that there was a misunderstanding over the payment to the company. Would like F.K. and J.L. to give evidence that the money was intended to be given to the premier personally. Lawyer appreciates the problem created by the US law and wonders how this can be overcome and whether you can and should help and whether willing to be called as a witness. QC agrees. Lawyer proposes personal meeting with you in L.A. or Hono. between May 17 and well before case hearing June 6. He also asked Premier whether he thought he should be in attendance. Premier in Hono week beginning June 5. Is our line still that we were asked to make an advance against future revenue as we were in the past to a government company? What happened from that point is no concern of ours. We cannot and will not be involved in local politics.'

On the inquiry conducted by the New Zealand Government of National Party leader



Robert Muldoon to determine whether New Zealand aid funds to the Cooks might have been used to finance the fly-ins, Finbar Kenny in one communication made comments which were highly revealing, especially of his own political persuasions. Little describes Kenny's reaction as follows:

'With regard to the New Zealand inquiry as to the possible use of NZ funds, Kenny says it was a perfectly legitimate action on the part of New Zealand, but he was "sure that it does not worry the Premier in the slightest, as the way they (NZ) control their funds, two dollars could not slip by."

'He said, however, that if New Zealand attempted to economically force the Cook Islands to its knees by economic pressure, he would be morally bound to help the Cook Islands, as he was aware that quite often socialist governments can become ruthless and cynical in crushing what they consider opposition.' Mr Muldoon's comments on Finbar Kenny's description of his conservative New Zealand administration as 'socialist' have not been recorded.

Interviewed in New York, Mr Kenny said calmly of the extradition proceedings: 'I assume the State Department will eventually get in touch with my attorneys. They will study the position and I will be guided by what they say.'

Mr Kenny added that he was continuing his association with the philatelic bureau. 'I wanted out,' he said. 'But I've had friendly letters from Tom Davis and I just stayed on.'

He said his contract with the bureau still had 3½ years to run. He told a New Zealand Press Association reporter that sales of Cook Islands stamps had shrunk dramatically in recent months — 'contaminated', he believed, by the past year's political events in the Cooks.



'Savages in serge'—a lament

The police force in Papua New Guinea has lost its prestige, writes Lynn Clark, who had many years of experience as a patrol officer in PNG's pre-independence administration. A principal factor in its loss of reputation and influence must be the ill-advised 1964 decision which led to the constabulary in that year donning its elegant, modern uniform. This sounded the death knell of a once proud, respected force, with a long record of achievement.

The 'ribbon policemen', the stalwart, valiant 'Savages in Serge' (written about by former patrol officer Jack Hides in his book of the same name), were annihilated with a savage stroke of the pen. The people of Papua grieved, and still grieve, over the loss of their blue serge-clad constabulary, the men they trusted and respected.

A lone constable, clothed in red-ribboned serge, could uneventfully venture into distant villages and apprehend law breakers, even murderers and bring them to justice. He could count on the help of village people in his task. They would offer food and shelter because they respected the uniform he wore.

Why did he wear serge? Because he could tramp through the swamps in torrential down-pours, climb thousands of feet through misty rain, soaked to the skin. He could then sleep in that same sodden serge, in the cold mountains or swamps, without fear of dying of pneumonia. He can't do that in the new, stylish, drip-dry terylene uniform of today.

Karius and Champion, in their epic Fly to Sepik patrol, would never have crossed Papua New Guinea from coast to coast, had their constabulary been outfitted in the new style uniform, with their ill-fitting, clumsy boots and, of all things,



Lae 1964 — the old (left) and the new

puttees, a haven for hungry leeches. They would have left a trail of unmarked constabulary graves in their wake.

Before the edict to scrap the once proud serge uniform was promulgated, how many village officials or village people were asked for their humble opinions? None!

A far-sighted administration should have been able to anticipate the lack of respect which would inevitably follow the introduction of a pretty, 'trade store' uniform for the constabulary. There was, of course, a definite need for a lightweight, summer-style uni-

form for town police, a uniform suitable for those on clerical and headquarters-based duties. But this should have complemented the blue, red-ribboned serge, so suitable for arduous bush patrol work, and not have replaced it in such an arbitrary manner.

It might be said that the serge, beribboned uniform of the constabulary was more meaningful in Papua. That would be true. But from the time the military administration of ANGAU adopted the navy blue serge uniform, with its crimson ribbon border, in 1942, and combined the Royal Papuan Constabulary with the New Guinea Police Force, the prestige of the uniform became more widespread.

This force served with extraordinary gallantry until 1945. It was not a base wallah-orientated force. Its members served as scouts, they escorted Papuan carriers taking much needed supplies to frontline troops, and were employed on long-range intelligence patrols, deep into Japanese-held territory. They served, and many made the supreme sacrifice, in a prestigious constabulary benefitting the 'Royal' title they bore so proudly.

Forty-two members of the force were killed in action, and 61 were decorated for their services. And all wore that prestigious blue serge sulu and jumper with the crimson ribbon piping.

It is perhaps significant that it was not until the great task of penetrating exploration and pacification was almost completed, that a dunderhead, non-seeing group of Happy Valley (Konedobu) officials relegated that blue serge uniform to the scrap heap, steeped in history and achievement as it was.

It was replaced with a caricature, a stylish trade store uniform without any significance. Its introduction marked the end of an era, and introduced another one. The country now had a constabulary without prestige, without achievement, without respect, for the uniform was unfamiliar, especially to people at village level.

Fletcher's odd brother

A thoughtful PIM reader has sent us the following extract from an issue of the newsletter of Downing College, Cambridge, England. Signed with the initials S.F., it offers interesting and amusing sidelights on the life of the brother of a man famous in Pacific history, Fletcher Christian, leader of the *Bounty* mutineers. S.F. writes:

'Professor Edward Christian, Fletcher Christian's brother, distinguished himself by being Third Wrangler and Second Medallist in the Mathematical Tripos at Cambridge, and in 1780 he was elected to a Fellowship at St John's College. Although a mathematician 'by

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TROPICALITIES

trade', he lectured on the principles of the law and constitution of England and, concurrently, he was professor of general polity and the laws of England at the East India Company's College at Haileybury.

'He was called to the bar from Lincoln's Inn in 1786, but he was an academic lawyer, and, as an advocate, he became a figure of fun on the northern circuit where to his incompetence in court he added self-importance, intolerable even in those pretentious days. In 1788 he was the second choice for the first appointment to the professorship of the laws of England at Downing College, and obtained that post because the first choice chose other preferment. While holding this chair he was appointed to the antique office of chief justice of the Isle of Ely at a yearly salary of £155; and, whether or not there was a case on the list in this sparsely populated area, nevertheless he called the grand jury to Ely and there addressed them for three hours or more on matters far removed from both their cognisance and their understanding. But his verbose harangues when published are said to have contained sound law.

'Among his exploits were insisting, in his Ely capacity, on sitting with two high court judges sent there to try the 88 Littleport rioters; forcing his way into, and occupying, the registry of the Bedford Level, a post which he had failed to get; being made a commissioner in bankruptcy; conducting an internecine conflict with the governing body of Downing College over his housing which lasted from 1807-1821. He died in 1823 in the lodge there for which he had contested so long.

'Gunning in his *Reminiscences of Cambridge* (1854) says that he was "frequently to be seen in the public walks where his company was avoided by everyone whose time was of any value"; and that he died "in the full vigour of his incapacity". Lord Ellenborough, a former lord chief justice, said that, as a judge, Christian was "fit only to rule a copy book".'

...and now for another Christian

After all that about Fletcher's oddball brother, here's news about his great-great-great-grandson. The *Norfolk Islander* quotes a Sydney newspaper to give the latest on the doings of writer Glynn Christian.

The Sydney report said that early this year Glynn 'was down to living on \$2 a week in Sydney and had sent an SOS to London for his fare back there when the good news came through — a cable from New York said a publisher had bought rights to a proposed biography of his famous ancestor, *Bounty* mutineer Fletcher Christian, and was paying him a thumping big advance'.

Said Glynn: 'Now I'll be able to go on to Tahiti and Hawaii and get on with my research. Later, I'll try to arrange an expedition to Pitcairn to dive for the wreck of the *Bounty*, which is covered by sand. The five-figure advance means I'll be able to live well over the next two years, finish the book and have some money left over.'

The cable climaxed 15 years of part-time research for Glynn Christian. In the mid-60s he gave up his career as a radio and television writer in New Zealand and went to live in England.

'I had in mind that one day I would write, if not the definitive story of Fletcher Christian, at least a full and accurate account of his life and the mutiny on the *Bounty*,' he said. 'I felt that the key to the mutineer's life might be found in England and this was the place to begin my research. By writing books on cooking and broadcasting on food in London, I've been able to research the story. But I needed a breakthrough.'

He noted the 20 or 30 books and several films on the *Bounty* mutineer had all been mainly about Bligh. Christian had been overlooked. Glynn Christian says his book will have everything: 'There's murder, rape, bloodshed, just about every human sin and emotion you can mention, as well as naughty Polynesian ladies!'



Tough church talk on migration

The tough topic of migration in the Pacific got a rigorous working-over at a five-day conference earlier this year at Kolovai, Tonga. Almost all Pacific Island countries were represented.

Organised by the Pacific Conference of Churches with the support of the World Council of Churches, the conference concluded: 'The church must stop being solely the "ambulance" which collects the downtrodden and broken. "Band-aid" solutions are inadequate. The church must tackle the root causes in order to bring about change in oppressive structures and unjust laws.'

Conference discussion leading to this hardline conclusion had focused on:

Racism: Churches were urged to act to monitor the media, especially in Australia and New Zealand, to encourage journalists to accept voluntary codes of fair reporting of race issues, and to seek to involve trade unions in ensuring that they represented migrant worker interests and defended their rights. The conference declared: 'In Australia and New Zealand, minority races and cultures are continually being forced to fit into the requirements of the majority white society. Familiar with the past treatment of the Pacific by Australia, participants were suspicious of the intent and practice of the new migrant selection method (NUMAS) (PIM April) being introduced by Australia. Australian

Workshop group at migration conference ... from left, Mrs Marjam Koom of ILO, Fiji, Dr Leopino Foliaki, New Zealand and the Rev Anna Bisai of Papua New Guinea

churches should keep a close watch and check that it is not being used to keep out Pacific Islanders.'

Pacific unity and identity: The example was given of how the New Zealand Government, in the debate over the over-stayers' issue, was able to exploit disunity of Pacific Island countries in not granting amnesty to all overstayes.

Development: Recognising the importance of trade and development, the conference nevertheless deplored the exploitation of Pacific Island growers and producers at the hands of middlemen, opportunists, and transnational corporations.

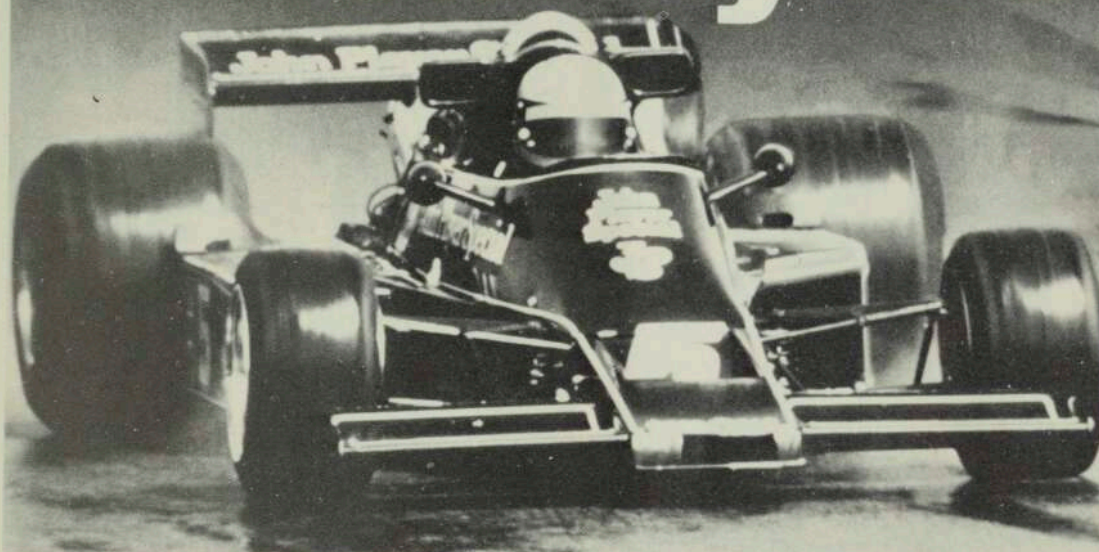
Temporary work schemes: Noting their short-term advantages, the conference claimed they could also in the long term be 'socially disruptive, discriminatory in their benefits and a threat to family ties'.

Specific issues for further investigation were named as: the situation of migrant workers in Nauru and Guam; the use of migration as a 'strategy of colonisation' in New Caledonia, New Hebrides and Irian Jaya; proposals to send Fijians and Tongans to the Middle East; and the refugee/illegal migrant situation in PNG.

Papuan rockers Moresby bound

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TROPICALITIES



music is not the only Indonesian sound,' said Andy Ayamiseba, manager of the Black Brothers 'Papuan rock' band. Mr Ayamiseba was in Sydney on his way to Papua New Guinea to arrange a Black Brothers concert in Port Moresby. All members of the Black Brothers, including Mr Ayamiseba, come from Indonesia's most easterly province, Irian Jaya, and while they regularly play Indonesian and English popular rock songs, they also write numbers embodying words, melodies and legend from their own people. The only thing which stays the same, says Mr Ayamiseba, is the beat. 'You could call it Papuan rock.'

Sesame Street — Island style

A Sydney film producer is touring Pacific Islands to find the ingredients for a television

Black Brothers' David Rumagesan ... vocalist, saxophonist, arranger, writer

film which would both entertain and educate Island youngsters. At the same time he is checking on education departments throughout the region to assess their enthusiasm for such a project.

Don Bennetts, senior producer for R. P. Birch and Associates, left Australia in April with Port Moresby, Honiara, Nauru, Vila, Tarawa, Funafuti, Suva, Tongatapu, Apia, Pago Pago and Rarotonga on his itinerary.

The company's managing director, Ric Birch, said that if the project was viable a film would be produced in video-cassette form for distribution to Island schools. Mr Birch says the Australian Film Commission has expressed interest and has contributed to the cost of the survey. 'If discussions prove favourable,' he said, 'it is

hoped production will start early in 1980 using Island children and presenters'. It seems we might be about to witness 'Sesame Street — Island style'.

Hercules makes it look easy

By road it would have taken weeks to get the 40 sections of the bailey bridge from Mendi to Tari in Papua New Guinea's Southern Highlands Province. Always ready to lend a hand, the Royal Australian Air Force — in the form of 36 Squadron, Richmond, NSW, and its new 'H' model Hercules transport — dropped in to Mendi, the provincial capital at 1700 metres above sea level. In two trips to Tari, 20-minutes flying time from Mendi, the first with 10 500 kg of bailey bridge aboard, the second with 12 700 kg, the job was done. The bridge is now being assembled over the Tari River.

Games hopefuls chasing funds

It's less than three months to the South Pacific Games in Suva from August 27 to September 8 and work is going well on Buckhurst Park, venue for the major events. But the going has not been so smooth for some sporting bodies in Fiji. Despite solid fund-raising efforts, they are still short of the money required to field their teams. In April, the Fiji Amateur Athletics Federation was reported by the *Fiji Times* to be in 'such strife that it has yet to pay \$180 to enter the games'. But the show is sure to go on, some associations facing the prospect of fund-raising after the event, living on a little credit for a while.

The cost of producing medals for the games — \$6000



— has been met by the Fiji Sugar Corporation. On the face of the medal is the games symbol, on the reverse is Fiji's main island, Viti Levu, with the location of Suva shown along with a coastal scene.

Auckland makes their hair fall out

Baldness seems to be another price Pacific Island migrants have to pay for big city living. The manager of an Auckland hair clinic, Henry Harrison, says about one in 10 men to come to him for hair advice is an Islander.

They come with no history of hereditary baldness, he says. 'In the Islands they probably rubbed a bit of coconut oil into their hair every now and again. They had no worries,' says Mr Harrison. 'Then they come to Auckland, change their diet, experience the stress and worries of the city and use shampoos which are almost detergents.' Much of the problem of falling hair could be put down to worry, he says. Mr Harrison says men also appear to be seeking help for falling hair earlier than in the past. 'I've had 15 and 16-year-olds in here,' he says. 'One or two 18-year-olds have lost so much hair I had to recommend hair pieces.'



PACIFIC ISLANDS MONTHLY — JUNE, 1979

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Left: King Taufa'ahau Tupou IV opens the way to instant contact with the world outside; right: the dish and the 'Wire and Wireless Company'

A Tongan love story WHAT A DISH!

It's nearly a year since Tonga's satellite communications dish came into operation. And the item we publish here was written about the same time. But, for the record, and as an insight to the thinking of an American Peace Corps volunteer, now back at home in Arizona, we let Jan Worth tell you of her love affair with The Dish.

I am absurdly, hopelessly, irrationally in love with Tonga's new Cable and Wireless Satellite Receiving Station. I suppose that's a sign I've been here too long. Nonetheless, I love riding my bicycle by the gleaming new building, white and solid and with real doors and (most amazing) real door-knobs and solid glass (not louvres) and a driveway with curbs and a landscaped yard around it. All these things are remarkable in Tonga, except at the Mormon school, Liahona, which some of us call 'Little California'.

I even love the big sign on the front that says Cable and Wireless Ltd in blue-on-white, professional-looking letters, and above that, *Kautaha Uaea mo Uaealesi*, a name I can't help making fun of. In Tongan it means 'Wire and Wireless Company'. If they had to use a corruption of the English, why didn't they say *Kepolo mo Uaealesi* which is what everybody calls it anyway? But that's all right . . . I can love imperfections and if I didn't

have something to be sarcastic about I'd feel even more silly about my helpless reaction to the place.

Most of all, of course, I love The Dish. The big silvery receiver reaches up about 10 metres into the sky and sits there facing northwest, silently receiving messages from that invisible satellite more than 35,000 kilometres up.

The Dish went up suddenly. I was startled one morning to ride by on my way to work and there it was — proud and elegant, stretching up like a classy female to receive the mysterious electrical signals. *This* in Tonga?

Some of my Peace Corps friends disparage The Dish. Some expatriates too are uneasy about this stylish intrusion of modern life onto the tiny, dusty island with its gossipy, amiable culture. A wiry Cable and Wireless executive leaned nervously over his drink at the Hotel one night and said: 'You know, we gave an American lady a test call to the States last week and after she got through and talked for 20 minutes she hung up and said "We don't need you here, you know".' Wonder why it bothered him so much? There he was, a fiftyish Peace Corps volunteer archly knocking progress. There's a lot of room there to fall into an argument of ironies.

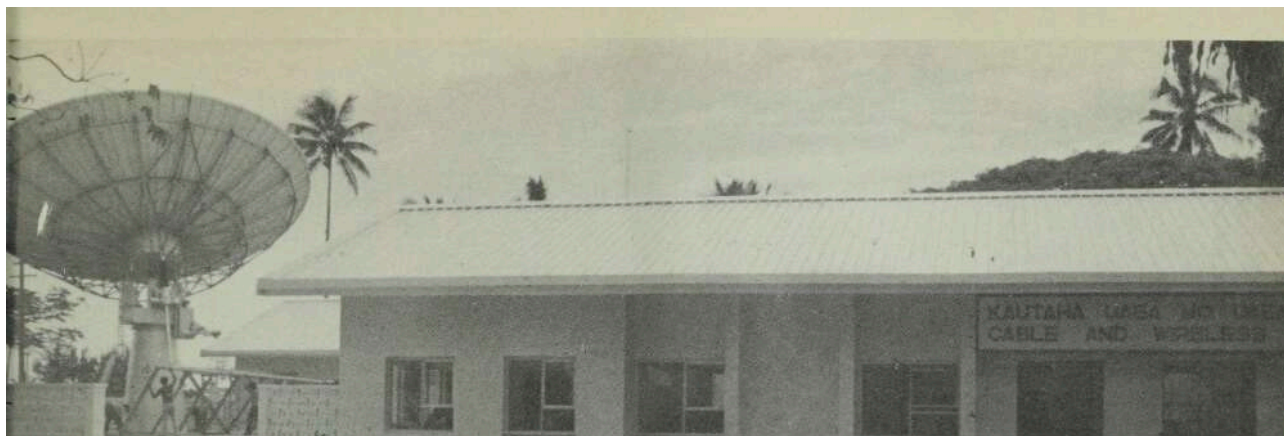
But my feeling, which I try to suppress under my sophisticated veneer, is bravo! Three cheers! Hooray! Yippydoo! It's not just that this space-age marvel and its fancy building are on *my* road and I ride by them every day, fondly watching the progress; and that it's in *my* neighborhood and we're all proud of it down there just on general principles. Like a grown-up doing cartwheels, I suddenly feel freer; suddenly there seems to be more air to breathe; suddenly the rest of the world seems to *be* there; suddenly this flat green island seems bigger, more interesting.

The morning I first saw The Dish, my foot was swollen, throbbing and runny with an unsightly infection and I was consequently having trouble negotiating my bicycle around potholes and the mounds of coral filler that are supposed to take care of potholes and for some strange reason thought to be better than the potholes.

Just before I got to the Cable and Wireless site I passed a chicken that had been hit by a bus. The doomed animal was flapping wildly, trying to get to the side of the road, but in the process had left half its bloody guts behind. 'What kind of place is this?' I muttered darkly to myself. 'There's just something heavy going on here . . . infections, scarcely a day without birth and death and cruelty or some kind of bone-crunching love . . . it's all so intense!' And in such a weighted-down spirit I looked up and saw The Dish. I wouldn't call it Epiphany but I was relieved. There's a way to reach the outside world! So we're not entirely stranded in the middle of the sea.

And at night, too, I rejoice, foolishly, when I cycle home past the place. The lights are on full tilt at *Kepolo mo Uaealesi*. Oh yes, in the rest of the energy-nervous world, that's out-of-date, I remind myself guiltily. But these lights are marvellous. Not kerosene lanterns. Not naked bulbs dangling from the middle of the ceiling by a wire. Not buzzing blue fluorescent bulbs like we have at work. These lights are built into the ceiling and they give off a bright, warm, golden glow.

I like this because of two things. One, just before Cable and Wireless, I pass Joe's Hotel, where drunks cluster, regroup and wander off into the dark, night after night. Cycling by alone is scary for a girl. Now that Cable and Wireless's lights are on, I aim for the glow of safety and I feel better. Two, just past Cable and Wireless is the Ma'ufanga burial ground. It is haunted, I firmly believe. I am sure a ghost threw me off my bike there one moonless night (or was I just drunk?) and it used to be the darkest part of the road. Now the Cable and Wireless



lights extend at least half-way down the cemetery, giving me enough light at least to see the ghosts in advance.

It's hard to say what Cable and Wireless will do to and for Tonga. Foreigners, it's certain, can now get a good connection when they want to call home for Christmas. There's a telex set up now so local business people can finally hook up to that fancy thing called 'cable traffic'. Certainly tourists will have better luck getting hotel reservations in Suva and onward plane tickets to Sydney. There is now, we're told, the capability for television in Tonga. That is a sobering thought, one I prefer to think about later.

In the old days, Tongans used to paddle around the whole South Pacific in their huge, magnificent canoes. They were good at it. When their curiosity or island fever overtook them, they knew how to manufacture adventure and bring back news of the world. Today Tongans (if they can afford it) can travel everywhere by jet, but in many ways they still seem culturally insu-

lated. Physically and emotionally, they can still come back to their remote, homogeneous island culture. There's some degree of ethnocentric vengeance in my glee with Cable and Wireless. In my opinion, the chance to have more communication with the rest of the world will do Tonga good. My happiness has its own smug aspect, of course: the Cable and Wireless station is from *my* world, and maybe that is all there is to my puppy love.

The funny thing is, though you can now call Paris or New York, you still have trouble getting Vavau the Tongan island 260 kilometres to the north. There's an old building in the back to handle local calls, with no fancy tools, nice lights or slick overseas executives. Tongans have to wait a while, it appears, before they can call each other.

(Vavau these days is much easier to contact than when Jan Worth wrote her confession. Earlier this year Tonga's 1500-line automatic telephone exchange came into operation. — Editor.)



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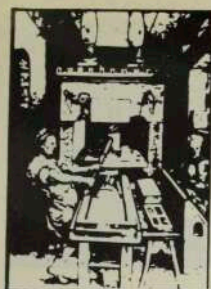
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From the ISLANDS PRESS

PNG Post-Courier comment

Lawlessness is the disease that is eating the heart out of Papua New Guinea. The majority suffer because of the idiotic behaviour of a few. The public are uneasy and with just reason. The breakdown in law and order has been the topic of ceaseless debate for more than two years now, but still nothing has been done.

Atoll Pioneer, Gilbert Islands

The world is about to give birth to the newest nation with a new name: KIRIBATI (Pron: KIRI-BAS). It is not an original name, in fact it is a Gilbertese word derived from its original English version — Gilbert. The new nation, Kiribati, comprising the Gilbert Islands including Banaba, the Phoenix Islands and the Line Islands, will become independent from Britain to be a sovereign republic on Thursday, 12 July 1979.

News Drum, Solomon Islands

The new Director of the South Pacific Fisheries' Agency, which is to have its headquarters in Honiara, visited the capital last week. The agency will serve as a cleaning house for the fisheries of all the countries concerned.

Fiji Times, Suva

The chairman of the Fiji Kuomintang, Mr Peter Seeto, said . . . he would not attend a welcome reception for the visiting Vice-Premier of the State Council of China, Madam Chen Muhua at the China Club. . . Mr Seeto said. . . he would not go because China did not 'recognise' the Chinese in Fiji as Chinese.

Tohi Tala Niue

Niue is presently facing the problem of accommodating 'cheap' tourists who transit through the Pacific seeking low-priced accommodation. . . 'knapsack tagged' tourists are not catered for here and when they do arrive they are often disappointed. . . (One knapsack tourist) has the cheek to suggest 'that the people of Niue create an alternative accommodation. . . to cater for their needs'. . . Knapsack tourist needs his head examined! If that type of tourist cannot afford to stay in our hotel then the island can very well do without them.

Les Nouvelles de Tahiti, Papeete

Tahiti's new intelligence boss, Roger Maury, writes a novel every weekend. . . Isn't there a danger that with his undoubted literary talents and unusual capacity for work, fiction might get the upper hand in the compilation of intelligence dossiers, and there might soon even be a crisis of over-production of dossiers?

Norfolk Island News

After a year of soothing assurances about its concern for the people of Norfolk, the Australian Government stopped play-acting and swung an iron fist down on the Island on April 5th. Its Norfolk Island Bill was rubber-stamped through Australia's House of Representatives that night.

PNG Post-Courier, Port Moresby

Thieves broke into the Prime Minister's Mirigini House at Waigani for the second time at the weekend. . . several mattresses and bed sheets were stolen. . .

Fiji Times comment

This is a requiem for a true Florence Nightingale of Fiji — Loata Wakolo Kacimaiwai. She died in the service of others. No person

can give more than that. . . Sister Kacimaiwai, District Nurse Nayau, was one of the hundreds caught in the fierce, destructive force of Cyclone Meli. . . She was trying to help other victims when she was injured herself. Yet she carried on as best she could, through the hellish days of hoping and waiting for aid from outside. When it finally came, it was too late for Sister Kacimaiwai.

Ailans Nius, Rabaul, PNG

A village court magistrate of Mioko village court on the Duke of York Islands of East New Britain, Mr Jack Para, has denied allegations that magistrates on the islands get drunk before conducting village court cases.

Fiji Times

A teenage girl was choked to death after she accidentally swallowed a fish while fishing in the Ba River on Sunday. . . The river was shallow but as the women were biting the heads off the fish, to kill them after catching them, one of the fish, a 4in long Malaya, slipped into Asenaca's throat. Efforts by other women to clear the fish from her throat failed.

Arawa Bulletin, PNG

I am originally from Buin and I'm not at all happy about what I am based on. Taking other centres of PNG, for an example Lae, in the Morobe Province, where I have lived long enough to realise that getting married there is easy because bride prices are around K600 and downwards. . . But here in Buin, bride prices are. . . even up to K2000 and K3000. . . I got married to one of the girls. . . and her parents asked me to pay K1050. . . which I couldn't afford. . . One day I was shocked to see a car parked in front of our house and the father of my wife saying — 'Well tambu, you fail to pay the price'. . . I was sad to see my wife forced into the car. . . but I'm happy after all that I won't be bothered. . . about the bride price any more.

News Drum, Solomon Islands

Mr David Kausimae, MP for West Are Are, questioned in parliament whether the governor-general and the prime minister should have people to drive their cars for them. He said that since Solomon Islands had become independent, it 'should do away with all colonial practices'. The leaders should drive their own cars, be free to walk and meet the people to show an example to those who will come after them, he said.

PNG Post-Courier

In light of the recent comments by the acting Transport Secretary Mr Gaius and the Transport Minister Mr Wingti about the terrible dangers attached to using Lae airport I was horrified to see the arrival of the Papua New Guinea Prime Minister Mr Somare and his retinue at that very airport. Surely Mr Wingti values Mr Somare's life; why then does he allow 'Kumul 2' to land at an airport which his ministerial department has deemed to be dangerous and unsuitable for further use? . . . Mr Wingti owes Lae city and the Morobe Province a full explanation of this grave incident.

Lae Nius, PNG

The National Planning Office in Waigani should be given a change of name to 'the National Planning Office' because of the way they fry up and burn genuine proposals, serve them up again on a plate disguised as a new dish, sugared with sweet talk.

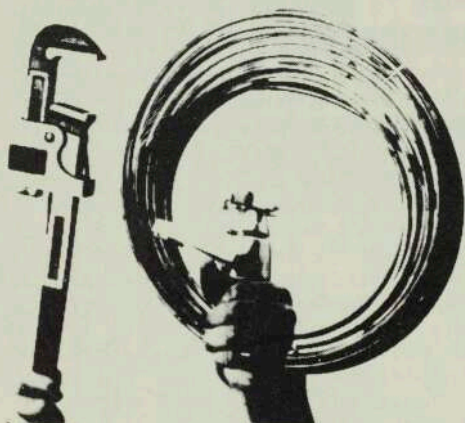
News Drum, Solomon Islands

The fruit tree at Lilisian village, Auki, planted by the Duke of Gloucester during his visit at independence, has withered and died. The tree had grown to a height of 2ft 9in and villagers helped to nourish it by giving good soil. Fenced with cyclone wire, the sapling was safe from children. It was replanted but failed to survive.

Atoll Pioneer, Gilbert Islands

The Teinainano Urban Council has increased dog licences from \$2 to \$5 for males and \$5 to \$10 for females.

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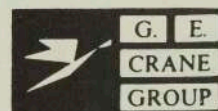
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AFTERTHOUGHTS with PERCY CHATTERTON

Forget the frills and let's get on with the flying

After James Sinclair's *Wings of Gold* it seems almost an impertinence to write about air travel in PNG. Moreover, I am no longer an air traveller, and when I have occasion to go to Port Moresby's Airport, and see how complicated air travel has become, I'm glad to be out of it all. My air travel was done in simpler, more casual, though slower days.

I remember when we went to Australia in DC3s. It took a whole day to get to Sydney, with calls at Cairns, where we had an easy-going passage through customs, and Brisbane. The return trip was spread over two days, with an overnight stop in Townsville, at one of the noisiest hotels I've ever stayed in.

How different it all is now, with non-stop jet flights direct to Sydney. On internal flights within PNG the changes have been mainly in the types of plane used.

I have vivid memories of touching down at Tapini, a hair-raising strip sited on a ledge on the side of a great mountain, with other mountains crowding in on every side except the one from which the approach is made. In those days the trip was done in an Anson, a slow but reliable plane. I especially remember an occasion on which I was invited to sit up front with the pilot. As we swerved downward towards the strip, it became quite clear to me that we were going to crash into the cliff face about three metres below the lip of the ledge and plunge into the gorge below. I glanced at the pilot. He didn't seem to be worried. He didn't need to be; we made a perfect landing.

Happier memories are of trips from Yule Island to Daru in a Catalina flying boat, with a detour up into the central mountain range to 'land' on the surface of the incredibly beautiful Lake Kutubu.

Everything about the Catalina was easy-going. The crew were based in Moresby and knew all their regular passengers. 'Charge it to the LMS', I would say as I climbed aboard.

I was caught out one time though. While I was spending a couple of weeks at Daru, a Sydney-based Sandringham service was temporarily substituted for the Catalina. 'Charge it to the LMS', I said as I climbed aboard. 'What's the LMS?' said the Sydneysider.

I explained. 'Well', he said, 'if you want to travel with us you'll have to have a travel warrant signed by the head of your mission'. I quailed at the thought of spending another fortnight at Daru. Doing my best to look haughty (something I'm not very good at) I said: 'I am the head of my mission'.

It wasn't completely untrue; I was the head of its Delena branch, and temporarily of its Daru branch too. Anyway, it worked. I was allowed to write myself out a travel warrant, and was back at my Delena home that afternoon.

But the writing was on the wall. Not very long after that a brisk young woman at London Airport insisted on seeing my PNG entry permit before she would let me board a plane for Hong Kong. The paper war had spread to the skies.

That's why I'm rather glad my travelling days are done, in spite of Air Niugini's glamorous Bird of Paradise service, its

glossy in-flight magazine *Paradise*, and its paradisaical air hostesses.

Bryan Grey, Air Niugini's first general manager, has done an outstanding job in building up Air Niugini as our national 'flag carrier', though his blunt manner has failed to endear him to some.

But while Air Niugini promotes our international prestige and cossets our ministers and other parliamentarians on their frequent trips abroad, it is the third level airlines which provide an unostentatious service for the majority of PNG's ordinary citizens. As the archdeacon of Popondetta recently complained, he doesn't want to go to Paradise, not just yet anyway; he only wants to go to Lae. He has a point. Most PNG air travellers don't want to go overseas, don't want to be waited on by glamorous air hostesses, and don't want to read in-flight glossies. They just want to be put down as near to their destinations as possible.

On the current controversy over the partial, and projected, total closure of the present Lae Airport, which is close, perhaps too close, to the city, and its replacement by the new Nadzab Airport, 40 kilometres away, I, as a resident of what the prime



minister refers to as 'the southern part of our country' but which some of us still prefer to call Papua, am not competent to offer an opinion.

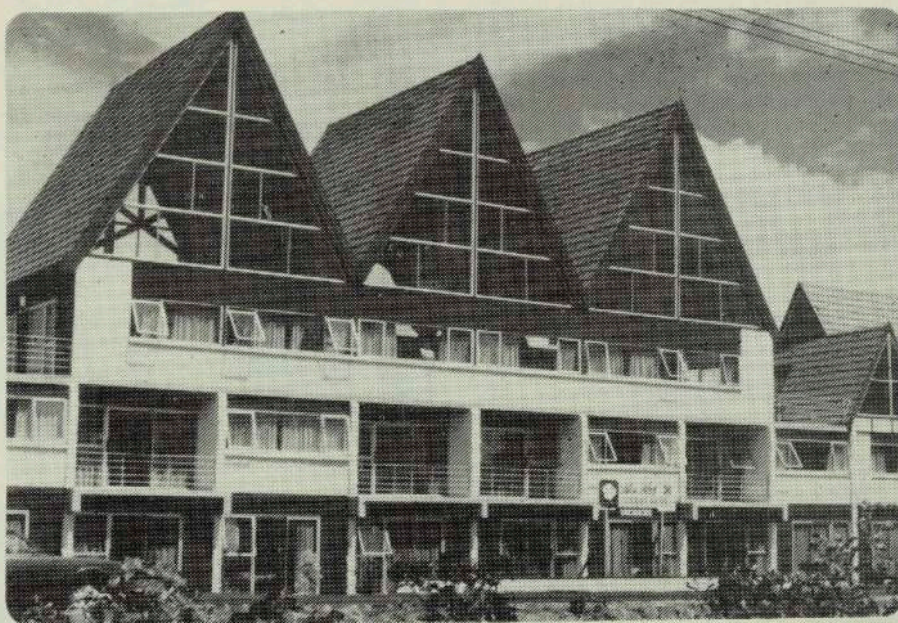
But I am intrigued by a notice, which is reported to have appeared on a construction site at Nadzab, which reads: 'Erection of restaurant and VIP lounge for the people of PNG by the Government'.

On this I would make two comments. First, we don't need the VIP cult here. Overseas bigwigs are our honoured guests; and Melanesians have their own ways, and very good ways too, of doing honour to their guests. Local bigwigs are our *wantoks*; and they'll do well to remember it.

Second, if the government really wants to do something for the people of PNG in relation to air travel, the best way it can do it is by giving the third level airline operators a fair go.

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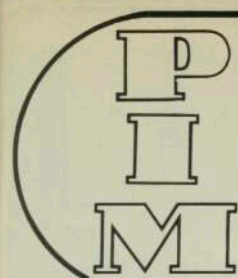
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PACIFIC ISLANDS MONTHLY NEW ZEALAND in the PACIFIC



Little NZ wakes to the needs of its tinier neighbours

New Zealand's links with the Pacific Islands have strengthened in the years since the late Norman Kirk took over as Labour prime minister in late 1972, writes William Gasson in Wellington. A West German investment mission which visited here earlier this year saw New Zealand as a 'bridge to the Pacific' which, in the words of one observer, has developed from a 'rickety structure' to one of 'greater width and permanence'.

The Polynesian content of New Zealand has acted as a spur to greater involvement in Pacific affairs and New Zealand's own responsibilities for a handful of Island groups has given it the opportunity to gain a knowledgeable insight to the 'Pacific way'.

When the National Party was returned to power in New Zealand in late 1975, Prime Minister Robert Muldoon's government made an awful hash of the overstayer situation. But his second administration — after National's narrow election victory last year — has made a full commitment to helping in development of the region. 'It is New Zealand's position that we would wish to see in due time a wholly independent South Pacific,' said Mr Muldoon recently, sidestepping at France's dogged determination to remain a colonial power in the Pacific.

That French Polynesian eyes are turning from Europe to Australasia is indicated in the value of their imports from New Zealand — up 20% to about \$NZ23 million in the year to March 31, 1978.

It did not take New Zealand long to turn its attention to the South Pacific after Britain turned its back on its Commonwealth trading partners and

entered the European Economic Community. In fairly quick time, New Zealanders have gone to the Pacific to play, trade and lend a hand to developing nations.

Mr Muldoon, like his counterpart in Australia, is well advised to attach great importance to the growing South Pacific Forum of independent nations. It would have to be urgent business indeed for him to miss the annual Forum get-together of Pacific leaders.

Backing up this direct link between Pacific leaders and New Zealand's man at the top is diplomatic representation in a string of Island capitals — Rarotonga, Alofi, Apia, Suva, Noumea, Honiara and Port Moresby. The NZ high commissioner in Apia keeps an eye on American Samoa developments.

New Zealand is also aware that Micronesians are beginning to look south to Australia and New Zealand instead of, traditionally, to the north (Japan) and, in more recent decades, to the east (United States) for their trade.

The Cook Islands, Niue and Tokelau enjoy a special constitutional relationship with New Zealand that classifies their inhabitants as New Zealand citizens. But whether the New Zealand link with the Pacific is



New Zealand helicopter lends a hand after an air crash in Western Samoa. Photo Mike Field

through old administrative ties or simply proximity, officials in Wellington are at pains to stress that from the Islands' viewpoint, New Zealand is a big, developed, rich country. And that implies that, in dealing with Islanders, New Zealanders need to take care and show courtesy, tact and kindness.

It's an unfamiliar role for a country which sees itself as isolated and pleads smallness, vulnerability and a limited range of exports, when dealing with the super powers.

As neighbours, the natural tendency is for quarrels to erupt but the recent settlement of the air agreement between New Zealand and Fiji suggests agreement can be achieved given time and patience. Fiji won direct access from Nadi to Auckland for its national airline, Air Pacific, in exchange for landing rights for Air New Zealand at Suva's Nausori Airport in a dispute that took 18 months to settle.

While some argue that it is the Pacific Islanders who are in greater need of education and

training, New Zealanders too are having to re-evaluate and re-educate themselves to the needs of the South Pacific region and its peoples. This includes acceptance of the difficulties Islanders face as a result of the different food, customs, language and day to day experiences they meet when they first arrive in New Zealand.

Mr Muldoon admits: 'New Zealanders have been slow to appreciate the impact of all these things on the new arrivals and have not always been generous in making allowances for these difficulties.'

But, as the map of the Pacific changes, so too is New Zealand's acceptance of its role in the region. Said Mr Muldoon in prophetic mood: 'Long after my time in government, I would see the future of our part of the Pacific as being a loosely knit federation of independent states covering the whole of the peoples of the South Pacific.'



Some of the lucky ones — Tongan and Samoan girls sorting fish at the Jaybel Nichimo processing factory at Fisherman's Wharf in Auckland



IMMIGRATION

Doors are closing on Islanders

Pacific Islanders are feeling the effects of the New Zealand Government's policy aimed at curbing the number of immigrants and the army of workers, which used to flow from the Islands under permit schemes, is dwindling as NZ's economy slumps and unemployment rises.

In the year to March 31, 1978, 894 approvals were given for workers from Fiji, Tonga and Western Samoa to enter New Zealand. From April to December 1978 the number of approvals totalled 494, a drop from 75 to 55 in the monthly average. While seasonal work causes fluctuations, the drop does reflect New Zealand's high unemployment.

As numbers fall away, the chairman of Volunteer Service Abroad, Gavin Kerr, is appealing for immigration priority to be given to people from the Pacific region. He said returning volunteers were keen to see some Pacific values accepted in New Zealand society, such as the concept of the extended family, particularly at a time when concern was being expressed about family life in New Zealand.

Sharing with others was another significant Pacific quality 'while societies with a long tradition of oral communication skills can contribute greatly in our society where people are communicat-

ing less on a personal basis than ever before,' he said.

Mr Kerr argued that the government should give immigrants from the Pacific region most favourable consideration, or at least allow entry in equal numbers to immigrants from other countries.

In most recent figures, South Pacific immigrants totalled 1.6% of New Zealand's total population, the biggest immigrant group coming from Britain and Ireland, 9.5%, with Australia having a similar percentage to the Islands.

A number of Pacific Islands already receive 'most favoured nation' treatment when it comes to immigration. Cook Islands, Niue and Tokelau are classified as citizens and have free access to New Zealand. In addition, because of past ties when it was a trust territory administered by New Zealand, Western Samoa has an annual immigrant quota of 1100.

New Zealand's revised temporary entry rules have put a stop to Islanders coming in on three month permits, finding work and then dropping from sight to become 'overstayers'. The revision came after the overstayer problem had erupted into an unpleasant episode in New Zealand's relations with the Pacific. The temporary entry system was being abused and remittances from workers to help boost Island economies were growing alarmingly. The situation was exacerbated by bungling bureaucrats who instituted spot checks on Island people in Auckland.

Now temporary entry for visitors from Tonga, Fiji and Western Samoa has been re-

duced from three months to one apart from elderly parents or grandparents, wishing to visit their offspring, whose permits can be extended a further three months.

The idea behind cutting permits back to one month is to make it uneconomic for Islanders to travel to New Zealand on the off-chance of finding work and then being tempted to stay on illegally.

The overstayer issue has pointed up problems Island communities face and the Pacific Affairs Co-ordinating Committee (PACC) has developed partly as a result of this increased awareness. PACC's role is to provide a focal point for co-ordinating New Zealand policies toward the South Pacific on issues such as trade, economic co-operation, immigration, education, health, defence and transport. A sub-committee of PACC has

been established in Auckland to concentrate on the well-being of Island communities there.

The Fiji, Tonga and Western Samoa work permit schemes allow workers to stay in NZ for up to 11 months. They take up employment in response to specific job offers from New Zealand employers. A similar scheme operates for Tuvalu which can send up to 20 workers a year.

Fiji enjoys a separate scheme for male and female rural workers who can stay in New Zealand for up to six months.

The long term aim of New Zealand's work permit scheme is to increase training and employment opportunities so that the Islands will develop a reserve of skilled manpower which will prove valuable as industrialisation spreads through the region.



These Tongan factory workers are on 11-month work permits and are sending money home because, they said, they want to give their families a better chance. Photo Auckland Star



AID

TRYING TO MAKE EVERY DOLLAR WORTHWHILE

New Zealand's aid to the Islands, while increasing on paper is falling back slightly in real terms, mainly as a consequence of its own economic difficulties. William Gasson looks at New Zealand's aid philosophy and where its money is going.

The financial philosophy behind New Zealand aid to the South Pacific is to make every dollar count. The reason is simple — the aid donors, and this includes church-funded groups, the Council of Organisations for Relief Services Overseas (CORSO), the Red Cross, Volunteer Service Abroad (VSA) as well as the government aid scheme, have so little money to play with.

They argue for quality rather than quantity and certainly, with limited resources, all agencies helping the Pacific Islands work to maintain close personal contact with the people helping and being helped.

'I think it makes a difference,' VSA director, Dr David Stone says. 'VSA compares favourably with other aid organisations with greater resources.'

Then again, there is the constant concern of officials at the capacity of the Islands to absorb and manage large injections of aid. New Zealand's aid policy is to lift the living standards of the bottom 20% of the people, mainly through the people helping themselves.

New Zealand is sensitive to nationalistic feelings and

treads carefully when offering help. 'First and probably foremost we must accept that no outside country is going to tell the Pacific what the answers are any more,' Deputy Prime Minister Brian Talboys has said. 'Apart from the fact that we don't always have the right answers anyway, the experience of the past shows that it is the people and leaders of the Pacific themselves who will most surely find the appropriate road to follow.'

Coupled with the argument of 'softly softly', New Zealand lacks the financial resources anyway to make a much larger contribution. While it grapples with its own serious economic problems, Pacific aid is, in real terms, falling back despite slight monetary increases.

In the 1978-79 financial year, which ended on March 31, bilateral aid totalled \$NZ26.32 million compared with \$25.25 million the previous year. In addition, New Zealand gave

NZ Army engineers' causeway project in Tonga's Ha'apal group ... helping Islanders to help themselves

the South Pacific Commission and the South Pacific Bureau for Economic Co-operation \$783 000 in the form of multi-lateral aid. It gave \$638 519 the previous year.

This aid to the Pacific represents more than 60% of the country's total official development assistance and reflects New Zealand's policy of concentrating aid in its neighbourhood.

New Zealand is trying to create greater flexibility in its aid program to give the Islands more responsibility in operating different schemes. The latest move is a supplementation scheme for Tonga, Western Samoa and Fiji, allowing their governments to recruit and select the people they need from New Zealand for development work.

They pay these people local salaries out of their own resources and the supplementation fund provides appropriate allowances to attract recruits and meet transfer costs.

The aim is for recruits to come from New Zealand but the government is not likely to ban entirely people from other countries for specialised work if Island governments prefer them.

'This government is totally convinced of the need — for New Zealand's sake as much as for our friends in the Island states — for countries of the South Pacific to work together. For that reason the South Pacific, just as it is the main focus for New Zealand's aid activities, will remain right in the forefront of this government's foreign policy.' — DEPUTY PRIME MINISTER BRIAN TALBOYS.

While giving the Islands more responsibility in selecting people for their priority list of projects, the scheme also ensures there is no doubt to whom the recruit is responsible — the Island government.

The scheme is similar to the VSA operation which recruits people for Island projects. VSA meet the volunteers' air fares from an annual \$200 000 government grant which also helps to cover administration costs, and the Islands pay their salaries.

Another move by the NZ Government in 1977 was to offer about 50% of its training awards to Islanders to attend regional institutions rather than travel to New Zealand for studies.

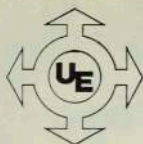
Officials recognised that, to some extent, the failure rates of Pacific Island students in New Zealand institutions were linked with their difficulty in settling in a strange society where the level of training was often higher than their needs.

By offering some 300 of the 700 awards for regional institutions, the government found, and the Islands eventually accepted the idea, that the levels of courses available were appropriate to current development needs.

The largest single sector of aid activity is in agriculture. The aim is to increase productivity and develop alternative crops, as exports and as substitutes for imports.

NZ's biggest Pacific aid project is pine forest development in Fiji. New Zealand contributes \$1 million a year towards this scheme which has as its target a pine forest covering 76 000 hectares on the western side of Viti Levu, the main island.

In Western Samoa New Zealand foresters are setting up a forestry programme to maintain



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supplies of timber to the big sawmill at Awau while in Tonga the world's first portable coconut stem sawmill is providing the Island with building timber. At the same time, New Zealand has launched a modest afforestation scheme in Tonga.

Other projects include:

- Passionfruit development on Niue with a VSA horticulturalist.
- VSA teachers at high schools in the outer Cook Islands.
- A chain of vocational training centres throughout the Tuvalu islands.
- Deepening Avatiu harbour in Rarotonga and improving shore facilities.
- A medical registrar exchange scheme under which five registrars are sent to Tonga, Western Samoa and Fiji for six months, allowing local registrars to train and study overseas.
- \$900 000 toward the \$1 million kitchen/dining hall complex at the University of the South Pacific, Suva, and then the building of a hall of residence.
- A mechanical service centre with a workshop and training block in Tonga.

• Establishment of sheep and bee keeping management centres in Papua New Guinea.

• A 28-bed hospital for Tonga's Ha'apai group of islands, population about 15,000.

• Specialists for Solomon Islands' fisheries venture.

• Boat channels (by blasting) — 33 in all — through coral reefs in Western Samoa, Gilbert Islands and Tuvalu to improve access to offshore fishing grounds.

There are more than 100 VSA officers in 10 Pacific countries working in medicine, teaching, journalism, engineering and agriculture.

Then there is aid from CORSO and church organisations which, altogether, create a comprehensive fabric of assistance for the Islands.

Having said all that, there is heard the voice of former Solomons chief minister, Solomon Mamaloni whose message some months ago in Wellington was: 'We want trade, not aid, as equal partners.'

It's a cry that is likely to become louder as aid develops the skills and output of the Islanders.

NZ AID — THE FIGURES

Bilateral aid to the South Pacific in 1978-79 totalled \$NZ26.32 million, multilateral aid to institutions (the South Pacific Commission and the South Pacific Bureau For Economic Co-operation) \$783 000 against \$25,258 million and \$638 500 respectively the previous year.

	Bilateral aid 1978-79	1977-78
Cook Islands ¹	6.1 m	6.158 m
Fiji	3.7 m	3.69 m
Gilbert Islands	200 000	294 000
New Hebrides	100 000	114 000
Niue	3.0 m	2.863 m
PNG	2.5 m	2.159 m
Solomon Islands	500 000	314 000
Tokelau	900 000	900 000
Tonga	2.3 m	1.90 m
Tuvalu	100 000	24 000
Western Samoa	3.3 m	3.543 m
Regional aid	3.5 m	3.139 m
Diplomatic funds ²	120 000	105 000
Aid administration	100 000	60 000

1. Includes \$3.45 m in budgetary assistance

2. Known as 'Head of Mission Funds' this provides a means of a speedy NZ response by its representatives to requests for small scale assistance.

	Multilateral aid 1978-79	1977-78
SPC	610 000	510 724
SPEC	173 000	127 795

INVESTMENT

PIIDS FEELS ITS WAY INTO THE ISLANDS

PIIDS. It's an awkward acronym which doesn't roll off the tongue easily whether you spell it out or try to pronounce it. Basically it stands for a system whereby New Zealand business can put its money into the Pacific to the mutual advantage of itself and the Islands.

One of New Zealand's indirect 'do it yourself' assistance schemes to the Pacific Islands — and New Zealand industry — is the Pacific Islands Industrial Scheme (PIIDS) which began in November 1976.

Its main aim is for New Zealand to provide incentives for companies to develop approved manufacturing operations throughout the region to foster economic development and employment.

The scheme began a little hesitantly, faltered and was then amended to include a wider area of the region — such as the Gilbert Islands, Nauru, Papua New Guinea, Solomon Islands and Tuvalu — and to include agricultural produce.

Like any new scheme, it is subject to criticism, such as the charge that it might distort Island development. For all that though, assistance so far has gone to 31 New Zealand companies establishing ventures in Fiji, Tonga, Western Samoa, Niue and Cook Islands.

Already 19 are operating and when all 31 get going they should give employment to about 350 people, Western Samoa gaining 172 jobs.

In five years, trade and industry officials believe PIIDS will generate another 1000 jobs — a fair contribution to the 15,000 jobs it is estimated will be needed. The cost of creating a job under the scheme works out at about \$NZ1000.

The biggest flaw for the Islands, however, is the lack of automatic accessibility for their goods into New Zealand. At a recent seminar on PIIDS, this message came through repeatedly from people who argued that New Zealand was resort-

ing to the same access argument with Japan for its primary produce.

'Access could become a serious problem as more projects are established under the scheme,' says Fiji's representative in New Zealand, Bal Ram.

NZ Trade and Industry representative, Trevor Lloyd, acknowledges that there is no automatic guarantee of access to the New Zealand market for goods produced under the scheme although access has been created for some schemes. The whole question of access is under consideration, he says.

Two snags in free access to New Zealand's market are the Manufacturers' Federation and the Federation of Labour. With New Zealand's economy depressed and unemployment still running high, neither group wants open access which could further harm local industries and employment.

However, the Labour Party's former minister of Overseas Trade, Joe Walding, ridiculed the hesitation shown in allowing Pacific Island products free access. He has promised to eat his hat if New Zealand cannot absorb Island products without destroying its economy.

'It makes little sense or economic justice to me to have Islanders leaving their families and what many regard as idyllic surroundings to move into crowded Ponsonby (Auckland suburb) flats to work in a factory that often produces goods that are exported back to their own country,' said Mr Walding.

'We could do more to practise what we preach in accessibility to New Zealand markets for Pacific Island products.'

Turning on the union movement, he said he felt sure that

in their pursuit of social justice and decent wages and working conditions, the unions did not believe their efforts should be confined to New Zealand workers only.

Federation of Labour council member, Sonja Davies, acknowledges that people had a distorted impression of the impact of Pacific Island trade on New Zealand's economy. 'Hopefully the FOL will get across to its members the importance of supporting the PIIDS scheme,' she said.

But the final word came from Mr Lloyd who counselled caution: 'I believe we need to take a softly, softly attitude on access. If the issue is pushed too hard it could be counter-productive.'

So far, only one proposed PIIDS idea has been turned down on 'access' objections out



of 48 applications. This involved a proposed \$1 million textile industry for Tonga. Another scheme on the drawing boards is 'questionable'.

But PIIDS is not static and, apart from reviewing the access question, Mr Lloyd said rationalisation of industry within the region and the need for regional co-operation were also under examination.

Mr Walding also suggested a common customs and tariff policy for the South Pacific —



'I believe the future of the South Pacific lies in a loosely knit association of sovereign and independent states who can work together for their mutual benefit in this remote part of the water hemisphere. The link at present is the South Pacific Forum of the heads of government of the Pacific states and today the forum is working practically in a manner which would be the envy of much larger international organisations, were they aware of the detail of its operation.' — PRIME MINISTER ROBERT MULDOON.

Photo: Ron Delgrosso, Niue.

similar to that used by European Economic Community members. Progress on developing such a scheme should come from the June meeting of the region's trade ministers in Rarotonga.

Mr Bal Ram, a PIIDS supporter, pointing to the jobs it has created in Fiji, said: 'We are very satisfied with them and the objectives they set up have been achieved. We choose what schemes we want and we do not hesitate to say "no" if they are not in the interests of the country and its economy.' He would like to see PIIDS expanded to include more agricultural projects.

Western Samoa high commission official, A. F. Toleafoa, was more cautious, believing it was too early to pass judgment on PIIDS. He said there was a need to evaluate the number of companies opened, the employment opportunities they produced and the value of exports. One bag making company so far employed only five people when it had promised to employ 35, he said.

Comments of businessmen

operating in the Pacific under PIIDS are worth noting.

Managing director of Mortco Holdings Ltd, Auckland, N. P. Mortimer, says: 'The operation should be fairly small, self-contained, labour intensified and, most definitely, not always tied to large manufacturing, rather distant impersonal companies from either New Zealand or elsewhere.'

'It is essential that the Pacific Island people have a stake in the companies which are set up and that they prove their willingness to participate by contributing some capital. This is always my first criterion. After capital is contributed to a local venture then aid should be requested. But only then... People do not want uneconomic schemes which don't do anything for the participants or the area in which they are based. They do require sound industrial development which will benefit both the area in which it is established and the people who contribute the capital by producing them a profit.'

Training Pacific Islanders in

New Zealand for the schemes is an important spin-off and a point emphasised by the managing director of F. C. Matthews and Sons Ltd of Auckland, G. H. Matthews.

He set up a scheme in Tonga for manufacturing 32-panel leather laceless soccer balls which are reimported to New Zealand to replace existing imports. The balls are not made in New Zealand because the product is labour intensive and, under New Zealand standards, would be uneconomic.

Mr Matthews said the Tonga company is financed 60-40% with Tonga holding the smaller share. Four Tongans were trained as supervisors in New Zealand and the Island company now employs 36. It has a waiting list for vacancies of more than 80.

'We consider that the type of industry to be established there should be initially those industries which largely utilise manual skills and are not dependent upon highly sophisticated technological equipment,' Mr Matthews said.

He urged labour intensive industries, access to the New Zealand market 'particularly during development years'.

The president of the Manufacturers' Association, Fred Turnovsky, asked a businessman's list of questions: Am I going to find a trained and educated work force there with management skills? Is there likely to be long term development potential? Will there be third market outlets to Australia and the United States or Europe? Does it make sense to put our investment in the Pacific Islands and not, say, Singapore? What taxation concessions are there? 'Eventually of course you want the industries run by, and for, the Islanders,' he said.

Frank Brugger, who has opened a company in Western Samoa, addressed himself to the Islands: 'If you want us, okay, we'll come. If you don't, okay, say so and we won't come.' The point he was making, said Mr Brugger, was that the final success of any PIIDS venture rested with the Islanders themselves.



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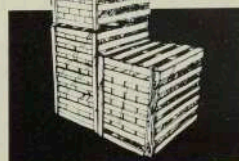
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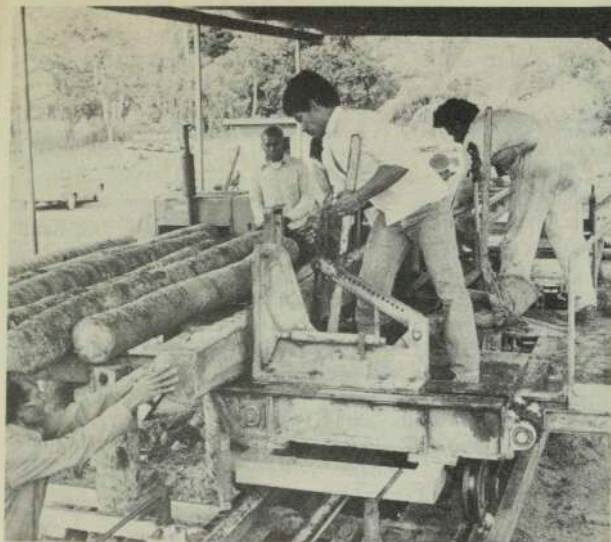
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TRADE ISLANDS LOOK TO AUSTRALASIA'S GOODWILL

The future pattern of South Pacific trade hinges on the degree of accessibility for the Islands to the two major markets in the region — New Zealand and Australia. Islands nations should find out this month just how far these two countries are prepared to go along the road to accepting unrestricted imports when trade ministers meet in the Cook Islands.

The basic recommendation before the trade ministers when they gather in Rarotonga will be for non-reciprocal preferential trade which would allow Islands unrestricted entry for their produce into New Zealand and Australia while these two countries' goods would face normal import and tariff restrictions into the Islands.

This is the type of arrangement, under the Lome Convention, the European Economic Community operates with African and Caribbean countries and with Fiji, Western Samoa and Papua New Guinea.

The Commonwealth Secretariat in a report on industrial development and trade relations in May last year saw a

non-reciprocal scheme as an important step in South Pacific economic co-operation.

'The overriding factor which we emphasise is the growing economic interdependence of the region and the pressures which are building up from outside to establish improved access provisions to the two developed markets — Australia and New Zealand,' the report said.

The fate of the non-reciprocal scheme hinges on the degree of political goodwill New Zealand and Australia can generate — bearing in mind the domestic grumbings they encounter from their own manufacturing and labour sectors.

New Zealand officials believe any agreement would

NZ-aided Tokomololo coconut trunk sawmill... special provisions for Tonga's narrow-based economy

need built-in safeguards and conditions to protect against third countries developing industries in the Islands and hoping to gain unrestricted entry into New Zealand. There would also need to be a control on the percentage of Island content in products exported to New Zealand.

At present New Zealand's unemployment runs uncharacteristically high and there are sensitive areas such as the textile industry and hot house tomato growers to pacify in any unlimited access scheme.

From the Islands' point of view the growth of trade into New Zealand is not nearly fast enough. New Zealand has the same trouble with Japan for its agricultural products and while the politicians and government officials acknowledge the parallel, businessmen and trade unions are less willing to admit to it.

On top of that, the

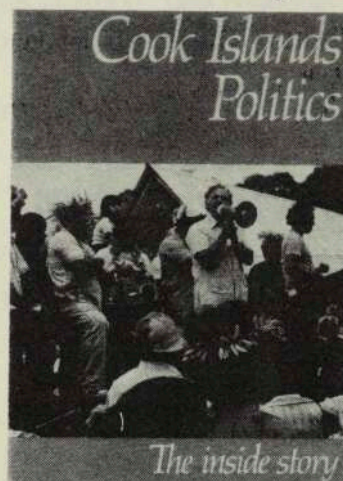


imbalance in the trade between New Zealand and the Pacific Islands is widening. For the June 1978 year New Zealand exports to the Pacific Islands totalled \$NZ124.6 million compared with imports of \$55.7 million.

For 1977, the figures were \$99.8 million and \$49.7 million; 1976 \$72.7 million and \$41.8 million; 1975 \$58.1 million and \$37.3 million; and 1974 \$47.9 million and \$16.8 million.

Top of the trading list is Fiji. New Zealand exports \$38 million and imports from Fiji \$22.2 million. Trade in both directions has more than doubled in four years, with

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'I am convinced that the best contribution we can make to South Pacific development lies in the provision of freer access to the New Zealand market. This will almost certainly call for us to make adjustments here at home.' — DEPUTY PRIME MINISTER BRIAN TALBOYS. (SEPTEMBER 1977).

Pacific Favourites from New Zealand

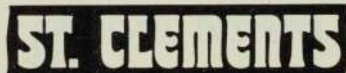


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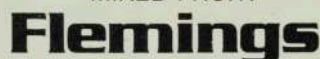


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sugar making up nearly \$21 million of Fiji's exports.

At the other end of the scale is Tuvalu which exported to New Zealand \$919 worth of stamps for the June 1978 year and imported \$28 365 worth of goods.

On the whole, the Islands offer New Zealand a broad range of markets for foodstuffs, electrical equipment and machinery, a host of building materials plus a wide range of manufactured goods.

From the Islands, the predominant purchases are sugar and phosphates with a fair amount of foodstuffs, handicrafts, copra and a growing volume of coffee from Papua New Guinea.

New Zealanders see outlets for manufactured goods increasing throughout the Pacific Islands with Papua New Guinea, Fiji and Western Samoa heading the list as their economies grow.

While Islands grumble about restricted entry to New Zealand, Western Samoa has established an outlet for its foodstuffs and handicrafts at the newly-opened Samoa

House which is expected to become the cultural and services centre for the 20 000 Samoans living in Auckland.

Two retail shops at Samoa House are selling Samoan soap in New Zealand for the first time along with coffee, served in the coffee shop, baskets, floor mats, brooms and hand-printed fabrics, jewelry and carvings.

'We aim to stock good quality merchandise, to buy competitively and to sell at realistic prices. We shall also engage in wholesaling, so that New Zealand retailers, keen to sell Samoan goods, will be able to buy from us,' said the New Zealand manager for the West Samoa Trust Estates Corporation, Richard Martin.

The problem for the Islands is the similarity of their exports. While Western Samoa now has an Auckland outlet for its products, former Solomons chief minister, Solomon Mamaloni, made a plea in Wellington late last year for his country to supply New Zealand with all the tropical fruits and other crops it needed under a bilateral agreement.

NEW ZEALAND TRADE WITH THE ISLANDS

(\$NZm)	Purchases from NZ		Sales to NZ	
	1978	1977	1978	1977
A. Samoa	9.8	5.7	—	—
Cook Islands ¹	10.4	8.4	3.1	3.1
Fiji ²	38.0	34.2	22.2	17.2
F. Polynesia	11.1	10.9	0.054	0.031
Gilbert I. ³	0.972	0.676	3.5	7.0
Nauru ⁴	0.663	0.481	16.3	14.5
New Caledonia	9.4	7.7	0.053	0.099
New Hebrides	2.4	1.9	0.056	0.002
Norfolk Island	1.5	1.5	0.004	—
Niue	2.3	1.6	0.284	0.146
PNG ⁵	16.9	10.6	5.1	2.1
Pitcairn Island	0.070	0.032	0.0002	0.0001
Solomon I.	1.8	1.2	0.430	0.164
Tokelau	0.006	0.004	0.003	0.015
Tonga	7.1	6.1	1.5	1.7
Tuvalu	0.038	0.009	1.5	1.7
W. Samoa ⁶	12.2	8.7	3.1	3.5

1. NZ's main exports: foodstuffs \$3.4m, building materials \$2.6m; main imports: fruit juice, fresh fruit and vegetables \$1.8m, clothing \$861 000.

2. NZ's main exports: foodstuffs \$13.9m, chemicals \$3.1m; main imports: sugar \$20.9m.

3. Crude fertilisers make up the Gilbert Islands' exports to New Zealand.

4. Fertiliser (calcium phosphate) makes up almost all of Nauru's exports to New Zealand. Works of art, the other export, totalled \$402.

5. NZ's main exports: manufactured goods including machinery, building materials and electrical equipment \$10.3m, foodstuffs \$4.5m; main import: coffee \$4m.

6. NZ's main exports: food \$3.4m, manufactured goods \$3.5m, machinery and transport equipment \$1.5m, tobacco and beverages \$1.9m; main imports: food and animals \$1.2m, copra \$1.8m.

'It is not surprising if at times, given the intimacy and complexity of our relationship with our island neighbours, the response to particular courses of action should be forthright and vigorous.'
— DEPUTY PRIME MINISTER BRIAN TALBOYS.

'Solomon Islands have large under-developed tracts of land we believe are suited to large scale production of a variety of tropical crops imported by New Zealand to the detriment of her overseas balance of payments,' he argued.

Rice, palm oil, sugar, cocoa, spices, tea and coffee produced or suitable for development could also be sold to New Zealand.

Trade into New Zealand is not even-handed throughout the South Pacific and this creates the basis for arguments. In the Islands where the people are constitutionally New Zealand citizens — the Cook Islands, Niue and Tokelau — produce has free access to the New Zealand markets.

Western Samoa, with its his-

toric link with New Zealand dating back to the time it was a trust territory, is exempt from import licensing restrictions although its produce is subject to New Zealand tariffs.

Fiji, Tonga, Solomon Islands and Papua New Guinea have no special advantages but, as developing countries, they do qualify for the general system of preferences which covers a fairly broad range of products. There is also special provision for importing handicrafts from the Islands, particularly Tonga which has a narrow-based economy.

Officials claim that about 95% of Pacific Islands imports are duty free and exempt from import licensing. Even allowing for phosphates and sugar, which make up about 75% of

imports, a number of items are either duty free or carry low rates of duty.

At present there is only a small range of commodities that present the Islands with access problems to New Zealand's market, say officials.

But the problem in the future is that the range of commodities will grow as industries develop and expand throughout the Islands. That is essentially what the trade ministers need to consider this month.

Coupled with the access question is the thorny issue of regional rationalisation of industries and overall planning of industrial growth. The cynics — or realists — believe there is not much hope of regional co-operation and rationalisation among a handful of independent states despite the verbal acceptance of the principle.

It is believed that some time back ESCAP (Economic and Social Commission for Asia and the Pacific) planned to prepare a report on industrialisa-



tion in the region with the help of SPEC (South Pacific Bureau for Economic Co-operation), and the ADB (Asian Development Bank).

There has been nothing heard in recent times of this project but if it ever did begin, some officials feel the survey should prepare a packet of projects for each country along with the potential markets for their manufactured products. The packets could then form an overall interlocking network of complementary industrial development for the region.

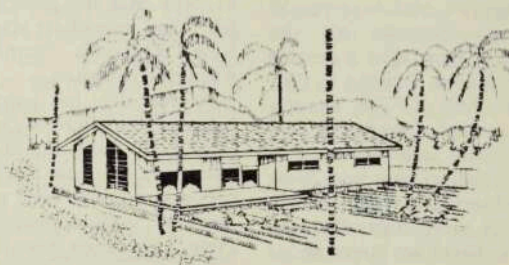
The officials feel that type of project would be more beneficial than a straight-out report on island resources and potential industries.



Air New Zealand aircraft stands by to take Cook Islands capsicums to Auckland... but trade into NZ is not growing fast enough

PACIFIC ISLANDS MONTHLY — JUNE, 1979

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FIJI

Just like going home

Few Fiji Islanders think of a trip to New Zealand in terms of really 'going foreign'. Australia is a foreign adventure, yes. So is America, Canada, or a destination in Asia.

But while there are still the problems of visas, permits and currency exchange rates to negotiate, the ties so many Fiji people have with the country which begins 1800 kilometres to the south make it seem almost like an extension of home territory.

New Zealand is just a three-hour jet hop from Nausori Airport in an Air Pacific BAC 111 to Auckland. It's where relatives are, often a lot of them. It's school, university, technical college. A job, perhaps, if the immigration man says yes. A holiday, certainly. It's the source of more than a quarter of the tourists arriving in Fiji; about a fifth of Fiji's imports; and a major source of 'no strings' aid and advice. Fiji people feel at ease with New Zealanders in a way that they are not with Australians or others. There are gripes about trade, and immigration, and Fiji's Prime Minister Ratu Sir Kamisese Mara is not on the best of personal terms with New Zealand's leader, Robert Muldoon. But otherwise, there's an easy-going, deep familiarity between the two countries that is the product of long affection and trust.

How did this occur? Why doesn't Fiji view another near neighbour, Australia, in the same light? The reasons are varied and date back to the times when Fiji was still a British domain. In those days, New Zealanders ran most of

Fiji's schools, making an indelible impression on their pupils. Scores of Fiji islanders have been educated in New Zealand schools, universities and colleges. Many are Fiji's leaders today.

New Zealand was for years the only market for Fiji's limited range of export produce and, until recently, it was open to Fijian men who wanted to go on a working holiday to build up finances.

New Zealand traders, businessmen, bankers and professional men have always occupied important places in Fiji's business and administration structure. Unlike their Australian counterparts, New Zealanders didn't give the impression that they were out to dominate. Less abrasive and brash, they've had the reputation of being willing to give as well as take.

When Fiji got independence in 1970, Fiji quickly opened diplomatic missions in London, Canberra and New York. Wellington was not a priority although a mission operates there now.

The reason, Ratu Mara once explained, was that money was tight, embassies were costly, and Fiji could do without one in Wellington because relations with New Zealand were so close that his government felt it had immediate access to New Zealand's authorities whenever it wished.

A great deal has happened between Fiji and New Zealand since 1970: trade and aid patterns have changed, Fiji's education system has been mostly 'de-New Zealandified'; and there have been rows about aviation rights, immigration, and import barriers. But even though Ratu Mara and Mr



Muldoon are not the best of pals, the warmth between the two countries is, if anything, greater.

While Australia continues to dominate Fiji's economy, the place that New Zealand has in the Fiji economy remains a vital one.

The banana export trade, which once was Fiji's fourth-ranking money-maker, is extinct but New Zealand buys more from Fiji now than ever before. It takes about 50 000 tonnes of sugar each year under three-year fixed price contracts; timbers, fruit and tropical vegetables are building up in volume; and some lines of manufactured goods are beginning to find New Zealand markets.

But tough import quotas make the New Zealand market difficult to enter and a frequent complaint in Suva is from the manufacturer who says that his New Zealand customer can't get licences for the volume of goods he is prepared to take.

NZ Prime Minister Muldoon (ninth from left) at last year's Niue gathering of South Pacific Forum leaders

Fiji's sales to New Zealand run at around \$F15 million a year and are dominated by sugar exports accounting for more than \$10 million. New Zealand does better in the reverse direction with sales of about \$40 million a year. In 1977 the list included foodstuffs (\$16 million), manufactured goods (\$11 million), machinery (\$5 million), and a balance accounted for by chemicals, commodities, animal and vegetable fats, petroleum products and many other products.

The total is only a small part of the \$300 million Fiji market. Australia and Japan do much better than New Zealand, and countries like Singapore, the United States and Britain are major competitors as suppliers of what New Zealand offers.

While the Fiji Government frequently protests about New Zealand's import barriers, and is assured that these are being eased, the trade balance in New Zealand's favour is not a particular cause of contention.

Fiji seems happy to recoup by catering for New Zealand tourists — a line of business worth many millions of dollars.

About 40,000 New Zealanders a year visit Fiji for holidays, about a quarter of total tourist traffic. New Zealand's own

'The fables created by the eighteenth century romantics who first described the Pacific to the outside world die hard. The fact is that life for the majority of South Pacific Islanders is hard and earnest. Life on a coral atoll or in the interior of the larger islands is a pretty hard grind . . . struggling to grow crops in thin sandy soils . . . trying to capture enough drinking water to last until the next shower . . . labouring to process and sell enough produce to pay for flour, kerosene, and tea and to pay school fees for the children who keep on coming . . . endeavouring to infuse variety and interest into days of monotonous sameness so that the young people will not drift off to the bright lights of Moresby or Suva or Apia . . . subsistence living is just what it says!' — DEPUTY PRIME MINISTER BRIAN TALBOYS.



economic troubles have led to a slight decline of late, but, says the Fiji Visitors Bureau, New Zealand is likely to stay as the second source of visitors, after Australia, for as far ahead as can be seen.

The flow of passenger traffic between the two countries is almost all by air. Controversy, finally resolved by negotiation in April, over who should be carrying it caused one of the most protracted and angry disputes so far experienced in Fiji-New Zealand relations.

After years of having a virtual monopoly of the Auckland-Nadi route, Air New Zealand, with its big wide-bodied DC10 and smaller DC8 jets, found itself being challenged by the much smaller BAC 111s of the Fiji controlled airline, Air Pacific.

Fiji said it was entitled to carry half the 70 000 passengers moving between the two countries annually and pressed for New Zealand landing rights that would let it compete against Air New Zealand.

The New Zealand airline naturally resisted, not wanting to give \$35 million worth of business away. More than 18 months of haggling ended in an agreement in April under which, from the middle of this year, Air Pacific will be making daily flights to Auckland and will be able to add Wellington or Christchurch to its destination list when it gets bigger jets.

Air New Zealand has had to

partly curtail its Fiji service by operating some flights with the small Boeing 737 instead of the big DC10 but now has the right to fly 737s to Nausori Airport, which serves Suva, as well as to Nadi.

If aviation relations have changed, so have shipping links between Suva and Auckland. Once dominated by the New Zealand-owned Union Steam Ship Company, this is now a much more diversified scene. The Union company, which used to run several cargo ships to Fiji, is represented now by one large roll-on roll-off container vessel operating a fortnightly service. It shares cargo with one Fiji-managed rival plus the South Pacific Forum Line and several small operators.

New Zealand investment in Fiji has never been as obviously visible as the Australian presence, partly because New Zealand entrepreneurs have not been as vigorous as their Australian counterparts.

New Zealand banking, insurance and other financial and commercial representation have been the main areas of business involvement and are links which, in some cases, are a century or more old.

Fiji's desire for manufacturing ventures that will produce goods to replace imports and add to the range of local exports promises to draw New Zealand capital into areas that have scarcely seen it.

Investment incentives

offered by Fiji, coupled with a New Zealand Government scheme to encourage New Zealand manufacturers to establish themselves in the Pacific Islands in joint ventures with local partners, have in the past 12 months aroused definite New Zealand interest in several Fiji projects. Most are in the food processing field but light industrial schemes also are in the offing.

Possibly the most successful of New Zealand newcomers is the Trans Holdings Ltd group of Christchurch. Working through a local public company, established by it to bring in Fiji equity, Trans Holdings has built up a chain of hotels and an internationally-based tour operation and has branched out into farming in a style tailored to meet official policies that invite the foreign investor to give locals a meaningful stake and say in the business.

Another form of New



Political relations between Suva and Wellington were strengthened this year when, for the first time, top civil servants met for what is planned to be an annual conference to discuss specific points of difference and for a general powwow on anything anyone wants to air his mind on.

Fiji has pragmatically accepted the fact that New Zealand's serious internal economic problems make it impossible to admit an unrestrained volume of 'working holiday-makers' as it once did. For several years the two countries have had an amicable ar-

'It is important constantly to remind ourselves that in this region we are a metropolitan power.' — DEPUTY PRIME MINISTER BRIAN TALBOYS.

Zealand investment in Fiji is one that has evolved since independence. It's the New Zealand aid program, now running at a level of about \$5 million a year. While Fiji gets foreign aid in significant lumps from half a dozen other sources, the New Zealand programme is unique. It's the only one that is not tied to conditions which tend to make recipient countries champ at the bit.

Mounting steadily in volume, it is being used to fund some of Fiji's most important land development projects and comes not just as cash but as technical advice and assistance.

Pine forest, beef, dairy, fishing, crop and rural road schemes, that will begin to transform the whole Fiji economy from the 1980s on, owe much of the success they seem to be heading for to New Zealand support. New Zealand took a lead when it honoured a United Nations resolution on aid in February by cancelling a \$1 million debt for a highway scheme.

rangement under which several hundred Fiji Islanders are annually admitted for short spells as farm workers.

While Ratu Sir Kamisese Mara likes to boast that Fiji is one of the few truly 'unaligned' countries, with no military alliances with anyone, his government happily admits New Zealand troops for jungle warfare exercises with Fiji's own small army several times a year. And when the need arises, Fiji knows it can whistle up RNZAF helicopters and maritime search planes to help in emergencies, as was the case when Hurricane Meli blasted several small islands in March.

In an era when big powers have turned their cultures into weapons of psychological warfare, such exchanges between New Zealand and Fiji remain almost entirely muted. Radio New Zealand comes in loud and clear for those who want to hear it in Suva, and the *New Zealand Herald* or *Auckland Star* you may find yourself scanning in the city may be only a couple of days old. If a

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Maori concert party wants to do the Fiji round, it does so under its own steam, and will be welcomed.

For its part, the Fiji Visitors Bureau stokes up a trip to Auckland or Christchurch every couple of years by the Fiji police or army band in the cause of drumming up more New Zealand tourists.

In Suva, unlike several other missions, the New Zealand High Commission doesn't bother to equip itself with full-time cultural or information attaches. Perhaps it is thanks to the presence of several generations of New Zealand schoolmasters in the local education system that it doesn't feel it has such a need.

If there's one common denominator, its rugby union. Fiji hasn't yet managed to murder the All Blacks in the style it would like to, 'but one day,' promise its coaches, 'we will'.

— Robert Keith-Reid.

NEW CALEDONIA Cagous head south for hospitality

'Cagous love Kiwis' was the slogan generously displayed on motor cars in New Caledonia two or three years ago. Bruno Tabuteau, director of Noumea's Office of Tourism, had chosen this method of announcing to New Zealand visitors just how welcome they were. It was a love affair between two national birds. Perhaps the welcome was not always evident as a New Zealander in Noumea is just another *poken*, a word the locals use to describe the Anglo-Saxon visitors.

The Cagous do love the Kiwis. Many New Caledonians migrate to New Zealand, either for winter or summer holidays. But very few birds seem to migrate in the other direction, probably because of the comparatively high cost of a nest in Noumea. If New Caledonians fly to Australia for business or medical reasons, they choose New Zealand for a quiet holiday. They will warn you that a holiday in New Zealand will be very quiet, the food is poor,



New Zealander Vince Cook, with Ian Mopafi, at Papua New Guinea's Goroka bee-keeping project... some differences on aid

PNG Steady as she goes

Traditionally New Zealand's ties may have been with the Polynesian Pacific but it could hardly ignore the emergence in the seventies of Oceania's largest Island nation, Papua New Guinea. There was a newly-released ex-colonial market (previously cornered by Australia) to be won and to make a breakthrough in that direction it was necessary for New Zealand to back its effort with an attractive aid programme.

Apart from the odd ripple, especially in the past year or so, the developing relationship between Papua New Guinea and New Zealand appears to be proving mutually beneficial.

PNG and New Zealand established full diplomatic relations on September 16, 1975, when PNG achieved independence, and each country lifted its representation in the other's capital to high commission status, both being Commonwealth members.

The two countries share many common views vis-a-vis Pacific affairs. Both are strong supporters of the South Pacific Forum and both strongly support the concept of a nuclear-free Pacific and condemn the continued use of the Pacific for nuclear weapons testing.

Since independence New Zealand has grown as a market for PNG primary products and as a principle source of development assistance. As in other Pacific nations, New Zealand puts strong emphasis on helping PNG to foster rural economic development.

New Zealand's aid pro-

shopping of little interest, but the countryside beautiful, hotels reasonably cheap and the people very hospitable. For a citizen of New Caledonia, a flat in Double Bay or Potts Point, Sydney, is an investment, a cottage in Queenstown a place of rest.

Although few New Caledonians travel very far over the vast Australian continent, they are extremely mobile in New Zealand, visiting both islands by plane, train or self-drive hire cars. The French Airline UTA does much more promotion for New Zealand than Australia, and the New Zealanders do their bit, too. Australia as a country, and its individual citizens, do little to encourage overseas visitors.

If the Kings Cross shopkeeper in Sydney rubs his hands and jacks up his prices when the first plane loads of New Caledonian visitors arrive in December, the New Zealanders do not. They have a reputation of being more interested in the visitor himself than in the contents of his wallet. Thus, if the Frenchman is the pigeon in Sydney, he has a superiority complex in Auckland. In New Zealand he has the reputation of being wealthy, well-dressed and cultivated.

If New Caledonians have a jealous admiration for the enormous continent, with its mineral and agricultural wealth, they feel happier in New Zealand where they feel themselves the envy of the poor New Zealanders. Some are genuinely grateful for New

Zealand's well-known hospitality, others are comforted to see that there are Europeans in the Pacific far worse off than themselves.

In Auckland, smiling and polite drivers crawl along in quaint motor cars that would have disappeared under the scrap-iron merchant's press many years before in Noumea. In Australia, in-ground swimming pools and air-conditioned Statesman and Fairlane motor cars give them an odd feeling that in spite of their higher income they are not enjoying such a high standard of living.

Most New Caledonian businessmen will tell you that they buy from New Zealand because of the rather kind and gentle agents, absolutely hopeless in business. But in spite of the shortcomings of New Zealand exporters, their business with New Caledonia continues to expand.

Perhaps the greatest disappointment is for the New Zealand visitor. Lost in the mass of Australian tourists, he receives no special treatment. The generous hospitality offered in his own home is generally met by one expensive night out in a French restaurant. New Zealand generosity comes from the heart, in Noumea it comes from the wallet. In either case, the host can only offer what he has to spare. If an Englishman's home is his castle, a Frenchman's home is his fortress. Which is probably why there are so many restaurants in Noumea.

— Andre Chaville.

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gramme to PNG began in 1973, the year after PNG achieved self-government. New Zealand's then prime minister made a three-year pledge of development assistance. In 1976 Deputy Prime Minister Brian Talboys pledged a continuation of New Zealand aid but hinted that it wasn't going to be easy because of New Zealand's own economic difficulties.

Since the inception of the programme New Zealand development assistance has totalled more than \$NZ8 million. Annual bilateral project aid is now running at about \$2.5 million. NZ aid takes two forms - project aid and training and study awards for Papua New Guineans in New Zealand.

Small scale grassroots projects (up to Kina 10 000) are handled completely by the NZ High Commission which has its offices in the Australian High Commission building in Wai-gani, Port Moresby's administrative centre. Anything larger is administered from Wellington as part of NZ's regular bilateral aid programme.

In May 1978 the PNG Government decided that aid should be negotiated in two ways: preferably in the form of cash grants to the national budget to be used on projects it selected itself or, alternatively, in the form of direct cash aid to specific projects. Consequently, countries insisting on making direct cash grants to projects are given a list of projects to choose from. PNG also prefers to use aid money to buy goods and services from the best value source, not necessarily from the country providing the aid. This does not sit too well with New Zealand and, consequently, there are continuing differences between the two countries over aid.

New Zealand will agree on

its money being spent by PNG on the best value source if NZ itself cannot supply the appropriate goods and services. However, if New Zealand feels it can supply the goods, it insists on its money being spent back in New Zealand. A PNG foreign affairs official said: 'PNG and NZ are continuing to discuss the matter in the friendly way which has characterised their relationship. PNG believes its policy is seen by some donors as tough but it believes it to be realistic on the basis that tied aid can seriously reduce the value of the aid and the policy avoids situations where the aid benefits the donor country more than the recipient.'

A major reason New Zealand does not favour a system of untied cash grants is because it views development assistance as a co-operative exercise between two governments. 'We do not see our aid programme simply as an inflow of money,' says New Zealand High Commissioner to PNG Miss Alison Stokes.

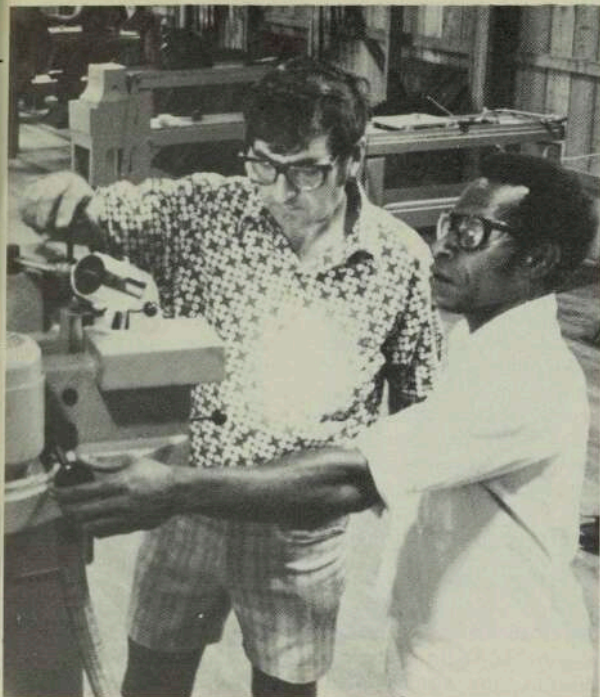
The largest single New Zealand aid project in PNG has been a new timber industry training college at Lae, expected to cost more than \$NZ2 million.

Other major New Zealand projects in PNG have concentrated in the agricultural and related transport sector. New Zealand is assisting with a long-term sheep research project in the Highlands and is also involved in a similar bee-keeping project there. A new vegetable coolstore was recently completed for the PNG Food Marketing Corporation in Lae to help improve the distribution and marketing of fresh produce.

In the transport sector New Zealand has provided a barge for agricultural transport in the Milne Bay area, and smaller

NZ-PNG TRADE			
	PNG sales	PNG purchases	Ratio PNG:NZ
(NZ\$m)			
1974	1.6	1.8	1:1.1
1975	2.4	3.6	1:1.5
1976	1.5	5.9	1:3.9
1977	2.1	10.6	1:5.0
1978	5.1	16.9	1:3.3

Source: PNG Bureau of Statistics.



New Zealand sawmilling specialist shows how at PNG's timber industry training college ... a \$2m NZ aid project

Hamilton jet barges for agricultural transport in the Western Province. Another barge, intended as a fish collection vessel for a West New Britain village fisheries project, will begin service later this year.

Papua New Guinea is assisting New Zealand with its third country training program. Under this scheme, 47 New Zealand Government-sponsored students from seven South Pacific countries (Fiji, Tonga, Western Samoa, Cook Islands, Solomon Islands, Gilbert Islands, and New Hebrides) are studying at three Papua New Guinea tertiary institutions — the University of PNG in Port Moresby, the University of Technology at Lae, and the PNG Forestry College at Bulolo.

The largest training programme NZ has undertaken is a 2½-year scheme of electrical and instrument training for six Air Niugini apprentices at Air New Zealand's engineering facilities in Christchurch.

New Zealand is helping Papua New Guinea to improve its share of trade between the two countries, at present running about three to one in

favour of New Zealand. PNG is included in New Zealand's Pacific Islands Industrial Development Scheme (PIIDS) and the Developing Countries Liaison Unit (DCLU) and the New Zealand Government has promoted two PNG general and one timber trade missions to New Zealand.

Although the PNG Department of Trade sees PNG's prospects of trade with New Zealand as limited in volume and value, its main exports of coffee, cocoa, tea, artifacts, logs and plywood are increasing. Coffee was the major money earner in 1977-78, selling for a little over \$NZ4 million.

In the other direction, New Zealand has experienced an increasing demand for its products in Papua New Guinea, biting into Australia's overall share of the PNG market. Imports from New Zealand are mainly food, chemicals, chemical products, machinery and transport equipment.

The introduction of a direct shipping route between the two countries saw an upsurge in trade and other New Zealand shipping companies are understood to be interested in getting onto the route. Today, South Pacific Forum Line, Sofrano Line and PNG Pacific operate

regular services between PNG and New Zealand ports.

Initially PNG has been a beneficiary of a number of NZ preferential tariff arrangements. These included the British Preference Scheme (phased out in 1977), the Commonwealth Preference Scheme (phased out in 1978) and Generalised Scheme of Preferences (GSP). After the two preference schemes were ended, New Zealand extended its GSP scheme on a unilateral and non-reciprocal basis to compensate developing Commonwealth countries for the loss of these preferences in the NZ market. The extension of GSP covered 70% of all lines of tariffs, including agricultural and manufactured goods, providing more favourable tariffs for PNG goods than under the other preference schemes.

Contacts have been made on government-to-government basis on the possibility of concluding a preferential trade agreement between PNG and New Zealand. New Zealand's view is that it has already an extended GSP scheme with a wide coverage of products for developing countries including PNG, and that these arrangements are adequate.

After a number of exchanges, it became apparent that a joint committee would be an appropriate substitute. The committee is to meet regularly and consult on trade and related issues that are of significance to the two countries.

Quarantine requirements have been of concern to both PNG and NZ exporters. PNG has placed quarantine restrictions on New Zealand pork and potatoes and New Zealand's last request for the lifting of the potatoes ban in December last year had not had a reply by April.

New Zealand investment in PNG has gone into the dairy, timber and related industries. Fletcher Holdings, NZ Dairy Board, Neil Holdings, Rent-O-Kil and Scollay (PNG) Ltd are among NZ companies operating in PNG at present.

The flow of tourists from New Zealand into PNG is small but growing. PNG Bureau of Statistics figures show that



508 New Zealanders visited PNG between July and September last year. — *Sinclair Solomon.*

Solomon I. Aid is fine — but hurry it up, please

New Zealand had played a crucial role in the economic and social development of Solomon Islands over the past 125 years or so, although its fairly unimportant place among Solomon Islands' trading partners and the small amount of official aid the country receives from New

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Zealand might not immediately suggest this.

Since the middle of the last century, the two-way flow of Anglican missionaries from the Church of Melanesia's headquarters in Auckland to Solomon Islands on the one hand and, on the other, the many Solomon Islanders who have gone to New Zealand for religious (and later, general

academic) education, has forged a strong bond.

A good many of today's leaders in Solomon Islands, among them Governor General Baddeley Devesi, Prime Minister Peter Kenilorea, Secretary for Foreign Affairs Francis Bugotu and the Archbishop of the Church of Melanesia, received part of their education in NZ.

Until the government took over this responsibility a few years ago, the various churches, backed by substantial funds from New Zealand, were running practically the whole education system in Solomon Islands. Even now several of the churches, among them the Anglicans, Catholics and Seventh Day Adventists, are giving substantial financial and other support to local secondary schools (and in some cases to primary schools). Thus, a fifth of the running costs of one of the country's six secondary schools, Selwyn College, is financed from Church of Melanesia funds, which almost all come from New Zealand.

In fact, if one tots up the annual contributions from the New Zealand Leprosy Trust Board to local churches and the government, the substantial help that the Anglicans get from the NZ Anglican Board of Missions, the sizable funds from other churches and individual church groups in NZ plus the large chunk of ren-

tal income that the Anglican Church receives from its prime real estate in Auckland (originally bought for farming by a farsighted Bishop Selwyn!), the total financial church and charity support from New Zealand must be well in excess of present official aid levels.

Although the NZ church funds now tend to go mainly to the clergy and their activities, but also into some shipping (the Church of Melanesia runs five ships for example), agriculture and some business ventures, education has continued to be one of the important areas of support from NZ.

Most of the six members of the privately-run NZ Volunteers Service Abroad are teaching out in the districts. One of the five NZ government-financed experts is a resources programme teacher in Honiara, and, as part of NZ's regional aid programme, funds go into supporting the regional survey training school.

Apart from that, \$100 000 of

(S\$'000)	1970	1975	1976	1977	1978
Exports to NZ	43	157	144	395	392
Rough timber	29	71	78	262	97
Sawn timber	—	—	—	8	8
Rice	—	—	—	32	213
Re-export of cars	8	77	29	65	na
Imports from NZ	305	555	1078	1245	1941
Food	na	93	174	156	na
Chemicals	na	55	82	172	na
Manufactures	na	258	476	623	na
Machinery/transport equipment	na	91	253	181	na



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NZ Deputy Prime Minister Brian Talboys meets Solomon Islands Minister of Trade Pulepala Ghemu . . . plenty of room for trade growth



tary visits) since the opening of NZ's high commission in Honiara in July last year, have built up a sound understanding between the two countries. Although there are now about 160 New Zealanders living and working in Solomon Islands, contact through tourists from NZ remains fairly limited. New Zealanders continue to prefer established South Pacific destinations such as the Cook Islands, Fiji, Tonga and the New Hebrides. One reason is that there is no direct air link between NZ and Solomon Islands, tourists having to travel via either Fiji or Australia.

Cargo ships of the Sofrano Line, on the other hand, call regularly at Honiara, bringing mainly NZ foodstuffs, electrical goods, manufactures and chemicals. For Solomon

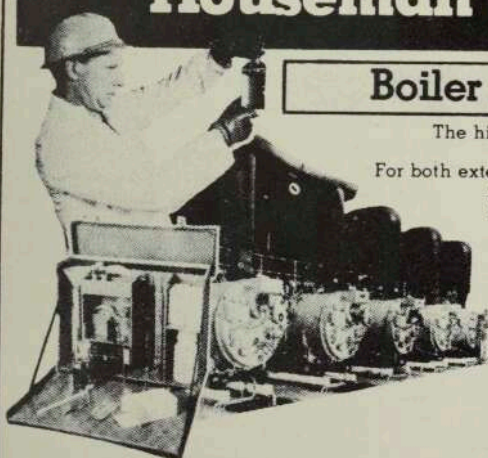
Islands housewives, the most obvious contact with NZ is through the wide range of NZ foodstuffs on sale in the local shops. Watties conserves, Hudson biscuits as well as Fisher and Paykel refrigerators, freezers and ovens are among the most prominent NZ import products.

Solomon Islands imports from NZ have been rising rapidly in recent years to \$511.94 million last year, nearly five times the level of Solomon exports to NZ. But, compared with Australia, which supplies a third of all Solomon Islands imports, New Zealand's share

NZ's official aid money for 1978-79 is spent on sending Solomon Islanders on vocational courses and to further educational institutions in NZ.

Fiji and Papua New Guinea. This longstanding educational exchange plus increasing official contact (for example, through parliamen-

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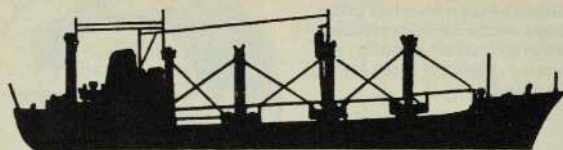
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of a little over 6% in total imports is still small fry.

With a stake of a mere 1.3% in Solomon Islands' total exports, NZ is even more insignificant as an export outlet. Furthermore, exports to NZ have been stagnating recently and would in fact have fallen quite dramatically in 1978 if rising rice exports had not filled the gap left by drastically reduced exports of rough timber.

The scope for Solomon Island exports to NZ, or indeed most countries in the region is extremely limited, due to the rather similar agricultural product structure and to the fact that there is practically no local manufacturing industry producing either consumer or simple industrial goods. New Zealand's tariff barriers and import quotas do not help either.

But a fairly recently started official scheme to stimulate joint ventures in manufacturing and agriculture between NZ and Pacific Islands businessmen could well lead to some limited NZ investment and increased exports to NZ. Since 1976 NZ's Pacific Islands Industrial Development Scheme (PIIDS) has fostered a series of joint ventures in the South Pacific, ranging from food processing and jewelry in Fiji to soccer ball stitching in Tonga, industrial gases in Samoa and soft-drink bottling in Niue.

New Zealand's Pacific Islands Industrial Development Scheme (PIIDS) could lead to some limited New Zealand investment and increased Solomon exports. The incentives, offered under PIIDS — suspensory loans, small venture grants, feasibility study grants and training assistance — and the fact that its activities have been extended to the agricultural sector suggest room for co-operation in this area.

Solomon Islands has been receiving official aid support from New Zealand for five years and this has now been stepped up since the establishment of the New Zealand high commission last year. However, it is now expected to level off at around half a million



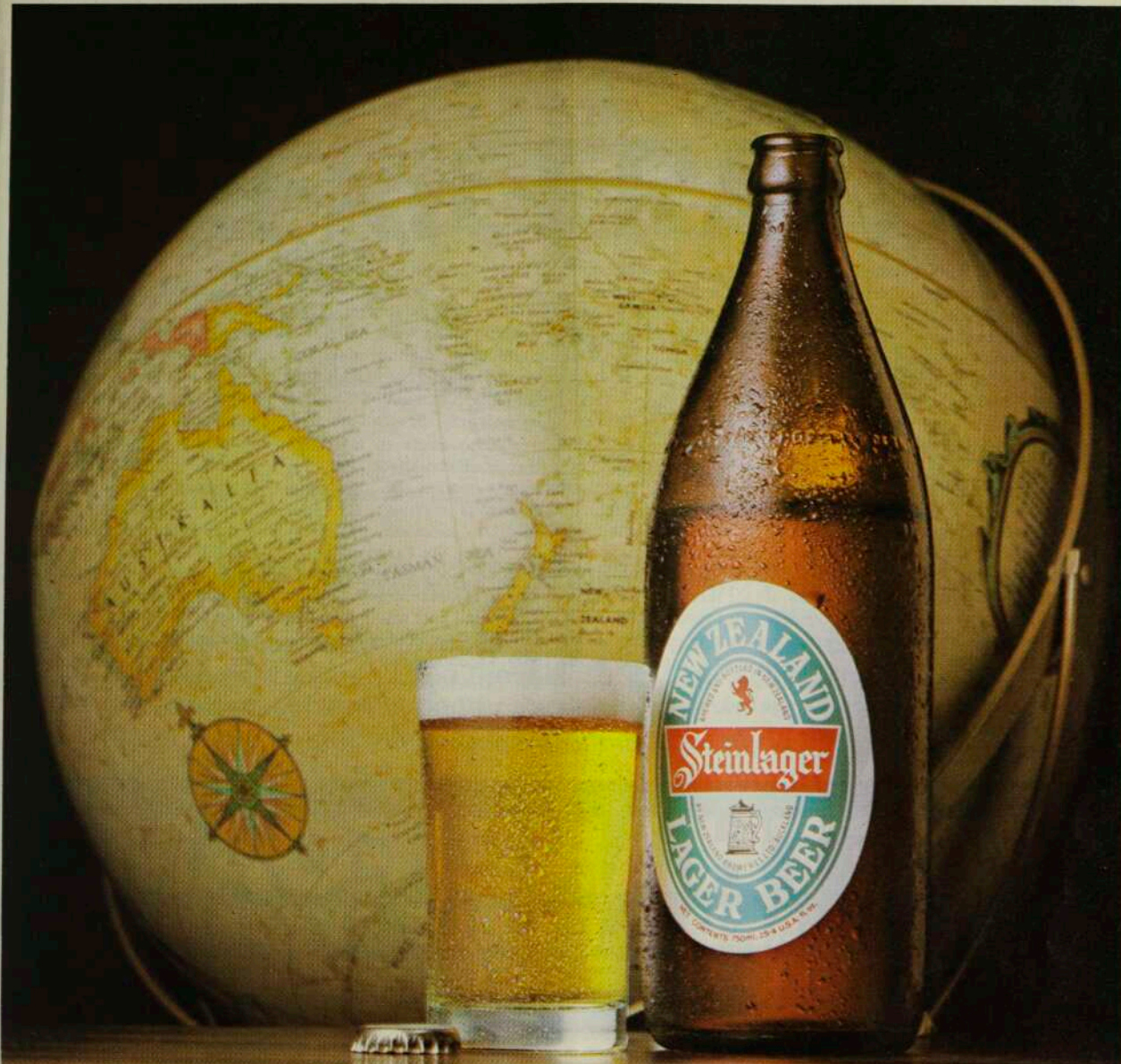
dollars. In the aid year to March 31 last, NZ's money was mainly spent on three technical experts and capital equipment in agricultural, forestry and fisheries. An economic planning officer from NZ is assisting Solomon Islands' Central Planning Office in its work on the 1980-85 National Development plan and another specialist is attached to the education ministry.

By the end of the current financial year, the recently-established Development Bank of Solomon Islands will have received a cash grant from NZ of a little over \$50 000 plus another \$70 000 originally allocated to finance equipment for a cannery, the construction of which has been deferred indefinitely.

New Zealand aid, potentially, has considerable advantages over aid from other more distant donors without the firsthand knowledge of the Pacific and its problems and circumstances. But, to maximise its benefit to Solomon Islands, it is essential that New Zealand's aid machinery speeds up its delivery of promised equipment and concentrates more on where its expertise is of greatest value — in the technical, educational, agricultural and natural resources fields. — *Irene Hawkins.*

TAHITI A thousand years of friendship

The extent and general character of New Zealand-Tahitian links can easily be summarised: for the past 1000 years they have been extremely cordial, except, of course, for a few years in the early 1970s, when the accumulation of radio-



A vintage advertisement for Steinlager beer. The central image shows a condensation-covered bottle of Steinlager Lager Beer next to a tall glass filled with beer and a thick head of foam. A metal bottle cap lies on the surface in front of the glass. In the background, a large, antique-style globe is visible, with the continents of Australia and New Zealand highlighted in yellow. The entire scene is set against a dark, textured background.

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active fall-out from the nuclear tests at Mururoa Atoll sparked off strong protest action in New Zealand. But even then, the general resentment was, very sensibly, directed against the French Government and not against the people of French Polynesia, who were themselves, like New Zealanders, innocent victims.

As post-war archaeological research in New Zealand has revealed — especially that carried out by the sadly-missed director of Canterbury Museum, the late Dr Roger Duff — the first known cultural contacts between the two countries occurred about 900 AD, when Tahitian seafarers landed on NZ's South Island and were so

delighted with the abundance of huge *moa* birds that they decided to stay. Those who settled on the shores of the rugged, fiord-studded Banks peninsula must have felt perfectly at home because it closely resembled Tahiti.

Although the time-honoured legend of the great fourteenth century fleet is still being told in the schools and on the *maraes* in New Zealand, the next undisputed evidence of a direct contact between the Tahitian motherland and its distant Aotearoa colony dates from 1769, when the famous priest Tupaia landed at Poverty Bay and struck up a conversation with the local Maoris, as easily as if he were a member of the tribe.

With the arrival of English settlers in New Zealand and French settlers in Tahiti, in the 1840s, the scene was, in principle, set for serious rivalry and conflict. But geography and trade overcame politics and national prejudices, and soon ships were plying between Papeete and Auckland, loaded

'The whole of the map of the Pacific has changed and it is my aim, and the aim of my government, to have the right of the various independent nations to the resources which lie inside those 200-mile (economic) zones, recognised and confirmed by the great powers whatever their interest in the South Pacific might be.' — PRIME MINISTER ROBERT MULDOON.

with oranges when going west bound, and with timber when eastward bound.

At the turn of the century, Tahiti was still exporting oranges — at the rate of two million a year — while New Zealand ships were unloading a wide assortment of manufactured British goods, including specially designed Tahitian *pareu* cloth. Several attempts were also made to introduce New Zealand sheep, but they always ended in the same disastrous manner: the poor animals collected so many burrs from the Tahitian thistles that the wool became useless. The preference for Auckland as a transit port was dictated by the 50% lower freight charges, compared to what it cost to ship out French goods on French ships to Tahiti. Papeete's stat-

istics (in French francs) for 1898 tell the story:

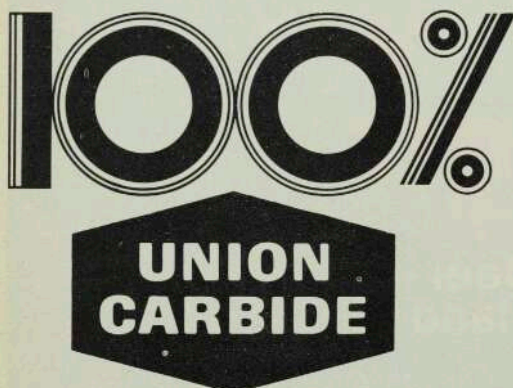
	Imports to Tahiti	Exports from Tahiti
United States	1 277 042	1 022 337
New Zealand	481 355	687 829
France	709 918	102 190

Exports from French Polynesia — as the colony was then known — comprised mainly copra, vanilla, cotton and mother-of-pearl shell.

The outbreak of the First World War forged still stronger links between the peoples of Tahiti and New Zealand who, all of a sudden, had a common enemy. There are still a few veterans alive who remember the delirious welcome the Tahitian battalion received in Auckland and Wellington,

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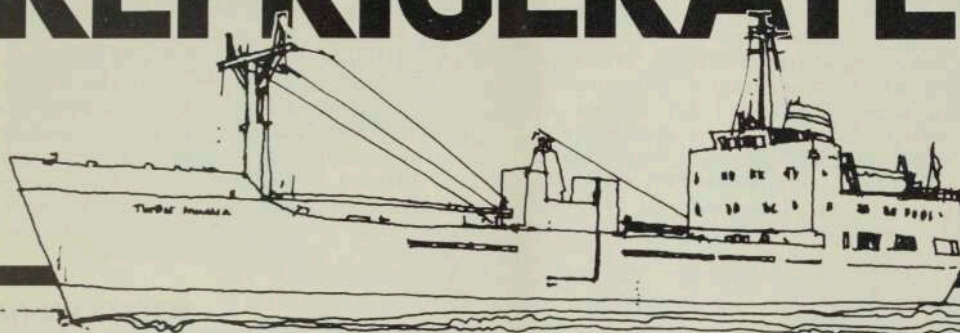
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when passing through these cities in 1916, on such legendary vessels as the *Maitai*, the *Flora* and the *Moana*. To tell the whole truth, some of the banquets which these stopovers gave rise to, were so overwhelming that dozens of Tahitian soldiers became on the spot casualties and had to be sent home with serious digestive troubles.

The much shorter sea link with Europe that the new Panama Canal offered after the war resulted, unavoidably, in a decline of New Zealand-French Oceania trade.

Symbol of Tahiti-New Zealand trade ties was the Donald Company, whose department store on the Papeete waterfront until the late fifties, was the biggest and best-stocked in town. Its schooners, mostly called *Taporo* or *Tiare Taporo*, brought vital supplies of corned beef, ship's biscuits, condensed milk, canned butter and fresh news to all the islands within a radius of 1000 miles of Tahiti. Both the company and the Hellaby corned beef have been importalised by hauntingly beautiful songs, still sung by the Islanders. The Donald directors had, moreover, a unique policy: they employed almost exclusively Polynesians.

Another global conflict again forced the small Tahitian brother to seek help and protection from his big New Zealand brother. When peace eventually came, France was in an even worse shambles than in 1918, and it thus fell largely on New Zealand, Australia and the United States to provide freight and passenger services in the Pacific. The most mem-

orable year was 1951 which saw the inauguration of the TEAL (Tasman Empire Airways Ltd) Coral Route. From then on, chief pilot Big Joe Shepherd was a local hero in Tahiti because of his consummate skill of setting down and pulling up the heavy Solent flying boat among the flotsam and jetsam in the Papeete harbour lagoon. All oldtimers still have fond memories of the monthly TEAL day that brought all business to a standstill and emptied all government offices, so that everybody could read in peace the incoming mail and answer the most important letters before the departure of the flying boat.

Although communications have greatly improved in the sixties and seventies, there is no denial that New Zealand's share of sea and air traffic and its importance as a trading partner have diminished. Thus the seemingly respectable figure of 1200 million Pacific francs, which is the annual amount spent on such New Zealand products as fresh meat and dairy products, represents only 3.8% of Tahiti's total imports. In comparison, 53% of imports come from France, 12% from other European countries belonging to the Common Market, and 17% from the United States.

The main explanation for this modest performance is of course the maintenance of old political divisions: Tahiti, as a French possession, is inside the European Common Market whereas New Zealand is outside.

As to Tahitian exports, they have taken a still deeper plunge for, with almost the entire population working now for the administration, for the

bomb or in the tourist industry, there is nobody left to till the ground, plant and harvest. In fact, Tahiti is back to the situation prevailing 100 years ago, the only difference being that the only export crop then was oranges, whereas today it is mangoes.

Fortunately, New Zealand-Tahitian exchanges in the human and cultural field are flourishing. More than 3000 Kiwi tourists visit the Tahitian islands each year. This influx is matched by a considerable outflow of Islanders bound for New Zealand, many of them partly or wholly attracted by the high quality of NZ medical and dental services. A very special group consists of the 40 or so cancer patients sent every year by the local health department to Dunedin to get expert treatment not available in Tahiti.

Football and rugby matches are also occasions for huge migrations of players and their fans. It is a matter for perpetual wonder that the Tahitians have so far not been disheartened by the tremendous superiority of all Kiwi teams. After all, you must almost be a masochist or an Indian fakir in order to enjoy being beaten by a rugby team 38-0, as happened recently. Last but not least there is a lively student exchange programme which involves annually about 500 teenagers from the two countries. (The exchange, for unexplained reasons, is a little bit lopsided: while 400 French and Tahitian students go to New Zealand, only 125 students come to Tahiti.) There is no doubt a rich harvest in the form of mutual goodwill and increased trade to be reaped in the future as these youngsters grow up

and become leaders in their respective countries.

Taking all these recent, promising developments into consideration, the time seems to have come for the New Zealand Government to formalise the existing ties of friendship and commerce by opening a consulate in Papeete. And when this happens, why not send a diplomat who is a Maori. For who else would be better fitted for the role than a Polynesian-speaking descendant of the first Tahitian tourists who, 1000 years ago, sailed westward to New Zealand? — Marie-Therese and Bengt Danielsson.

WESTERN SAMOA All is calm — at least on the surface

New Zealand is no fairy god-mother to Western Samoa, and Samoa is not the wayward son of its colonial parent. That remark, originally made by Sir Guy Powles, a former New Zealand high commissioner to Western Samoa, sums up Samoa's unofficial attitude toward New Zealand. In assessing the state of affairs between Samoa and New Zealand, an observer has to be careful not to be deceived by the 50 years of colonial relationship, and 17 years of independence and a treaty of friendship.

Even today, elements of New Zealand's imperialism and paternalism creep into relations, and Samoa has even felt it necessary to publicly declare that the nation is not a ward of New Zealand.

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TEAL flying boat on Papeete harbour... business would come to a standstill



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Samoa's colonial master in 1916 after annexing the islands from Germany. New Zealand, itself a virtual colony of Britain, had no experience in running other people's countries, and, in the process made a fairly consistent mess of it all. It was not a very distinguished time for New Zealand, and its rule was marked by stupidity, carelessness, pure savagery and racism. Throughout the entire period of colonial rule, Samoans point blank refused to accept New Zealand's colonial rights in Samoa, or the 'God given' destiny of white men to rule the rest.

Some of this feeling remains 17 years after independence and so it is surprising that at least on the surface things between the two nations are smooth. For example there are the treaty of friendship, New Zealand's \$NZ 3 million a year aid to Samoa, and a constant movement of people between the two countries. Aside from the treaty, which has as much meaning as any 'treaty of friendship', each of the positive aspects of Samoan-New Zealand relations is marked with painful negatives.

Immigration offers the best example. New Zealand is home to some 30 000 Samoans, many of whom hold the kind of jobs first-generation migrants have traditionally done — the unskilled and semi-skilled jobs white New Zealanders will not do.

Samoans believed that in helping their families and helping the Samoan economy by sending money back, they were also playing an important part in the New Zealand economic and social life. But, in 1975, the then opposition National Party, painted Samoans and other Islanders as welfare bludgers and a brown vanguard of a wave of crime and



Samoa House, Auckland . . . but NZ's strong-arm tactics against overstayers shocked Samoans. Photo: Auckland Star

disease. Once elected, the National Government launched dawn police raids and street checks, all designed to root-out Samoans and Tongans, overstaying their permits. The extremely strong-armed tactics deeply shocked Samoans and, in the words of Sir Guy Powles, they caused 'very grave offence to the Island people'. He said it had been bitter to see the laboriously created fruits of some dedicated New Zealanders thrown away in a breath of 'anger and unthinking selfishness'.

The National Government tactics dealt a body blow to the goodwill that existed between Samoa and New Zealand but it is not realised that even today New Zealand's immigration policy continues to harm relations and people's attitudes.

A Samoan going to New Zealand gets put through the hoops in a spectacular fashion when he or she applies for a 30-day permit. A lot of it seems outright racist. Before a

Samoan can get a permit he must obtain a police report. Other countries take a person's word for it when he says he has no police record. A Samoan signature on a permit application cannot be witnessed by any other ordinary Samoan, it has to be witnessed by the secretary to justice. New Zealand appears to believe that a Samoan signature cannot be accepted at face value. Samoans going to New Zealand must prove they have a considerable amount of funds, or must agree to the New Zealand government checking up on the applicant's proposed sponsor.

All this is done by New Zealand immigration staff in Apia and Auckland under the apparent assumption that Samoans will, inevitably, break the law and overstay. It stretches the imagination to accept that this belief in the basic criminality of Samoans by New Zealand officials does not do any harm.

The unending complaints Samoan politicians have to hear from people whose dignity has been offended testifies to the fact that New Zealand's immigration policy is continu-

ing to harm relations between the two countries.

In foreign policy Samoa has, in recent years, repeatedly stressed its independence from New Zealand. Finance Minister Vaovasamanaia Filipo in his address to the United Nations last year did not mention New Zealand once.

In 1977 Prime Minister Tupuola Efi also addressed the United Nations, and the only direct mention of New Zealand came in a definition of the geographical extent of Polynesia. He did, indirectly, link New Zealand's colonial era in Samoa with the black struggle in Zimbabwe.

Tupuola agreed at the time that some people may have been offended at this, but stressed that he was making the point that Samoa was of the Third World, and not a 'stalking horse' of New Zealand.

'It is unfortunate, but nevertheless true, that some countries look on Samoa as a ward of New Zealand. It is important that we try to demolish this image lest it compromise the position of our permanent representative,' he said after his UN speech.

Samoa has to break away from New Zealand, not only because of its diplomatic image, but also to ensure its own economic stability. New Zealand is seen these days as an economically unstable agricultural nation, and for another agricultural nation, like Samoa, it is obviously unwise to link in with that.

New Zealand, with \$3 million a year in aid to Samoa, until recently was the biggest single donor. Part of that is spent on financing scholarship programmes to allow Samoans to go to New Zealand schools and universities. The danger of depending on New Zealand aid was illustrated when New Zealand wanted to cut back on the scholarship programme because of economic restraints in the country. For the Samoan leadership that was politically dangerous at a local level, so in recent years there has been a rush to spread the aid base among other countries and agencies. It means Samoa now is less subject to the ups and downs of New Zealand econ-

'While we have done our best to assist Western Samoa in broadening its horizons, we hope that we have never taken a patronising attitude and that we have been able to deal on a basis of equality, as between two South Pacific nations.' — PRIME MINISTER ROBERT MULDOON.

'The overstayer issue left deep scars which no "law and order" talk from the (then) minister of immigration, Mr Gill, hard economic and social realism from the prime minister, Mr Muldoon, or a bridge-mending visit to the islands by deputy prime minister, Mr Talboys, will heal rapidly.' — MARY BOYD, READER IN HISTORY, VICTORIA UNIVERSITY, WELLINGTON.

omic and political life.

New Zealand's aid is sometimes seen as carrying around heavy neo-colonial baggage with it in Samoa. Even New Zealand's Minister of Foreign Affairs, Brian Talboys, admits that. He sees the danger of an attitude that New Zealand knows best.

Oddly the New Zealand public seems to think Samoa should be on its bended knees in thanks for aid. Few realise that most of the \$3 million goes back to New Zealand as an investment in that country's industry and services. And New Zealand, aside from seeing the aid return, also takes out an additional \$5 million by selling consumer goods in Samoa, thus producing a major trade imbalance for Samoa.

The paternalism of some aspects of New Zealand aid can even be seen in what is meant to be the idealistic volunteer programme. Last year New Zealand Volunteer Service Abroad members in Samoa publicly complained about conditions in Samoa, and through a news item on the local radio service, gave the impression of generally griping about what was wrong with Samoa. Other volunteer programmes have problems in the

Prime Ministers Tupuola Efi and Muldoon ... Western Samoa no 'stalking horse' of New Zealand.
Photo: Mike Field



PACIFIC ISLANDS MONTHLY — JUNE, 1979

country, but it was perhaps typical of the New Zealand colonial attitude that their volunteers set about upsetting local officials. In the end most of that draft of volunteers pulled out early.

The volunteers and many of the other New Zealand aid programme workers either expect to be loved for what they do, or to be respected for obviously knowing what is best for Samoa.

In recent years the standard of the New Zealand aid programme has improved, helped in part by an oddity — a New Zealand diplomat who can speak fluent Samoan. And, in the past year, great attempts have been made to allow Samoa greater control over how the aid money is to be spent. One such decision allowed a cigarette company to come to Samoa under the aid programme. The irony is that the Samoan Government allowed and welcomed it, while the New Zealand public and press condemned it. New Zealanders devalued their own image of themselves in the Pacific because of it.

We-know-best attitudes assert themselves frequently in transport issues and Air New Zealand comes across as the modern face of New Zealand colonialism. Prime Minister Tupuola once claimed Aus-

tralia and New Zealand took stands on airline issues that frequently had no basis in logic or morality. He cited Samoa's Faleolo Airport which had been finished for seven years before jets could operate into it. In that time New Zealand had provided a whole host of technical reasons why the airport could not take Boeing 737s.

After hard and extensive lobbying by Samoa, New Zealand finally agreed to allow a Boeing 737 service into Faleolo from Auckland. No changes had been made to the airport, but oddly the technical handicaps of seven years had just disappeared. 'We wonder if we have been sold short somewhere along the line,' Tupuola asked.

It was an appropriate comment on the state of Samoan-New Zealand relations at the time that led the then economics minister, Asi Eikeni, to say that the new jet service had not been instituted just so that overstayers could be flown out of New Zealand quicker.

On shipping, Samoa seems to have suffered from a general lack of interest in providing Samoan exporters and importers with a quick and reliable service that eventually led to the establishment of the Pacific Forum Line. It is worth noting that one bright spot in relations between Samoa and New Zealand is that both countries are the strongest supporters of the Forum Line. Once the line became a reality, the services offered by rival companies improved considerably as the harsh truth of competition woke them up.

New Zealand Prime Minister Robert Muldoon is as much responsible for the present state of affairs between the two countries as is anybody. His public image here is largely the one of the man behind the overstayers' raids. Many Samoans now resident in New Zealand are hardened Labour Party supporters.

But Prime Minister Muldoon, behind the scenes, has been a strong supporter of Samoa. He and Tupuola Efi can take the credit for eventually getting the direct services started by the airlines. And the



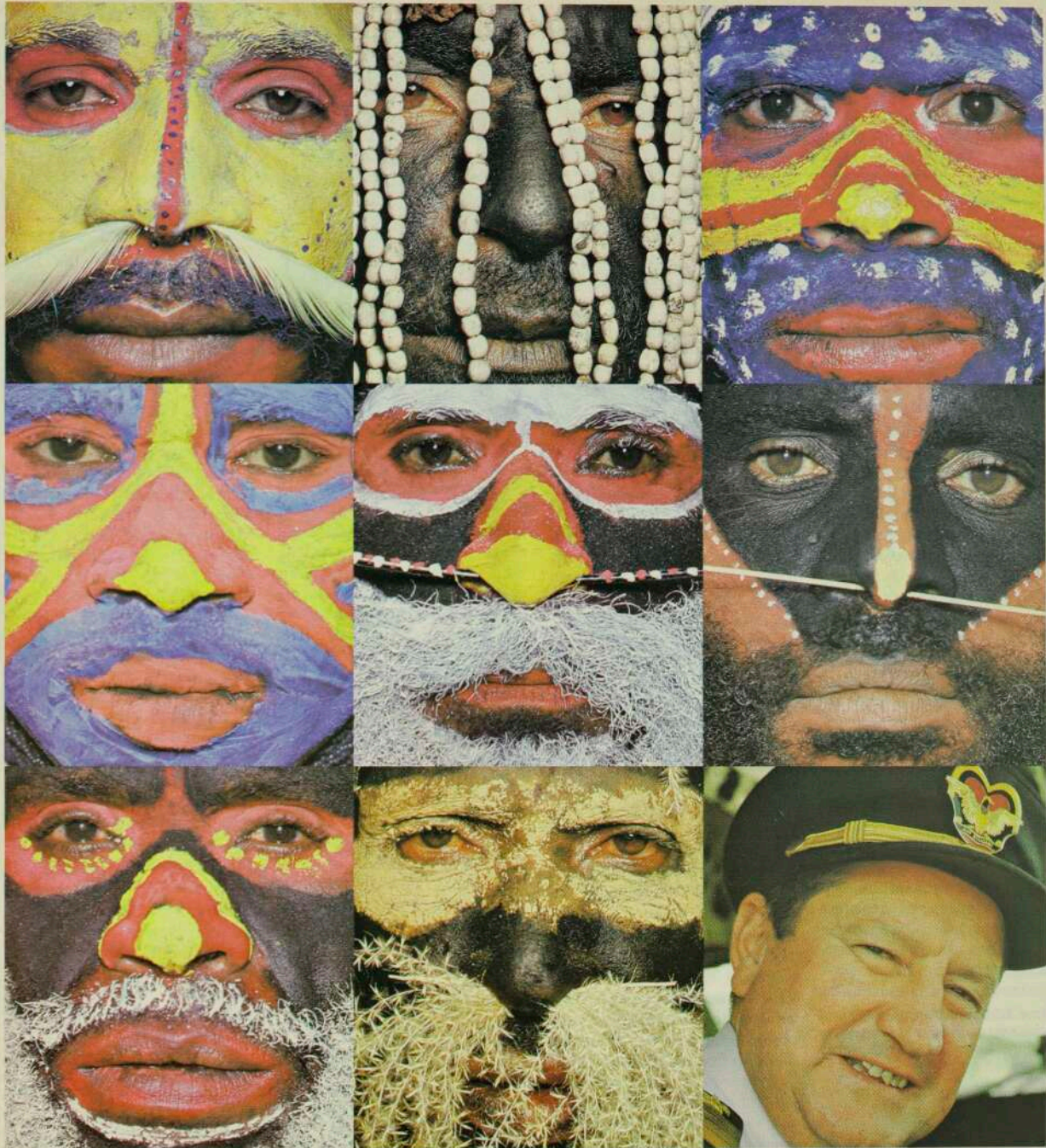
strong support for the PFL must originate in his office.

The relationship between Muldoon and Tupuola is loaded with mutual respect and admiration. Both prime ministers are lovers of the cut and thrust of politics, both having experienced it first hand and both have been winners.

It is hard to know whether the relationship could ever be described as 'friendly', as Mr Muldoon would have it. On his two visits here in the past three years, Mr Muldoon has given the public impression of being uncomfortable in the atmosphere of Samoa. And his visits always have a rushed look about them as if he has not got the time to be bothered with Samoa.

Samoan government officials disagree, and are pleased with his visits. The statements made after never give much away. But there is that unfortunate public image he has here and it is in a way a symbol of New Zealand in Samoa. New Zealand through its immigration policy and its neo-colonial attitude, seems destined to destroy the 'close friendship' between Samoa and New Zealand, if it ever existed.

In the short term this will probably be seen as unfortunate, and may even be associated with the ever present racist attitudes between New Zealand and Samoa. In the long term it is hard to see how anything but good can come from an end to this 'close friendship'. It will introduce a note of realism into Pacific affairs and force New Zealand and its people to accept Western Samoa as a viable, sovereign and independent state, a nation which has existed as such for several thousand years before any European ever happened along the way. — Mike Field.



some of our chiefs

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Tamana is a 'reef island,' that is to say, unlike an atoll, it has no lagoon, so one had to land on an exposed beach. The flat ledge of shelving reef projects some hundred metres seaward where it falls away abruptly into the mighty depths of the ocean.

Over this ledge come the long rollers of the Pacific, forced upwards into top-heavy waves, which trip in their stride, stagger forward, falling, falling, and break upon the shallow waters with a roar of angry anguish. The waves pick themselves up and hurry onwards to the beach, but all the breath has been knocked out of them, they flop down on the sand rather sulkily and go back for another try.

It is where the big waves break that the danger lies. The Gilbertese fishermen in their frail but fast canoes and the Tuvaluans in their sturdy buoyant dug-outs ride these rollers with the ease and grace

of show-jumpers.

Dick Turpin, the district commissioner, went ashore from the little government ship *Maureen* in the island magistrate's canoe. Three islanders were paddling and I watched them with some concern as they neared the edge of the reef, for Dick, though a splendid sailor, had told me he was not a good swimmer. I saw the paddlers pause and the canoe captain look back over his shoulder, waiting for a wave big enough for his purpose (reputedly every seventh one).

For half a minute the canoe rose and fell, the dripping paddles poised motionless. A dark smooth giant lifted the puny craft. From over the water came to our ears a clear sharp command. Paddles plunged downward and the canoe shot forward. The paddlers stabbed and thrust in perfect rhythm. I could almost hear their cracking muscles and gasping breath as the long light canoe was borne onward on the back of that great roller rushing reefward to its own destruction. It was toppling, toppling and

the canoe it seemed must surely topple with it and be smashed or smothered in the rippling roaring surf.

But suddenly the wave slipped away from under the prow and crashed harmlessly ahead. Another comber, nothing like so big as the first, was pursuing the canoe, but in a moment the little craft had swept through the white smother left by the defeated wave and was safely bobbing beachwards to where a little crowd had gathered on the white sand.

It was seven in the morning and needed two hours to high water when I was to go ashore in *Maureen's* work-boat with the mail. Pat Kenny, our skipper, would not risk sending the slow dinghy earlier, for at high tide there is far less danger of being swamped or capsized. To pass the time profitably Pat rang for full speed ahead and began to troll with two long lines and plastic spinners trailing astern. In a remarkably short space of time we had caught 10 kingfish, barracuda and tuna, not one less than nine kilograms or a metre in length. The excitement was great and the sailors laughed and shouted delightedly as the glittering giants were pulled through the water, fighting and swerving and plunging. Each was quickly gaffed and hauled on deck, to be deftly despatched with a club.

Two of these fish were

TRAVEL



enough for the ship's needs. The other eight were loaded into the dinghy along with the bags of mail and sent ashore with me at nine o'clock as a present for the Islanders.

I was not risking shoes or uniform cap (an expensive item) and simply wore shorts and shirt to go ashore. With me went three Gilbertese sailors, two rowing and one steering. We paused at the edge of the reef, chose our wave and rowed for dear life.

I never even saw what hit us. I found myself in the water, in fact under the water, and the boat, which had been neatly flipped stern over bow, capsized on top of me. Some hard object had struck me a sharp blow on the left knee, but the injury did not prevent my diving down and swimming clear. As I bobbed up into the sunlight amidst the confusion of oars, mailbags and dead fish, I was relieved to count three heads. Like the Cheshire Cat they were grinning; in fact they were laughing their heads off, except that like the Cheshire Cat, they had no visible bodies from which they could be detached.

I tried to right the boat, but could not, and so turned my attention to salvaging the floating mail-bags. The sea however was suddenly full of men and boys all swimming out to lend a hundred dusky hands. A stalwart cheerful man came towards me, offering a tow. He was only a metre or so from me when a glittering kingfish, part of the present we were taking ashore, rose into his outstretched arms.

'Tamaroa!' he gasped in astonishment and delight. 'It's good!' So he rescued the kingfish instead and I swam ashore. As soon as I tried to stand I found I could put no weight on my left leg and I had to accept the help which was being thrust upon me. Half a dozen islanders carried me up the beach, which was thronged with delighted spectators. I felt uncommonly foolish, and even

TRAVEL

more so when I was deposited, dishevelled and dripping, upon the table in the island post office along with the sodden mail-bags.

Dick Turpin came in with a Gilbertese doctor and nurse. The doctor said no bones were broken and the nurse dressed a few cuts. They fixed my leg on a splint.

The post office had the usual thatched roof and *te ba* walls. Above waist-height the split sticks of coconut midrib were woven in a simple criss-cross pattern to admit light and air, but both these were largely excluded by the crowds of interested spectators peering in from outside to watch the progress of the operation. When the adults were asked to step back, the small boys swarmed in to take their places. Dick then sallied forth with a stick and the children ran away screaming with laughter. Very soon they were back again.

Everyone was chattering and laughing. What a wonderful day, to be sure. First the *Maureen* had arrived and an *imatang* had come ashore (laughter — the laughter of pure happiness). Then a second *imatang* had followed and the boat had capsized (more laughter). And the mail and three sailors had gone into the sea (guffaws of delight) — and the *imatang* as well (howls of joy). And the *imatang* had broken his leg (absolute paroxysms of speechless, side-holding, doubling-up, gasping merriment). Aye, aye, aye (as one dries one's tears) — wonderful, wonderful day.

There was no lack of sympathy in all this, you must understand. They were sorry if I had been hurt and all that, but, my goodness, it was funny! They pried me (the star of their

happy morning) with drinking coconuts, cool and sweet. They offered me cigarettes rolled in pandanus-leaf. They fanned the flies off me. They gazed at me with applauding eyes until memory of my peerless parabola 'twixt boat and sea set them off again into hoots of hilarity.

There was no stretcher on the island but an ancient camp-bed was found and on this I was reverently laid and hoisted shoulder-high by six tough Tamanans. The Islanders had advised putting me off on a canoe at the most southerly point of the island, some 800 metres distance where the surf was milder. A note was sent out to Pat Kenny, asking that *Maureen* should meet the canoe at that point.

So to this rendezvous we made our royal way, not only the visitors, but every soul on Tamana. First in the procession went Dick Turpin, wearing a battered straw hat and mounted on an ancient bicycle. Then came I, borne aloft on my litter by my bearers in the style of some eastern potentate. In one hand I carried a gay umbrella, which a smiling damsel in a 'grass' skirt had handed to me, and in the other a leaf from a breadfruit tree as a fan and fly-whisk. Then came the island magistrate and 'old men' in an orderly array and behind them a most disorderly mob of men, women and children, walking, riding bicycles, running, skipping, chattering and thoroughly enjoying the diversion.

We reached the beach. I handed back the umbrella. The bearers balanced their burden fore-and-aft along a narrow canoe, in which sat two paddlers beyond my head and my feet.

The canoe rose and fell on the spent waves close inshore. With slow, sure strokes the men plied their paddles, watching the breakers ahead. I could not help reflecting that it is one thing to swim with a hurt knee but quite another with a leg in a splint. However, I was not really worried: I had confidence in these Islanders handling their own craft off their own home-shore. A check, a cautious move forward, the crack of a breaker ahead. The canoe bucketed and suddenly, as the paddles flashed in lightning strokes, shot forward with the speed of an arrow. Almost before I realised it we were beyond the reef. A murmur of approval rose from the beach. The crowd smiled and waved. 'Tia kabo,' they called 'Tia kabo,' I shouted back, waving my leaf.



The windsurfing scene at Anse Vata ... all the latest freestyle manoeuvres

WINDSURFING NEW CALEDONIA

Windsurfing. Some call it marine hang-gliding. In New Caledonia the sport has taken off with a vengeance. Windsurfer instructor Kathleen White of California spent two months checking out Anse Vata beach for herself. Here's her report.

On January 6, 1978, Cyclone Bob had passed Fiji and was heading toward New Caledonia. Gale force winds were predicted and those crazy windsurfers were lined up at Anse Vata beach, Noumea, anxiously waiting for the only waves the island would have until the next storm. The palm trees groaned under the strain of the howling wind and the powder white sand was whipped into a blizzard.

Jean Marc and Robert, two of the more adventuresome board sailors, took to the sea, paddling feverishly to get their board and sail past the break-

ing point. Once outside the shore break, they struggled to pick up the sails, planted their feet upon the 3.6 metre board and took off. The crowd on shore, hooting and yahooping, applauded the performance of two skilful windsurfers.

This 'windsurfing paradise' was discovered for windsurfers of the world nearly four years ago by Bob White, a native of Southern California. Having lived in Costa Mesa for all of his 23 years, the sandy-haired Long Beach State University student embarked on a sailing adventure that led him to this island. He married a



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Caledonian girl and today enjoys the island's lifestyle. As 'King of Windsurfing', he sells and rents equipment and instructs windsurfing in this French territory.

New Caledonia was given its name by Captain James Cook in 1774 because the rocky northeast coast reminded him of Scotland. Lying just north of the Tropic of Capricorn, it has the same latitude as Rio de Janeiro. The island is protected by an offshore coral reef and enjoys mild winters and warm summers.

Mainland New Caledonia, shaped like a cigar, is 400 kilometres long and averages 50 kilometres wide. It lies 1850 kilometres northeast of Sydney, Australia, 1800 kilometres northwest of Auckland, New Zealand and 11 250 kilometres southwest of San Francisco.

Noumea, the capital, is the home of the best windsurfers in the region. Noumea's water sports activity is centred at Anse Vata beach. The beaches are unspoiled and Anse Vata is the hang-out for the *planche et voile* (board and sail). It's difficult to imagine the bay without the multitude of brightly coloured sails and slick white boards skimming over the blue-green water.

The tropical weather of New Caledonia is perfect for year-round windsurfing. By 6 am the blazing sun is on its way into a cloudless sky and the wind is up to 15 knots. Bob is the first to arrive with a trailer full of windsurfers. Instruction begins at 7 a.m. and six windsurfers have to be rigged as well as the rescue vessel inflated. The equipment because the offshore breeze often makes it dif-

ficult for the novice to make it back to shore.

Meanwhile, a parade of mini-coups and Renaults arrives and the unloading of boards begins. There is a mad rush to be the first on the water. As the men dash off their girlfriends wipe the sleep from their eyes, wondering if this early hour sail is really worth it.

Although New Caledonia is an isolated island, the board sailors there are up to date on the latest freestyle manoeuvres. Railriding, head dips, body starts and sailing inside the boom forward or backward, are just a few tricks all in a day's sail. At 20 knots, the wind is forceful enough to catapult a 70 kg windsurfer three metres into the air — a real crowd pleaser!

While the hotdoggers give the spectators a thrill, Bob instructs beginners on a windsurfer simulator set up on the beach. This gives the first time board sailors a chance to experience the tremendous pull on the arms from the high winds.

'Many times I'll arrive at 6 am to set up the boards and it's already blowing 12-15 knots,' says Bob.

'The simulator is a necessity. I usually give a few hours of instruction on the beach with it before the students even get near the water. Then it's a matter of waiting for calmer winds. Sometimes we have to wait for days at a time.'

A few kilometres offshore is Duck Island, a favourite stopover for the more advanced windsurfer. The surrounding reef is teeming with fish. Some look as though a painter's pallet had fallen on them. Giant sea turtles, with their slick brown backs, surface for air and cautiously eye the

board and sail. Sensing no harm, they slowly continue on their way.

Windsurfing has become the number one pastime for many Caledonians, whether they are participating in regattas, standing on the beach and cheering for their favourite board sailors or watching a fleet of windsurfers fly across the television screen.

Not only have they acquired a new water sport, but also a bit of Southern California. Although the French accent is very strong, you'll sometimes hear a board sailor exclaim: 'Wow, the wind is honkin' today!' Another favourite is: 'It's hootin' outside!' The windsurfing cult is definitely in New Caledonia to stay.

By 6 pm, as the sun settles in the ocean, exhausted windsurfers call it a day. A group of sailors help Bob load the trailer and deflate the Avon boat. Two of the beginners rub their aching arms and stretch their back muscles. Did they enjoy the rigours of windsurfing? 'C'est magnifique!'

After a hard day's play, the windsurfing gang follows Bob to one of Noumea's outdoor cafes. Delicious seafood crepes, croissants and snails are served to the famished sailors, topped off with cream-filled pastry. As each member reflects on the thrills and spills of the day, it's obvious how much these islanders are enjoying the wet and wild world of windsurfing.

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At press time no further replies had been received in response to PIM's questionnaire involving basic duties free items available in the Pacific.



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THE HENRY SAGA - LIVELY BUT OUT OF BALANCE

Cook Islands Politics - The inside story, edited by Professor Ron Crocombe, published by Polynesian Press. \$NZ6.90.

The fall of Sir Albert Henry and his Cook Islands Party Government after a sensational election bribery hearing last year is sure to spawn several books. The race into print has been won easily by Professor Ron Crocombe, director of the Institute of Pacific Studies at the University of the South Pacific. *Cook Islands Politics - The inside story*, is the combined work of 22 contributors edited by Professor Crocombe who is to be commended for so quickly publishing an analysis of the Cooks' political system.

The book is not a study in political science and should not be judged on that basis. Rather it is 'a series of inside perspectives by participants reporting the reality as they see it'.

Professor Crocombe and his Rarotongan wife Marjorie, co-ordinator of continuing education at USP, were in the Cooks in January 1978 when Sir Albert announced a snap election. They responded to suggestions that they write a

book about Cook Islands politics and the elections scheduled for March by inviting and advertising for contributors.

More than 30 people expressed interest and 22 chapters were subsequently accepted for publication. The political balance of the book suffers because the majority of authors support the Democratic Party, then in opposition. This is unfortunate but not really surprising. Better educated Cook Islanders tend to support the 'Demos' rather than Sir Albert's Cook Islands Party. Revelations at the subsequent election bribery hearing may well have caused some potential contributors to change their minds and decide that discretion was the better part of valour.

The book emerges as a searing indictment of the Henry regime's 13 years in power. Some of the material loses authority because it is so plainly biased or merely hearsay. But most appears to be irrefutable fact.

The 'anti-Henry' chapters chronicle serious allegations of nepotism, political discrimination and the misuse of government resources.

Professor Crocombe describes the book as 'controversial'. Some of the people who figure prominently in it regard it as defamatory and possibly in contempt of court. The judge presiding at the hearing of criminal charges against Sir Albert, American millionaire Finbar Kenny and the others arraigned in the Cooks High Court last December, has been asked to cite the publishers for contempt. The lawyers representing Mr Kenny claim their client won't get a fair trial in Rarotonga (if he is extradited and that's another story), because of the way he is portrayed in the book.

Attempts to interfere in the course of justice and to intimidate the public service are discussed in convincing

detail and make alarming reading. Anthony Utanga's account of the Cook Islands Public Service Association's fight to resist government interference emphasises the need to have an independent civil service.

Sir Albert is the central character in the book. The contrasting views of him make fascinating reading. The former premier, once described as the 'stormy petrel of the South Pacific', is not the subject of balanced biography.

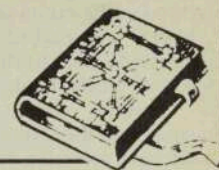
His former public relations man, American Ted Libby, lauds Sir Albert as a 'maverick on the loose in the Pacific' - a man of 'magnetic charm who stirs excitement wherever he goes'. Libby's press releases were a feature of the government-run *Cook Islands News* in the build up to the election. Chief Justice (now Sir Gaven) Donne felt moved to speak of Libby's 'imaginative pen'.

Libby does a rather heavy-handed PR job on Sir Albert and some of his claims have an 'imaginative' ring about them. Did Sir Albert really take the Cooks from 'colonial power status to a position of strength in just 13 years'?

Other authors refer to Sir Albert in less favourable terms and it is left to Crocombe to attempt some sort of balanced assessment. He acknowledges Sir Albert's 'many strengths and potential for greatness', and attributes Sir Albert's political success to verbal skills and perceptiveness of deep psychological needs, namely a 'hunger for Maoriness'.

But for Crocombe there is a marked difference between Sir Albert's lifestyle (essentially European) and his public utter-

BOOKS



ances (a man of the people). He comes 'reluctantly' to the conclusion that there was a 'large element of hypocrisy' in the former premier.

Crocombe claims that the entrenchment of the Henry family in government positions was in part a concession by Sir Albert to pressure from the influential Lady Henry who was not happy to return to Rarotonga from New Zealand until arrangements were made for the family to return too.

Former cabinet minister Dr Joe Williams, once considered a front-runner to succeed Sir Albert as premier, explains in detail why he resigned just before last year's election. He gives numerous examples of what he regards as nepotism, dictatorial leadership and the persecution of those who opposed the government. He was in a position to know what was going on.

The latter half of the book focuses on the election - the organisation of the flying voters, the campaigns in various constituencies and the subsequent election petition hearing.

An impassioned chapter by Norman George highlights the problems faced by the Demos in arranging to fly supporters (at full fares) to Rarotonga. Mr George, then an Auckland police officer, has since been appointed consul-general in Auckland. His chapter gives an

Cook Islands Politics



Cover page of *Cook Islands Politics*... it has become known in Rarotonga as the 'Blue Book'

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interesting insight into the reactions of the various airlines that were approached. *Cook Islands Politics* is a lively, readable and timely book. There are obvious gaps. More material on the Henry side would have given the book the balance it lacks.

But because the book does not purport to be a study in political science it seems unfair to judge it as a reasoned, objective analysis of the Cooks political scene. — *James Tully*

Judy — out with a whimper

My Reluctant Missionary by John Kolia. Published by the Institute of Papua New Guinea Studies, Port Moresby.

Judy, the heroine, if that's the right word to use, of John Kolia's novel *My Reluctant Missionary*, is a good-time girl in Port Moresby. She's mixed race, or so she says. Dr Kolia doesn't seem quite sure whether she is or she isn't, and if he doesn't know, who does?

Anyway, Judy decides to give away the gay life, and goes off to Wewak to become a missionary nurse. We are not told whether she has any nursing qualifications, or how she managed to con the conserva-

tive evangelical mission portrayed by Dr Kolia into accepting her.

But there it is, and Dr Kolia's first chapter, entitled 'Forth', describes her departure from Port Moresby, her arrival in Wewak, and her initiation into the varied activities of a mission nurse. In Judy's case, they turn out to be very varied indeed, and to show little regard for the nursing profession's code of conduct, making one wonder whether she was really a nurse at all.

The second chapter is called 'Tempted', and it must be conceded that Judy takes to temptation like a duck to water. She and her patients and her mixed race friends have the whale of a time until belatedly the mission catches up with her and she gets the sack. It should have happened a lot sooner.

The third and last chapter is called 'Saved', a title which has a nice evangelical ring. But I finished my perusal of it quite uncertain who had saved whom from what and why? So the story peters out — 'not with a bang but a whimper'. The story, but, unfortunately, not the book.

Appended is an essay entitled 'A Memo on Missionaries', in which Dr Kolia gives us in no uncertain terms his views on missionaries, Christianity and what he oddly refers to as 'the so-called New Testament'. His thesis appears

to be that Papua New Guineans are savage, sensual and sadistic, and should be allowed to stay that way.

Dr Kolia concludes that the Old Testament is 'in accordance with village custom. The so-called New Testament is not in accordance with custom'.

This seems to me to be a negative and defeatist attitude. I prefer that of the Papuan pastor who said: 'The Old Testament shows us what we are like: the New Testament shows us what we ought to be like'. I am glad that during my 54 years in Papua I have known many Papuans who have taken the 'so-called' New Testament quite seriously, and have tried with simple sincerity to apply its ethic to their daily lives. It is clear that Dr Kolia and I have moved in different circles.

Dr Kolia's style is idiosyncratic in the extreme. He is addicted to what A. P. Herbert used to call 'ribbon writing' — long rambling, ill-structured sentences. And the narrative is frequently interrupted by asides in which the author adumbrates on a variety of subjects. Personally I found these a welcome relief from the dreary story and salacious dialogue. But I cannot help feeling that the sort of reader who will be attracted to this book, eager to know with whom Judy is going to bed next, will resent



these delays in getting to where the action is.

It seems strange that a man of John Collier's academic attainments should write such queer English. Can it be that, having re-spelt his name to give it a Papua New Guinean flavour, he is now trying to kid us that English is not his mother tongue?

This book is published by the so-called Institute of Papua New Guinea Studies. I can't think why. — *Percy Chatterton*.

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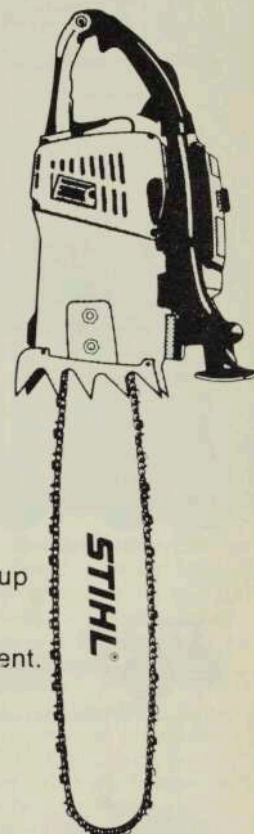
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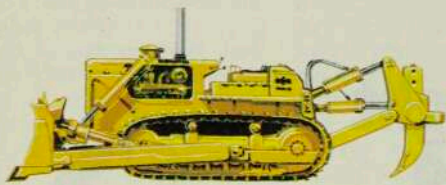
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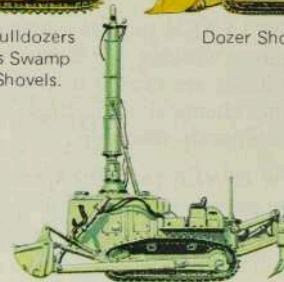
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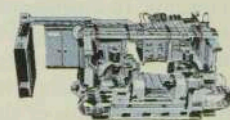
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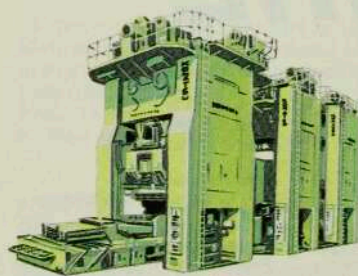
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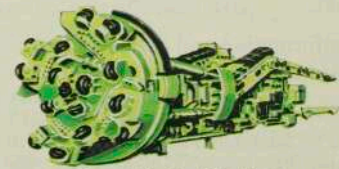
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Macu Salato, due to retire this month after nearly four years as secretary-general to the South Pacific Commission, has been having a last look around before handing over the reins to Niue's **Young Vivian**. In recent months he has visited Fiji, Papua New Guinea, the Philippines, Australia and Micronesia. Dr Salato's immediate plans are to go home to the Lau group in Fiji to spend some time fishing. After his years as Fiji's first high commissioner to Britain and then as the SPC's guiding light, it would be a shame if this is all he intends to do. With his overview of the Pacific, gained at a moment in history when times are changing rather rapidly, it would be an Island loss if he spent all his days dangling a line in the clear waters of a Lau lagoon instead of getting a few thoughts down on paper. PIM would be happy to publish.

Back in 1970 when big, bluff and popular **Frank Espie** was in full cry as managing director of Bougainville Copper, PIM did a profile on him. As the man who had the gigantic task of developing from scratch the massive Panguna mine and bringing it on stream he considered himself lucky. His luck, he believed, was due to the fact that he had joined, in Conzinc Nitinto Australia, the owners



From left: Macu Salato, Frank Espie, Paul Cousseran and Michael Ovington, Australia's consul in Noumea and Michael Somare

of Bougainville Copper, a growth company.

PIM's profile went on: 'You take an ordinary fellow and put him in a growth company and give him a challenge and he'll meet it,' said Frank Espie, lowering his voice to a shout. 'The same fellow stuck in a non-growth company has had it in 10 years.'

When the profile was published, Frank rang the editor from Melbourne to pass on the congratulations of his wife for the story. 'You're her pin-up,' he said 'because she reckons that bit about lowering my voice to a shout was the best description of me anybody ever gave.'

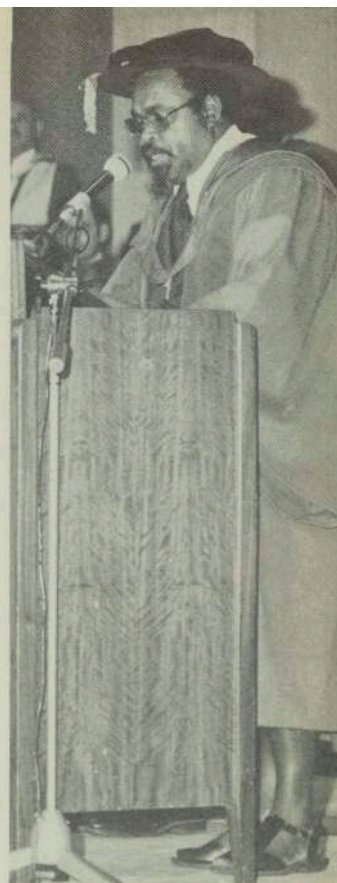
In May, Frank Espie retired as chairman of Bougainville Copper and as deputy chairman of CRA, full of achievement and honour — an OBE in 1971, and earlier this year, a knighthood. The massive Panguna mine is a massive success story in Papua New Guinea's economy but Sir Frank still hasn't learnt to say anything without rupturing nearby eardrums.

In Australia from April 9-22 on a courtesy visit as a guest of the Australian Government, **Paul Cousseran**, French high commissioner in French Polynesia, visited Canberra, Melbourne, Sydney, Townsville and Brisbane. During his Sydney visit, Mr Cousseran invited PIM editor Bob Hawkins and staff writer Malcolm Salmon for an



informal chat. Himself a former journalist, Mr Cousseran showed keen appreciation of the problems involved in producing a monthly magazine for an audience as far-flung and fragmented as PIM's. He gave a rundown of his views on the situation in French Polynesia, explained the French view of the nuclear testing program, and offered many insights into the French approach to problems in their Pacific territories. There was certainly a less than complete meeting of minds on a number of subjects, but the conversation was courteous, friendly, and, PIM believes, fruitful for both sides.

A French artist answering simply to the name of **Jad** (he keeps his real name a secret) is waging a one-man paintbrush war against French nuclear testing on Mururoa atoll, French Polynesia. Jad, 30, left France to live in Tahiti five years ago, hoping to escape from Western over-population and pollution to a South Sea sanctuary. 'But,' he told the *Zealand Herald*, 'I soon realised that the presence of the nuclear testing base on Mururoa was threatening to destroy the existence of this former haven of peace and sanity, French Polynesia.' He was visiting New Zealand on the first leg of a world tour during which he hopes to spread his anti-nuclear message through his paintings. By this means he

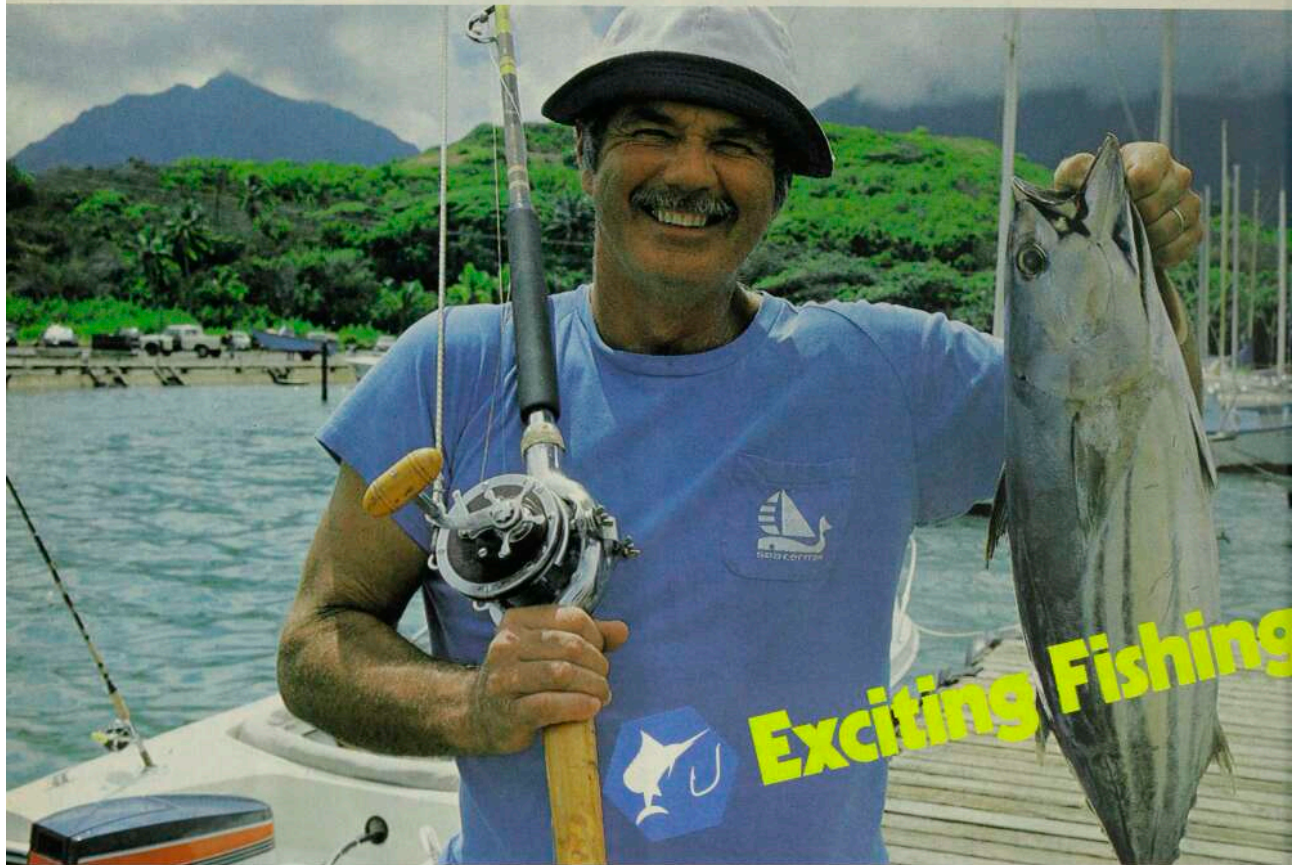


intends to build a reputation for himself as an anti-nuclear campaigner with a name that will mean something when he launches the final stage of his campaign in France itself.

For 'distinguished creative contributions in the service of society', Papua New Guinea's leader **Michael Somare** was awarded an honorary doctorate of laws by the Australian National University in Canberra in a May ceremony. The ANU has had a long association with Papua New Guinea, mainly through its Port Moresby-based New Guinea Research Unit, now disbanded, and the Research School of Pacific Studies on the Canberra campus.

Father Donnelly, columnist in the Auckland paper *8 O'clock*, writes on his recent visit to Western Samoa: 'The visit convinced me of my total ignorance of Polynesians and their background. It also upset me to realise how many New Zealanders haven't a clue about these people. We lump all Polynesian peoples together as if they were identical. The

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PEOPLE



Left: Ambassador Francis Bugotu; above: Alan Sutherland

writes and illustrates the material himself, dealing with crops and livestock which have production significance in the various countries.

Solomon Islands' one-man diplomatic corps, **Francis Bugotu**, was in Canberra recently to present his credentials as non-resident high commissioner to Australia. As head of the Solomons' foreign affairs organisation, Mr Bugotu, 40, is a roving ambassador to all countries with which Honiara has established diplomatic relations. Until independence in 1976, Mr Bugotu was permanent head of the Solomons' civil service.

Turtles, sharks, fish, frigate birds and coconuts found floating in the sea kept **Simeon Kaku'u**, 36, and **Ronald Anoa**, 28, alive after they lost their way in an outboard canoe on a journey between Pelau, on Solomon Islands' Ontong Java and Tasman Island. With a third man, named only as **Hinipua**, about 60, they drifted for nearly two months, during which time Hinipua died and was dropped overboard. Simeon and Ronald were eventually found by Tinakula Islanders in the Eastern Province, too weak to move. They made rapid recoveries in Santa Cruz Hospital.

Royal Papua New Guinea Constabulary officers did not take kindly to the appointment by Prime Minister **Michael Somare** of his department's permanent head **Phillip Bouraga** as commissioner of police. Nor did the national Opposition front-bencher **Paul Torato** who said Mr Bouraga was not trained as a policeman



and that there were enough capable men within the constabulary to take over from **Bill Tiden**. Obviously, Mr Somare and his cabinet are concerned about the way in which the police force is handling increasing crime in urban areas, along the Highlands Highway and on the tribal battlefield. Mr Bouraga has a good record as an administrator. With the right kind of support from experienced police officers, there may be more sense to the PNG Cabinet decision than meets the eyes of the nation's police and Loyal Opposition.

Apart from National Broadcasting Commission chief, **Sam Piniau**, Papua New Guinea's list of South Pacific Games team officials sounds more like an old-style Rhodesian cabinet. After Mr Piniau, a Gazelle Peninsula Tolai, as leader of the mission, the general manager is **Peter Evans**, the assistant manager for men **Bill Bramwell**, the assistant manager for women **Rita Flynn**, secretary **Pam Easterbrook**, and the physiotherapist **Dr Terry Hillier**. A PNG Office of Information release notes that 'three nationals (Papua New Guineans) applied for the positions of general manager, assistant manager for men and doctor but were unsuccessful'. It seems little, if anything, has

Five Papua New Guinean teachers who were studying modern teaching methods at the Hartley College of Advanced Education in Adelaide, South Australia, were due to return home last month. They had been studying under the auspices of the Australian Development Assistance Bureau. Pictured, with course instructor **Alan Cooper** (second from right), are (from left) **Sinoa Poi** of Kupiano, Central Province, **John Kopil** of Mount Hagen, Western Highlands Province, **Paul Hupiko**, Koroba, Southern Highlands Province, **Ogla Makindi**, Mount Hagen, and **Andrew Yasangi**, Saidor, Madang Province. — AIS photo.

changed on the PNG Amateur Sports Federation scene since the first South Pacific Games in the mid-sixties.

Oliver Cordell is Australia's new high commissioner in Nauru, taking over from **Maris King** who held the post for three years. Mr Cordell, 40, has previously served in Lagos, Vienna, Karachi and Islamabad.

After many years in Fiji, artist **Mary Edwell-Burke** is now living in Sicamous, British Columbia, Canada. Ms Edwell-Burke took her dog with her but, according to the *Fiji Times*, Bella, her cat, leapt out of its freight box at Nadi just before departure and had not been seen since: She was last heard to be offering a \$F100 reward for Bella.

Irish, British and Canadians would be angry to think they were classified as exactly the same type of people. Polynesians, whether they are Niueans, Samoans, Fijians, or Cook Islanders, have important differences in their cultures and lifestyles that need to be appreciated. In the New Zealand labelling process we have lumped them all together as Islanders and not bothered to distinguish their separate qualities and needs. Because we have no appreciation of their differences, we are not prepared to take time to identify them or get to know them.'

Alan Sutherland is an agricultural scientist, educator, writer and artist. After more than 35 years in Australian education, Mr Sutherland turned his attention to the needs of Australia's neighbours in the South Pacific.

From an office at the University of New England at Armidale, in northern New South Wales, he produces illustrated agricultural booklets for use by teachers in South Pacific schools. They go to Solomon Islands, Gilbert Islands, Western Samoa, Cook Islands, Papua New Guinea, Tonga, Tuvalu, Fiji and Niue.

He is employed on the project jointly by the university and the Australian Development Assistance Bureau. He

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VICTA
TURNS GRASS INTO LAWN

A PAPUAN VIEW OF A WARTIME CARRIER'S LOT

Retribution — hangings and beatings — by Australians against Papua New Guineans who consorted with the Japanese during the Pacific War hits the headlines from time to time. PIM, in 1971, in the words of former PNG public servant Tom Grahamslaw told as complete a story as has ever been published. When Australian politician Barry Jones last year questioned the disappearance of records of legal 'justice' meted out to Papua New Guineans caught up in a war not of their own making, the headlines with dramatic pictures of battered buttocks proliferated. Papua New Guinean journalist Maclaren Hiari, to get another view of events from the lips of a Melanesian, interviewed Simon Ogomeni Pehara, now in his fifties, of Papaki village near Kokoda in PNG's Northern Province. Mr Pehara was a 16-year-old when he was recruited with other villagers by Captain Claude Champion, then in charge of local carrier recruiting at Kokoda.

Simon Ogomeni Pehara was recruited as a carrier to serve Allied forces in 1943. Mr Pehara, fellow Papaki villagers, and Papuans from miles around, had fled into the bush with the onset of the war with the Japanese the year before. The people of Papaki made their way to friends in the village of Asisi, off the beaten track and, hopefully, out of the way of the fighting.

However, when the Australian army realised that without local help the movement of supplies and ammunition was almost impossible, Captain Claude Champion was given the job of finding that help. Simon Ogomeni Pehara and fellow-villagers were assembled at Vairope from where they were sent to Dobuduru. There they began carrying supplies and building shelters for both men and equipment.

Mr Pehara recalls 'thousands' of men carrying materials from Dobuduru to Higaturu and on to Ioma and other destinations. The Papuan labour force was also used to help build the road from Oro Bay on the Northern District coast to Higaturu and then on to Kokoda with picks, shovels, hammers and weighted drums.

Because of the great number of people employed on the highway, says Mr Pehara, it was finished in less than three months, enabling the Australians to move quickly up to Kokoda. During this time Mr

Pehara was *bosboi* (foreman) of the labour force on the highway. In the space of a week, he said, thousands of labourers turned the 'impassable Oivi hills' into a 'passable' road.

With the road finished, the labourers became carriers, moving materials along the Oro Bay-Kokoda track until they were moved all the way to Kokoda where they joined up again with Captain Champion, the man who had originally recruited them. Their next job was to carry from Kokoda to Kagi.

Mr Pehara describes Captain Champion as 'a good army officer who sympathised with the carriers', but goes on to explain why he and his fellow Papuans were willing to do the work they did: 'It was a time of war so people had to fight other people for the sake of survival. It was necessary for the survival of Papua New Guinea and Australia so we had to help the



If the work he had been doing was tough, Mr Pehara's next assignment was much more distasteful. He was asked to work with a Mr Franklin who had the job of retrieving corpses, either left or buried on the battlefield, and bringing them in for burial in the nearest 'civil native cemetery'. 'We had to travel as far as Gorari back on the Kokoda-Higaturu road and Kagi on the Kokoda Trail to bring corpses back for burial at Kokoda. I was involved in this work for almost a year before becoming a *hausboi* (domestic servant) for Mr Franklin at Kokoda. Another Papaki villager, Theo Isoro Handu, became *bosboi* to the labourers who were digging up the corpses.

Simon Ogomeni (left) and Haie Auka, former carriers, look at an Australian newspaper photograph of carriers whipped by Australian personnel during the war





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YESTERDAY

It was during this time that Mr Pehara made his first flight in an aircraft, from Kokoda to Dobuduru, with Mr Franklin, for a dental check-up, and to spend a week working at the Soputa cemetery. After a short spell back at Kokoda, Mr Pehara was transferred to Oro Bay to help in the unloading of ship-borne food supplies. That was where he was when the war ended.

Mr Pehara's 'war work' did not end with the cessation of hostilities. First he returned to his village and, for domestic reasons, did not take up an invitation to move to an ex-service settlement block at Sangara. Soon afterward, Mr Franklin visited his village and asked if he would return to Kokoda to collect the bodies of the fallen and send them to Bomana War Memorial cemetery just outside Port Moresby. His job was to exhume the remains, put them in bags and label them ready for flying to Port Moresby. The grave markers were shipped by sea. For that work Mr Pehara

says he was paid eight sticks of black tobacco.

He was later asked to go to Port Moresby to help maintain Bomana cemetery but, again for personal reasons, he decided not to leave his village. 'I had coffee and cocoa gardens to look after for my family,' he explained.

Mr Pehara did not witness the hangings which have caused controversy on and off in both Australia and Papua New Guinea in recent years. But he remembers well the rough gallows on which most of the executions were done.

Of the hangings at Higaturu by Australian Army personnel, he believes they were done 'for good purpose' and did a lot to dissuade further consorting with the enemy Japanese. But while he thought the Higaturu hangings were 'just', Mr Pehara regarded the whipping and caning of Papua New Guineans at Isurawa and Alola along the Kokoda Trail as 'savagage and rough punishment' which should have been avoided.

He sees the floggings as the work of Australian Army personnel who believed the 'natives' were nothing more than 'cannibals and animals', not fit for anything better. Mr Pehara said he emerged unscathed but saw fellow countrymen whipped, in some cases for 'unbelievable reasons'.

When shown Australian newspaper photographs of the lacerated backsides of whipped and beaten Papuans, Mr Pehara expressed surprise at the photographs ever having been taken. 'I never thought that such photographs existed and I am surprised that photographs of war events in Papua New Guinea are being kept in Australia.' He said he intended to show the photographs — of the buttock wounds and of the gallows at Higaturu — to fellow former carriers now living in Northern Province.

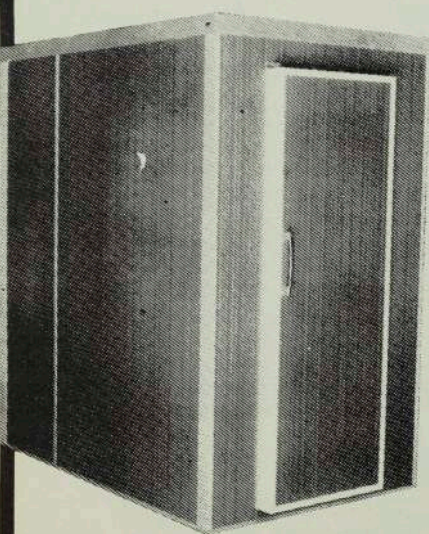
Looking back on his years of hard labour during the war, Mr Pehara now sees the Papua New Guinean people as having been pressed into building the Oro Bay-Kokoda road and car-

rying supplies and other materials of war. He says it was exploitation of cheap labour. The Australian army 'fooled us', he says, by promising compensation to labourers and carriers after the war. But nothing had happened and now Papua New Guinea was an independent nation.

Late last year there was an announcement by the Australian Government that Kina 37 000 would at last be paid in war compensation to labourers and carriers. But this falls far short of the K3 million former minister for defence Louis Mona was talking about when he came out in support of compensation claims lodged by the Returned Services League of Papua New Guinea. Present Minister for Defence Gai Duwabane praised the Australian Government for its gesture, but it is doubtful that the PNGRSL will give up easily in its campaign to win compensation for the thousands of Papua New Guineans who gave their all for payment in sticks of black tobacco.

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Prime Minister Lauti at Noumea South Pacific Conference last October ... grasping the nettle? SPC photo

IF THE CUPBOARD IS BARE — GO FISHING

An interim skipjack survey in Tuvalu waters in mid-1978 was what Prime Minister Toalipi Lauti pinned his faith on when he handed over more than \$A500 000 to American businessman Sidney Gross. In return, Mr Gross promised that the money would be invested to return 15% interest and that he would raise a \$US5 million loan for Tuvalu to establish a fishing industry. John Carter reports.

Tuvalu's money is 'as safe as though it was in a bank itself, or ever safer', Mr Gross told Australian Associated Press which, following up PIM's story last month, interviewed him by telephone. Mr Gross added that 'he 'absolutely' had no worries about the consequences of the venture's success for the 7500 people of Tuvalu.

The survey was carried out by South Pacific Commission specialists. In their report, they stressed that it was an interim one, that 'caution should be exercised when projecting the long-term potential', and that care must be taken in projecting from these results to give indications of annual, or even seasonal, potential in the area.

What were the pointers in the survey report which inspired Prime Minister Lauti to risk his country's ready cash in a scheme which has his colleagues in government worried?

The good news in the report was that:

an average of one school of tuna was sighted for every hour

of searching time — a very promising result;

- although only one baitfishing site, in the Funafuti lagoon, was surveyed, there were obviously great quantities of *Sprattelloides delicatulus* and that the average bait catch of 177 buckets per haul, or 354 buckets per night, was the highest so far achieved by the SPC skipjack programme;

- and that the optimism with which the visit to Tuvalu was awaited was proven to be justified — 2739 skipjack being tagged in 10 days, 708 buckets of bait being taken in two nights of fishing.

The report also said: 'The location of Tuvalu close to the equator would suggest that skipjack should be abundant year-round and the excellent seasonal catches taken by the Japanese distant water fleet in this area endorse optimism for the establishment of some type of skipjack fishery in Tuvalu.'

Mr Lauti told PIM he had been promised a special independent grant of £2.6 million by Britain, but had had no reply to a request to Britain that the money should be

handed over without delay. There was no time to discuss with Britain plans on how the money should be spent. Tuvalu, until independence on October 1 last year, had been a possession of the United Kingdom for 86 years.

'We are small in land area,' said Mr Lauti. 'We are poor, with no mineral resources. The only thing for us is fishing. Nothing else will bring in the amount of money that will allow us to be economically independent.'

Mr Lauti said that when he saw the report of the skipjack survey he was 'fired with enthusiasm' to do something about it. Tuvalu's \$500 000 was earning only 7% in interest, so 'I had to invest that money at better terms,' he said.

It is not faith alone on which Mr Lauti is relying. He said a fisheries officer from the South Pacific Forum's South Pacific Bureau for Economic Co-operation had visited Funafuti to discuss the scheme. He was relying on continuing help from SPEC, the Fisheries Agency, created by the Forum last year, and the SPC, he said. Mr Lauti said there was no truth in a rumour that he intended taking Tuvalu out of the Fisheries Agency.

If the project fails, what does Tuvalu have left? There's an old vessel, its only legacy from the combined assets of the former Gilbert and Ellice Islands colony, all the rest including the phosphate riches of Banaba (Ocean Island) going to the Gilberts which become independent next month as Kiribati. And there's a promise of £5.1 million from Britain.

There's nothing else, except that, as Mr Lauti points out, Tuvalu is now a sovereign nation with the power and right to enter into agreements with other nations. And several are knocking on the doors of Island countries asking for a foot into the South Pacific.

Tuvalu's abstract of accounts for 1977, prepared by the United Nations Development Advisory Team, lists imports but not exports. They are dealt



with in the preface to the abstract.

Exports in 1977 were: scrap copper — 870g valued at \$A20; copra — 217 tonnes valued at \$46 401; re-export of cine films after showing — \$14 519.

Tuvalu has a stamp trade which shows great promise. In 1978 it earned half a million dollars, the half million now invested with Mr Gross. It is confidently hoped that this year the philatelic department will make a million dollars.

Its total imports for 1977 amounted to \$1.24 million. Total revenue for 1977 was \$3.45 million, of which only \$693 770 was raised in Tuvalu. The rest came from aid grants.

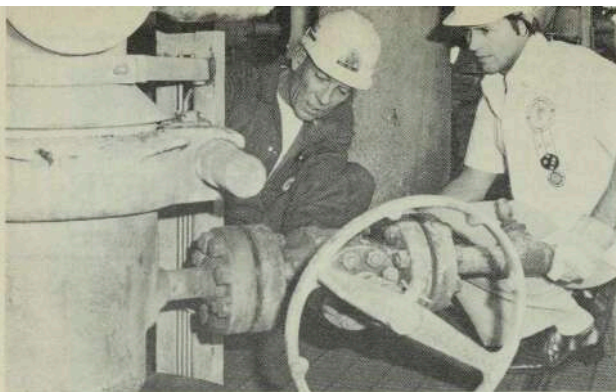
Clearly, there's not much in material terms for Tuvaluans unless they grasp the nettle of economic development. 'Look before you leap' has been the tendency of most emerging nations in a decolonising South Pacific. But 'He who hesitates is lost,' appears to be the code of tiny Tuvalu's leader. More power to his elbow.

Mr Gross says Tuvalu's money is safe. But even if it turns out not to be would Washington stand by and do nothing? After all, what's half a million between friends, with a treaty to prove it? Tuvalu's course, chosen by its prime minister, is sure to be a corridor talking point at next month's Forum meeting in Honiara.

Malaysian feelers

Malaysia could be doing more business soon with Solomon Islands if the interest local importers showed in a Malaysian trade mission to Honiara recently is an indication.

Local buyers showed interest in shoes, textiles and electronic items. Prefabricated housing units, which would require a joint Malaysian-Solomons venture, were particularly at-



tractive. (The housing shortage in Solomon Islands has become so acute the government has been forced to stop all recruiting of foreigners for the time being.)

Other lines the Malaysians were pushing were food, rubber and plastic goods and giftware.

In 1975 Solomon Islands bought \$51 719 000 worth of Malaysian goods, mainly machinery. Last year purchases, mainly food and chemicals, were only \$81 000. Exports to Malaysia are more-or-less non-existent but Malaysia is interested in buying sizeable quantities of rice. Surprisingly the Malaysians also showed an interest in timber.

Energy Minister Kitchens (right) and Esso-BHP's Rex White on Bass Straight, Victoria, oil rig . . . pushing water power. AIS photo

Kitchens pushes Purari power

Australia and Papua New Guinea have been talking again about the possibility of feeding electricity by submarine cable to northern Australia from PNG, if and when the Purari River hydro-electric scheme in Gulf Province comes into operation.

Australia and Japan co-operated with the PNG Government in a feasibility study from 1974 to 1977, find-

TRADEWINDS

ing that a large development at Wabo on the Purari was technically feasible and even economically attractive if industrial demand could match optimum generating capacity within a decade of the scheme going into operation.

Australia's Minister for National Development Kevin Newman told PNG Minister for Minerals and Energy Karl Kitchens in Canberra recently that he would talk to the Queensland State Government about Mr Kitchens' suggestion that the Purari scheme could provide power for aluminium smelting in Northern Queensland.

In the meantime, at an estimated rough cost of more than K750 million, and with considerable opposition on sociological and environmental grounds, the Purari project seems a long way off.

Green light for two US carriers

The US Civil Aeronautics Board has given approval to Hawaiian Airlines and Aeroamerica to operate services in the South Pacific,

following a petition in 1978 from American Samoa for an immediate restoration of air services to the territory. The petition was filed when Pan American World Airways cut back on services to American Samoa from Hawaii.

Hawaiian Airlines, if their service goes ahead, will operate an Hawaii-Samoa-Fiji-Tahiti-Hawaii service. The CAB has given Hawaiian Airlines two years to start the service.

Approval to Aeroamerica is subject to terms not yet public.

Contract let for Funafuti Wharf

A \$A1.78 million contract for a deepwater wharf at Funafuti, capital of Tuvalu, has been let to Hornibrook Construction (Papua New Guinea).

The work, which will provide employment for about 60 people, will be paid for under the Australian Government's aid programme to the South Pacific.

The project involves a 50 m long 12 m wide wharf in eight metres of water linked to the shore by a 40 m jetty

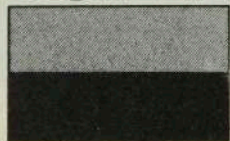
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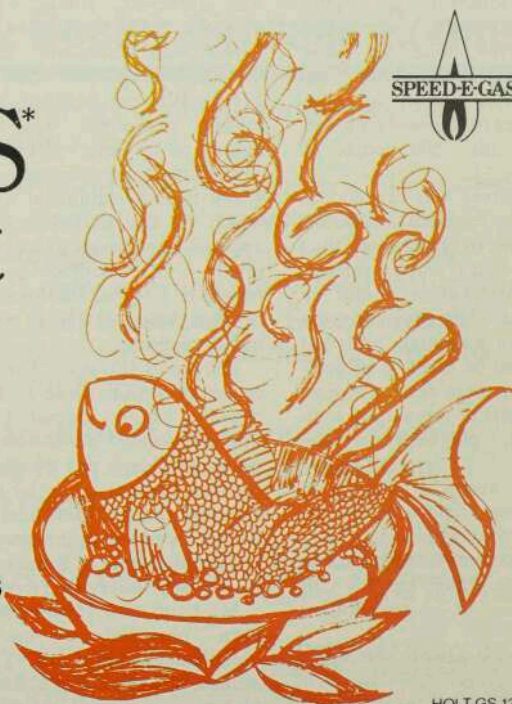
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HOLT GS 13

A way around exchange problems

New Zealand's Social Credit Political League — which holds one of the 92 parliamentary seats — has started a new trade financing arrangement with Solomon Islands which it hopes will form the basis of a co-operative trading bloc in the Pacific.

Party leader Bruce Beetham explained the private enterprise scheme with its 'unique financial features' at a press conference. Basically it means that Solomon Islands timber export mills can deposit the payment for hardwoods sold to New Zealand into bank accounts in New Zealand. Then they can buy New Zealand goods and services with the money from these accounts.

The Reserve Bank of New Zealand has given the okay for this bilateral scheme provided it receives a monthly account of all transactions on Solomon Islands money.

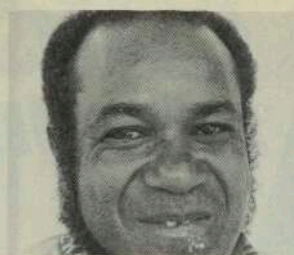
This simple trading arrangement eliminates borrowing or payments of interest overseas by either trading partner for the use of trading money, says Mr Beetham. 'In effect, what it does is eliminate financial middlemen through a reciprocal credit arrangement, bypassing the hard currency markets or the necessity of borrowing hard currency.'

Apart from working out a mutually beneficial trading arrangement, Mr Beetham was demonstrating in a practical way his party's policies for social and economic reform.

The deal, arranged with Solomon Islands largely through a group of senior Social Credit League people, is part of the party's strategy to show what it would do if it won government.

While that position might elude Social Credit followers for some time, Mr Beetham says Social Credit would use the same financial policy to extend bilateral trade with other willing nations.

Much of the Pacific basin had the potential to become a great new co-operative with



Solomons Finance Minister Kinika ... a nest egg in NZ

New Zealand playing the leading role, he said.

The Alliance Trading Association (Solomon Islands) co-ordinates exports of the sawn timber to New Zealand which can then be used for cladding for houses, furniture, flooring, decking and mouldings.

The shipments will save New Zealand overseas funds because the Solomon Islands hardwood will largely replace present imports of North American redwood and cedar, Mr Beetham says.

New Zealand should be able to re-export quality furniture using the new timber and keep timber processing plants operating. Some faced closure

because of reduced supplies of local hardwoods.

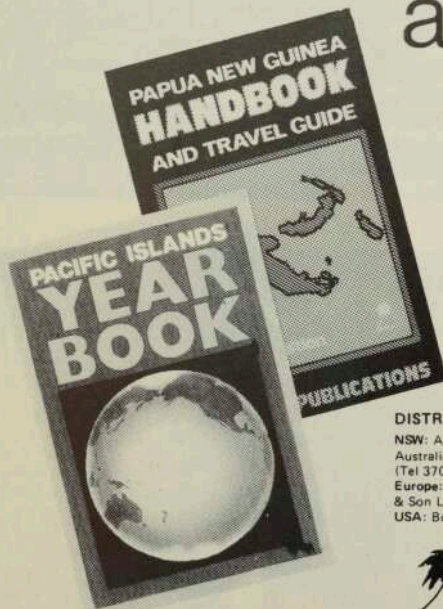
From hardwoods, Solomon Islanders may be able to diversify trade into copra, palm oil, coconut commodities, sugar and other tropical products, says Mr Beetham.

In the reverse direction, Solomon Islanders have already expressed interest in timber milling equipment, beer, onions, fresh meat and processed foods which they will be able to buy with the money deposited from hardwood sales in the New Zealand accounts.

'There are no strings attached by international corporations, international financiers, or German, Japanese or any other outside interests,' says Mr Beetham.

And, although Social Credit members were involved in the new trading arrangements, neither they nor the party would make a penny out of the deal, he emphasised. The first two shipments of hardwood from Solomon Islands were due by the end of May. From then on, monthly shipments are expected.

These two Pacific guides are always wanted



The Pacific Islands Year Book is the standard reference book on all the islands of the Pacific Ocean, 500 pages crammed with facts and statistics and detailed histories. The Papua New Guinea Handbook and Travel Guide does the same thing for Papua New Guinea, but in even more detail. Both books include hotel guides, separate full colour maps and heavy clear plastic jackets.

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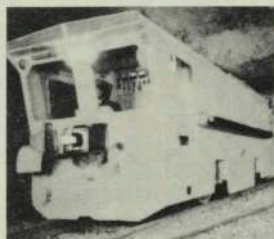
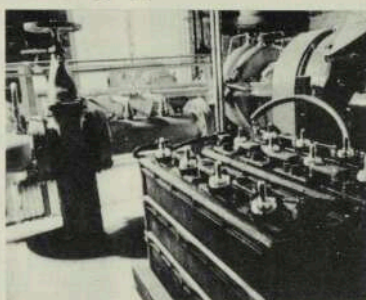
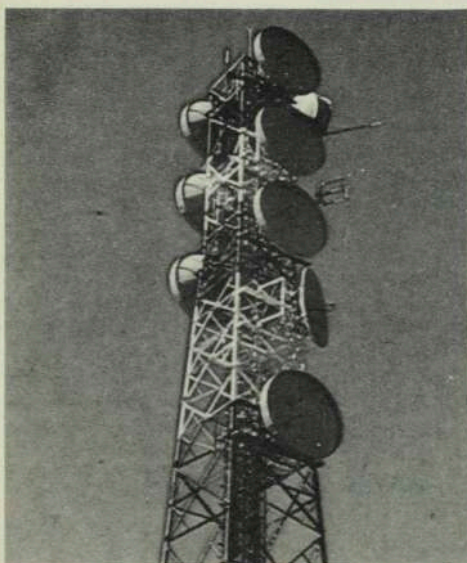


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TRADEWINDS INTELLIGENCE...

Australia's curtailment of exports of butane gas to French Polynesia, where it is widely used for domestic and other purposes, was one of the matters raised during the April visit to Australia by France's high commissioner in French Polynesia, Paul Cousseran. On the eve of his departure from Papeete Mr Cousseran told *La Dépêche de Tahiti*: 'I'm certainly going to make the point that as we are only very small customers — we consume only 4800 tonnes a year — our imports are only a drop in the bucket of their overall exports of gas and really couldn't cause them much of a problem. I will also be saying that on a national scale Australia's imports from and commercial exchanges with metropolitan France are on a very large scale, and that the Australian Government should bear this in mind in making its decision, which is of fundamental importance for the Polynesians. If the embargo isn't lifted, they could find themselves faced with a steep rise in the price of a bottle of gas.' Australia claimed that it was stopping the exports because it wanted to conserve its supplies. French Polynesia has had to import gas from Venezuela, at considerably increased freight costs.

British Airways' manager in Papua New Guinea, David Graeme, just before leaving on posting to Rawalpindi, took 10 Air Niugini staff to London to inspect BA training and administrative facilities. Mr Graeme's successor is Richard Froggatt from BA's London office.

Tourist Hotel Corporation of New Zealand has appointed Linda Greenborough Australian sales manager. Ms Greenborough, also represents the Cook Islands Tourist Authority. The THC Sydney Operation is in Air New Zealand's city offices.

Airline agreements are flying thick and fast. Three in recent weeks were the Papua New Guinea-United States deal to allow airlines of both countries into each other's territory; the Continental-Polynesian Airlines general sales agents arrangement; and the Fiji-New Zealand air rights agreement which allows Air Pacific to make direct flights to NZ from Nadi and Air New Zealand to land at Nausori airport near Suva.

Pan Am in February launched a US-wide publicity campaign to promote Tahiti as a tourist destination. A company spokesman in Papeete said that the positive effects of the campaign had been noticeable within a month. Pan Am was flying more passengers to Papeete and had been obliged to increase services.

Boats to Newcastle? Thousands of Solomon Islanders need a shipload of coconuts to replace thousands of coconut palms destroyed when Cyclone Kerry hit in February.

Continental Airlines, whose trans-Pacific service started early in May has appointed Jack C. Tobin as its Sydney-based vice president and managing director, and Steven Handy as regional director in Fiji.

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WINDS INTELLIGENCE...TRADEWINDS INTELLIGENCE...TRADEWINDS I

CHEAPER landing fees at Fiji's Nadi airport have been announced by Minister for Civil Aviation Tomasi Vakatora. Route changes for air-traffic control and communications and meteorological services given by the airport to aircraft in southwest Pacific area would be cut by 20%, Mr Vakatora said.

THE GUAM Visitors Bureau has decided to give up to \$50 000 a year to organisations which promote off-season and special interest tours to Guam.

EAST-WEST Airlines, which services Norfolk Island from Sydney, carried more than half a million passengers last year, a near 10% lift on 1977 figures.

THE FIJI Sugar Corporation is to spend \$16 million to expand the Labasa mill on Vanua Levu in time to crush increased production of cane in the 1980 season.

THE PNG Government has asked third level operators to phase out single-engined aircraft within three years.

FIJI Industries, cement manufacturer, earned a net profit of \$159 390 in the six months to December 31, 1978, up from \$84 846 in the last six months of 1977.

CO-OPERATIVES in Tonga had a turnover of more than \$F1.25 million last year.

FIFTY rooms are being added to the Madang Resort Hotel in Papua New Guinea and plans are being drawn for a six story block containing a further 100 rooms, bringing the total number of rooms to 210.

FIJI is issuing \$250 (featuring a banded iguana), \$20 (golden cowrie) and \$10 (pink-billed parrot) gold coins as part of the world's wildlife conservation coin series.

SOLOMON Islands exports in 1978, at \$S131.1 million, were up 7% on the previous year while imports, at \$31 million were 20% up on 1977, leaving a tiny trade surplus.

TURTLE Island Airways of Nadi, Fiji, has launched a Lautoka-Sigatoka-Suva seaplane charter service with Cessna 206 aircraft.

FIJI is claiming \$F1.2 million from a British contracting company, Sir Lindsay Parkinson and Company, alleging that the company took too long to build the Lautoka Hospital. The dispute will be settled by arbitration in London.

THE TUVALU Government's Fish Processing Officer Keith Machell has announced that a beche-de-mer project, started in May last year, is about to begin exporting, the first consignment going to a Hong Kong buyer.

CONSTRUCTION is underway, financed by the Australian Government, of a \$A200 000 harbour pilot launch for Santo, New Hebrides, at the Morton Engineering Company dockyard in Hemmant, Queensland.

BAUERFIELD airport, Vila, New Hebrides, caught up with most others in the Pacific when in March for the first time it introduced a passenger security check.

FIJI had a visible trade deficit of \$130.12 million in 1978 compared with \$118.13 million in 1977, mainly because of a slump in sugar earnings.

VISITORS to New Caledonia in 1978 totalled 52 280, 29% up on the figure of 40 369 in 1977. Australian visitors were up from 20 275 to 21 834 and New Zealand visitors increased from 4895 to 5003. Japanese arrivals rose from 4633 to 11 885.

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TRADEWINDS INTELLIGENCE...TRADEWINDS INTELLIGENCE...TRADEWI

NEW CALEDONIAN beekeepers plan to establish a demonstration apiary in an effort to learn more about the ways of bees and produce more honey and by-products.

MICRONESIA in mid-March saw the inauguration of the first-ever airmail service between Ponape and Kosrae. The service is operated by Pacific Missionary Aviation, which for the past two years has been gearing itself to meet the stringent requirements of the US postal service for airmail operators.

THE LEVEL of the Western Samoa all groups consumer price index for January dropped by 0.7% compared with December 1978 but was up 3.3% on January last year.

BURNS Philp (SS) lifted net profit by 7.2% to \$F1.6 million for the half-year ended December 31 and is paying an interim dividend of 7.5c a share on capital increased by a two-for-three bonus issue.

GUAM'S tourist industry has generated \$US700 million in gross business receipts over the past 11 years, making it Guam's second largest source of revenue after US federal government spending. The industry provides more than 7000 jobs, 22% of Guam's 30 000 labour force. A total of 238 000 tourists visited the territory in 1978.

FIJI expects a record output of 459 000 tonnes of sugar in 1979, 102 000 tonnes above the 1978 figure and 59 000 tonnes higher than the 1968 record.

TONGA Co-Operatives Federation has received grants of \$US2300, to build and expand 10 vanilla drying sheds for 10 co-ops on Vavau, and \$5200, to build a co-operative federation warehouse at Neiafu, Vavau, from the US Agency for International Development Accelerated Impact Programme.

THE CANADIAN Government has extended most favoured nation and general preferential tariff status to the Caroline, Marshall and Mariana Islands. Officials say the Canadians might be interested in importing coconut oil, fish, black pepper, handicrafts — items produced in bulk in Micronesia.

TOTAL number of tourists visiting the New Hebrides in 1978 was 27 579, up 12% over 1977 (24 545).

NEW CALEDONIA'S chamber of commerce celebrated its centenary in April. More than 300 members of various chambers in France visited Noumea for the occasion.

THE NEI Manganibuka, a fishing vessel built in Japan for the Gilbert Islands is now in service.

VANILLA has become Tonga's third ranking export. In 1953 King Taufa'ahau Tupou (then Prince Tungi and prime minister) directed that the possibility of vanilla becoming a cash crop be investigated.

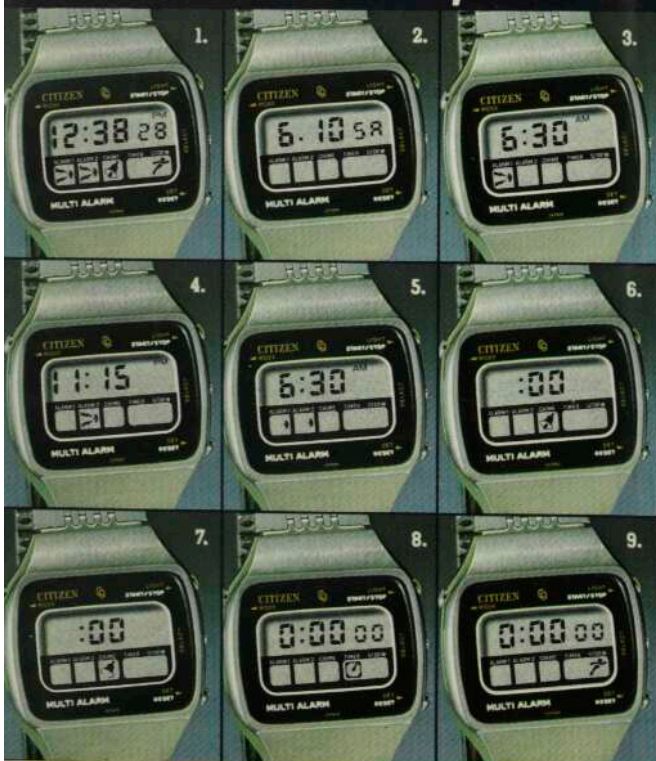
A MILL to produce feed for poultry and pigs and costing \$NZ500 000 has been handed over by the New Zealand Government to the Western Samoa Government.

A MINIMUM of K5 million will be required to develop a 0.8 hectare hotel site next to the Davara Hotel across the road from Port Moresby's Ela Beach. The PNG Government is seeking overseas investment to get the project off the ground.

VISITORS to Fiji last October numbered 15 561, 1.4% less than in October 1977. A breakdown showed that 5561 were from Australia (35.7%), 2924 from New Zealand (18.8%), 3170 from United States (20.4%) and 783 from Canada (5%). In the first 10 months of 1978 152 595 people visited Fiji, a 6.3% increase over the same period in 1977.

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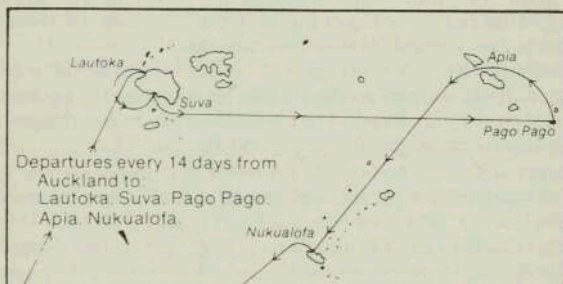
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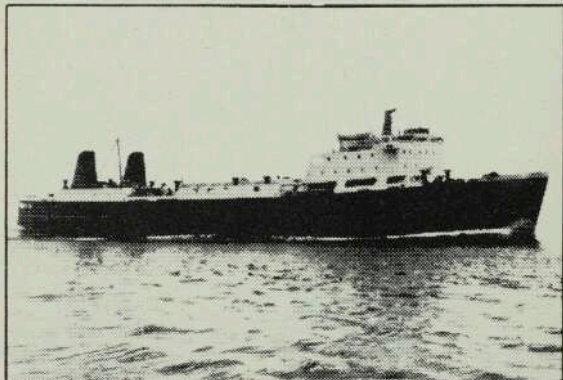
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CRUISING YACHTS

'Sixty two definite starters for Noumea,' reported Peter Rysdyk director of the UTA Sydney-Noumea race beginning on June 16 from the Cruising Yacht Club of Australia at Darling Point. Mr Rysdyk said this was three times the number of starters in the 1977 race. He anticipated that there would be about 35 starters in the Burns Philp-sponsored Noumea-Vila race following immediately on the heels of the Sydney-Noumea leg. Twenty of these would be from Australia, the balance from New Caledonia, New Hebrides and Fiji.

• **LEMANJA** ('sea nymph' in a Brazilian dialect) a Lunders 33 ketch from San Francisco, is taking California couple Grant and Donna Nielson around the world, writes Jimmy Cornell from Whangarei. The Nielsons left California late in 1977, sailing first to Mexico, then on to the Marquesas, Society and Cook Islands, and to New



lemanja crew Grant and Donna Nielson ... eventually Australia.
Photo: Jimmy Cornell

Zealand for the cyclone season. They plan to return to the Cooks before heading west for Samoa, Fiji and Australia.

• **STARSHINE**, a large 17 m ferroceement ketch designed and built by owner Doug Balcomb is spending the cyclone season in New Zealand. After working three years on building the boat, mathematician Balcomb left San Francisco accompanied by his wife Linda and 11-year-old daughter Heather. Late in 1977 Starshine arrived in Hawaii from where it sailed to the Marquesas. From French Polynesia the Balcombs headed west for American Samoa and Tonga. Now they plan to return to French

Polynesia along a southerly route which will allow them to visit the Austral Islands.

• **DRAGONERA**, a Santana 39 of Flagstaff, Arizona, arrived in Rabaul with Paul Weaver, owner/captain, and crew Robert Jordan and Linda Hovland. Dragonera left Newport Beach California in November 1977 and sailed to Hawaii, Guam, Hong Kong and Manila. Paul's son, Mark Weaver, joined the boat in Hong Kong together with his friend, Brian Beamer, and they sailed to the Philippines for four weeks. Stop-overs in Palau and the Admiralty Islands were included en route to Rabaul. Favourite ports so far have been Mirs Bay in the New Territories off Hong Kong and Manus, in PNG's Admiralty Islands. Plans are to proceed to Solomon Islands



Aurora's full complement, Christian and Catherine Canel and sons Lawrence and Guillaume ... teething problems over. Photo: Jimmy Cornell

• **AURORA**, 12.5 m ketch from Noumea, New Caledonia, arrived in early April in Whangarei on its first long voyage. It took Christian Canel five hard years to build the boat near Noumea, mainly because most of the materials had to be imported. After being launched in December 1977, Aurora sailed around New Caledonia, ironing out various teething problems. Finally, Christian and wife Catherine gave up their jobs as teachers, being accompanied on the cruise by sons Lawrence (6) and Guillaume (4).

• **AUDACIOUS**, currently single-handed by owner Hugh Stout, a much-modified Rawson 30 fibreglass ketch from Seattle, arrived in Rabaul. Hugh left Seattle in July 1974 via San Diego, Hawaii, Marshall Islands, the Gilberts,

AUSTRALIA-BOUND

A word of warning to yachts heading for Australia comes from the Australian Department of Health in Canberra. Assistant Director-General (Animal Quarantine) K. A. Doyle, writes:

If you are planning to visit Australia, you will be most welcome. But spare a thought for the fact that Australians are very dependent upon primary industries such as livestock and horticulture, which are fortunate to be free from the major diseases of animals and plants which occur in many parts of the world. As a result quarantine restrictions are strict, especially in relation to animal and plant products.

Animal quarantine officials are concerned on two main points — the live animal, and animal products derived from

it. Both can transmit important, dangerous animal and human diseases.

If you have a cat or dog on board you will be required to confine the animal. You will have to enter into a bond that it will not escape and you will only be permitted to moor mid-water, away from the shore or any wharf. If these requirements cannot be met it may be necessary to destroy the animal. We take this attitude because we are so concerned at the risk of introducing rabies, which can have a very long incubation period — much longer than most sea voyages — and Australia is the only populated continent which is free from this dreadful disease.

If you have a bird on board it will also have to be placed in bond under secure con-

ditions. This is because there can be no guarantee that a serious exotic disease such as Newcastle disease will not be transmitted to free flying birds and thence poultry. Newcastle disease would devastate Australian poultry flocks and the aviaries of bird fanciers, not to mention our wild birds.

Of equal importance in disease transmission are animal products. Many exotic disease viruses have been transmitted in this way, especially in frozen foods such as meat. If you are travelling from the east you may be aware that an outbreak of African swine fever is raging through South America and the Caribbean countries. This disease was recently introduced from Europe to South America via aircraft garbage. We are keen to see that there is no similar occurrence here. There is also, for instance, a serious outbreak to our west of foot-and-mouth disease in

Malaysia. This disease would most seriously affect all our livestock exports and cause havoc in our livestock industries. If you have any fresh food on board it too must be placed in bond or destroyed by the animal quarantine service. This food otherwise could inadvertently or unthinkingly be fed to pigs, for instance, and cause disease. Tinned goods also may be placed in bond and will be released to you when you are ready to depart. Otherwise, these goods can be re-exported or surrendered for destruction.

There is no possibility of our relaxing these requirements, so, if you have any doubts, please write to us in advance and give details of what food products or artifacts you will have on board. If necessary we can issue a permit which specifies the conditions under which you can import these goods.

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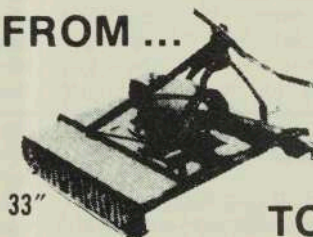
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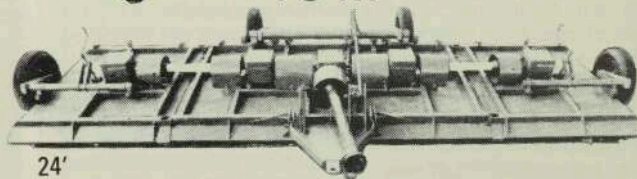
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YACHTS

Fiji and New Zealand. A year in Australia was spent in Sydney and on the Queensland coast. He left from Bowen, going out through the little-used Flinders Passage and entering PNG at Samarai. Plans are to go to Kieta, then south to Solomon Islands, before taking another look at the bright lights of Sydney!

WHY NOT, 13 m Perry design cutter, fibreglass sandwich hull made in Taiwan, arrived in Rabaul with Jack and Joanne Ford. The boat was outfitted for cruising in Guam, and departed Guam in May last year for Manus Island, Madang and Rabaul. Plans were to cruise in Solomon Islands and New Hebrides, and to arrive in New Zealand by Christmas.

WHYAC, a Fortune-30 yacht, now in Fiji, is the home of Canadian Kevin Tisshaw, 37. With four friends, he left Vancouver in 1974, sailing down the US West Coast to San Francisco, and then on to French Polynesia, Cook Islands, Tonga and Western Samoa and Fiji.

QUEEN VICTORIA, motor sailing yacht, arrived in Fiji from Rarotonga with American George Herzer, wife, Victoria, and family — Bernard 19, Julio 8, Carlos 17, Manuela 15 and Fernando 14. They left Miami in August, 1978, and visited Mexico and the Caribbean before passing through Panama. In the Pacific they have visited the Galapagos, Tuamotus and Tahiti, where they stayed for three months, before sailing to Rarotonga. They planned to sail to Brisbane, through South-East Asian waters, on to Europe and back to the US.



Why Not under sail ... New Zealand by Christmas. Photo: Roderica Laymon

• **WY WURRIE**, 10 m ferro-cement sloop from Nelson, New Zealand, arrived in Rabaul with owners Tricia Monahan and Neil Thomas who built the boat themselves. They left NZ in May 78 and sailed to Tonga, Fiji, New Hebrides, Solomons, into Papua New Guinea. Plans were to return to Nelson via Australia.

• **RANGER**, a Garden 35 ketch from Victoria, British Columbia. Gene and Marie Williams left home in September 1976, first sailing down the US West Coast to San Diego, California. From there it took 29 days to the Marquesas. After a whole year in French Polynesia, visiting the Tuamotu and Society Islands, they sailed on to the Cooks, the Samoas, Tonga and Fiji, where they spent three months. They plan to return to Fiji, then on to the New Hebrides and Australia and eventually around the world.

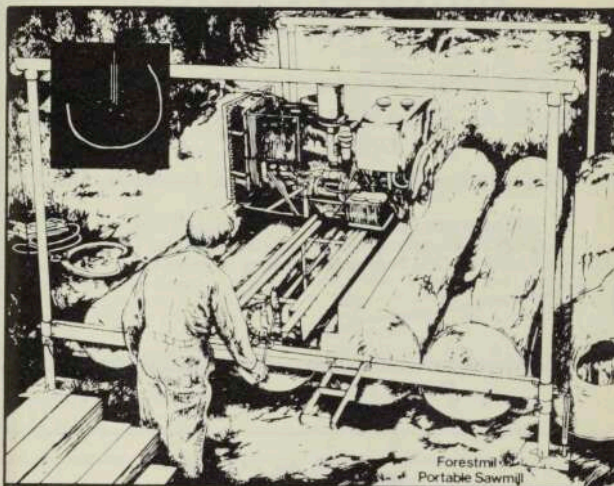
Gene and Marie Williams of Ranger ... a year in French Polynesia. Photo: Jimmy Cornell



PACIFIC ISLANDS MONTHLY — JUNE, 1979

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APIA: Burns Philp (South Sea) Company Ltd.
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AMERICAN SAMOA:
Polynesian Shipping Services Inc. P.O. Box 1478, Pago Pago.
AUSTRALIA:
The Australian National Line, 50 Queen Street, Melbourne.
Union Bulkships Pty.Ltd., 333-339 George Street, Sydney.
GILBERT ISLANDS:
Gilbert Islands Shipping Corp. P.O. Box 495, Tarawa.
FIJI:
Burns Philp South Sea Co. Ltd. GPO Box 355, Suva.
NEW CALEDONIA:
ETS Ballande, BP. C 4, Noumea.
NEW HEBRIDES:
Burns Philp New Hebrides Limited, Vila.
NEW ZEALAND:
The Shipping Corp. of N.Z. Ltd. P.O. Box 3344, Wellington.
PAPUA NEW GUINEA:
Steamships Trading Co. Ltd. P.O. Box 1, Port Moresby.
SOLOMON ISLANDS:
Sullivans S.I. Ltd. GPO Box 3, Honiara.
TONGA:
Union Steam Ship Co. P.O. Box 4, Nuku'alofa.



SHIPPING SERVICES

These listings do not necessarily cover all services to island ports. Should any shipping company wish to have its services — cargo and passenger — included in these listings they should contact PIM.

SYDNEY - LORD HOWE IS - NORFOLK IS

Compagnie des Chargeurs Caledoniens operates four-weekly cargo service Sydney - Lord Howe Island and Norfolk Island.

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

SYDNEY - NZ - FIJI - HAWAII - CANADA - US

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

Details from P & O Booking Centre, World Travel Headquarters Pty Ltd, 33 Bligh Street, Sydney (231-6655).

AUSTRALIA - NZ - FIJI - TONGA - N. HEBRIDES - NOUMEA - PNG - SOLOMONS - SAMOAS

Sitmar Cruises operates a year-round cruise programme to include most of the above countries.

Details from Sitmar Cruises, 47 Elizabeth Street, Sydney (232-7511).

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 - NEW HEBRIDES - TONGA - NORFOLK ISLAND

Pacific Navigation of Tonga operates a five-weekly refrigerated general cargo/container service from Sydney and Brisbane to Vila, Santo, Suva, Lautoka, Apia, Pago Pago, Nuku'alofa and Norfolk Island.

Details from Beaufort Shipping Agency Co. 2 Castlereagh Street, Sydney (239-1022).

AUSTRALIA - NEW CALEDONIA (AND/OR) NEW HEBRIDES

Karlander operates a monthly service from Sydney to Noumea.

Details: 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 M/V 'Ymnos' a self-sustained fully containerised vessel.

Details Compagnie Generale Maritime, 12 Castlereagh Street, Sydney (231-3700).

AUSTRALIA - FIJI

Karlander (Aust) Pty Ltd operates monthly cargo services from Sydney, Suva and Lautoka.

Details from Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301). Daigety Shipping, 461 Bourke Street, Melbourne (60-0731), Burns Philp & Co Ltd, Suva and Lautoka.

Sofrana-Unilines (Fiji Express Line) operates to Suva and Lautoka every three weeks from the main ports on the east coast of Australia and monthly to Lautoka from Melbourne and Sydney.

Details from Sofrana-Unilines, 37 Pitt Street, Sydney, (27-2031), Trans-Austral Shipping Pty Ltd, 570 Bourke Street, Melbourne (67-9162), ACTA Pty Ltd, Brisbane (221-3116), Elders-ANL Pty Ltd, Port Adelaide (47-5688), ANL, Newcastle (049-24364), Clements & Marshall, Burnie, Tasmania (31-1833).

AUSTRALIA - W. SAMOA

Compagnie Generale Maritime operates a monthly service from Sydney, Apia, using M/V 'Ymnos' a self-sustained fully containerised vessel.

Details Compagnie Generale Maritime, 12 Castlereagh Street, Sydney (231-3700).

AUSTRALIA - FIJI - TUVALU - SAMOAS - TONGA

Pacific Forum Line operates a container, unitised/palletised and reef cargo service from Melbourne and Sydney to Lautoka, Suva, Funafuti, 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, GF Box 355, Suva, Fiji (311-777), Polynesia Shipping Services, Pago Pago; Union Steam Ship Co of NZ Ltd, Nuku'alofa; PWD, Funafuti; or Pacific Forum Line, PO Box 655, Apia, Samoa.

AUSTRALIA - NORTHERN MARIANAS - MICRONESIA

Nauru Pacific Line operates a regular container service from Melbourne, Saipan, Truk, Ponape and Kosrae.

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

AUSTRALIA - TONGA - SAMOAS - TAHITI

Karlander operates a monthly cargo service from Melbourne and Sydney, Nuku'alofa, Apia, Pago Pago, Papeete, US west coast.

Details: Karlander (Aust) Pty Ltd, 19-31 Pitt Street, Sydney (27-6301).

AUSTRALIA - TAHITI

Daiwa Line offers a four-weekly service from Australia to Papeete.

Details: Meridian Shipping & Transport Agencies Pty Ltd, Box 3410 GPO, Sydney, 2001 (29-4987), Tel AA25970.

Compagnie Generale Maritime operates a monthly service from Sydney, Papeete using M/V 'Ymnos' a self-sustained fully containerised vessel.

Details Compagnie Generale Maritime, 12 Castlereagh Street, Sydney (231-3700).

AUSTRALIA - PNG

Containers Pacific Express (Burns Philp and AWP Line) and NGAL/PNG Operate chief Container Service from Australia to PNG-Solomon Islands port on joint slot sharing basis. Three container vessels operate on 28-day turn around from Melbourne, Sydney and Brisbane to Port Moresby, Lae, Rabaul, Kavieng, Wewak, Madang, Kieta and Honiara.

Details from Burns Philp & Co Ltd, Sydney.

SHIPPING

Pitt Street, Sydney (2-0547) and InterOcean Swire, 8 Spring Street, Sydney (2-0522).

New Guinea Express Lines operates three-weekly conventional and container services Melbourne, Sydney, Brisbane, Port Moresby, Lae, Rabaul, Alotau.

Details from New Guinea Express Lines, PO Box R73, Royal Exchange, Sydney (241-3991). MacArthur Shipping Agency Co, 82-92 Eagle Street, Brisbane (229-3777). New Guinea Express Lines, 327 Collins Street, Melbourne (61-3053). Niugini Express Lines in Port Moresby (21-2466), Lae (42-1536), Rabaul (92-2911), Niugini Pty Ltd, Rabaul (92-2911), Alotau Stevedoring & Transport (61-1318).

Karlander New Guinea Line's cargo vessels call at Melbourne, Sydney, Port Moresby, Lae, Madang, Wewak, Manus, Kimbe, Rabaul, Popondetta. Details from Karlander (Aust) Pty Ltd, 9-31 Pitt Street, Sydney (27-6301), Talgetty Shipping, 461 Bourke Street, Melbourne (60-0731).

AUSTRALIA-SOLOMONS-NORTHERN MARIANAS-TAIWAN-JAPAN

Daiwa Line offers a four-weekly service Sydney-Honolulu-Guam-Taiwan-Japan with transshipment at Guam for Japan.

Details Meridian Shipping & Transport Agencies Pty Ltd, Box 3410 GPO, Sydney 2001 (29-4987). Tlx. A25970.

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, Japan, cargoes transhipped at Guam.

Details Meridian Shipping & Transport Agencies Pty Ltd, Box 3410 GPO, Sydney 2001 (29-4987). Tlx. A25970.

port Agencies Pty Ltd, Box 3410 GPO, Sydney 2001 (29-4987). Tlx. A25970.

AUSTRALIA - NAURU - MAJURO

Nauru Pacific Line operates regular cargo/passenger service from Melbourne to Nauru and Majuro.

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

PNG - UK/CONTINENT

Bank Line operates regular cargo service from Kieta, Rabaul, Kimbe, Madang and Lae to Cardiff, Hamburg, Rotterdam and Antwerp.

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

PNG - US

Bank Line operates regular cargo service from Kieta, Rabaul, Kimbe, Madang and Lae direct to New Orleans; calls at other US and Gulf and East Coast ports on inducement.

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

SOLOMONS - USA - UK/CONTINENT

Bank Line operates regular cargo service from Honiara to New Orleans, Cardiff, Hamburg, Rotterdam and Antwerp.

Details from Bank Line (A'asia) Pty Ltd, 1 York Street, Sydney (27-2041); Trading Co, Honiara (389).

FAR EAST - FIJI - NEW ZEALAND

New Zealand Unit Express (CNC, MNOL, Nedlloyd) operates a three-weekly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaoshiung, Keelung, Hong Kong.

Details from Nedlloyd, 8 Spring

Street, Sydney (2-0522).

Nedlloyd operates monthly cargo service with three ships from Surabaya, Jakarta, Bangkok, Port Keland and Singapore to Suva and NZ ports.

Details from Nedlloyd (Aust) Pty Ltd, 8 Spring Street, Sydney (27-3801); Burns Philp (SS) Co Ltd, Suva and Lautoka.

JAPAN - NZ - PNG

China Navigation Co, with three ships operates a monthly cargo service from Japan to New Zealand calling at Lae on return journey.

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

FAR EAST - MID-S. PACIFIC

China Navigation Co's vessels operate a regular cargo service from Hong Kong, Taiwan and Singapore to Rabaul, Wewak, Madang, Lae, Port Moresby, Honiara, New Hebrides, Noumea, Papeete and Samoa.

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

Kyowa Shipping Co Ltd, operates monthly services from Hong Kong, Taiwan, S. Korea and Japan, to Guam, Saipan, Solomon, New Caledonia, Fiji, Western and American Samoa, Tahiti, Cook Is., Tonga and New Hebrides.

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

Daiwa Line 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: Meridian Shipping & Transport Agencies Pty Ltd, Box 3410 GPO, Sydney 2001 (29-4987). Tlx. A25970.

NORTH EUROPE - TAHITI - NEW CALEDONIA

Hamburg-Sued operates monthly

cargo services from Hamburg, Dunkirk and Le Havre to Papeete, Noumea, via Panama.

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

EUROPE - PACIFIC ISLANDS

Compagnie Generale Maritime operates services from Europe and Mediterranean ports to Papeete and Noumea using three Ro-Ro and one multi-purpose vessel thus ensuring a bi-monthly sailing to and from.

Details Compagnie Generale Maritime, 12 Castlereagh Street, Sydney (231-3700).

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

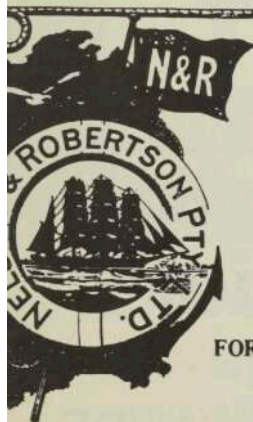
Daiwa Lines runs a monthly cargo service from Japan via Guam to Lautoka, Suva, Papeete, Pago Pago, Apia, Sydney, Noumea, Honiara, Tarawa, Guam.

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

NZ - NEW CALEDONIA - FIJI

Pacific Forum Line operates a unitized/palletized and reefer cargo service from Lyttelton and Auckland to Napier, Noumea, Lautoka and Suva. Other ports are included on inducement.

Details from Shipping Corporation of NZ Ltd, Auckland, Christchurch, Wellington, Burns Philp (SS) Company Ltd, GPO Box 355, Suva, Fiji (311-777).



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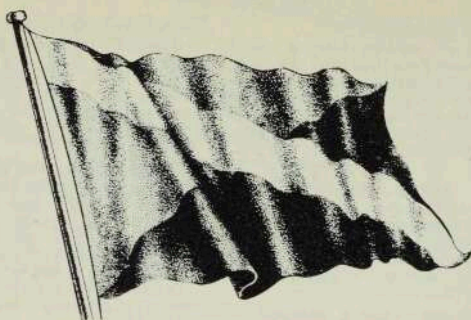
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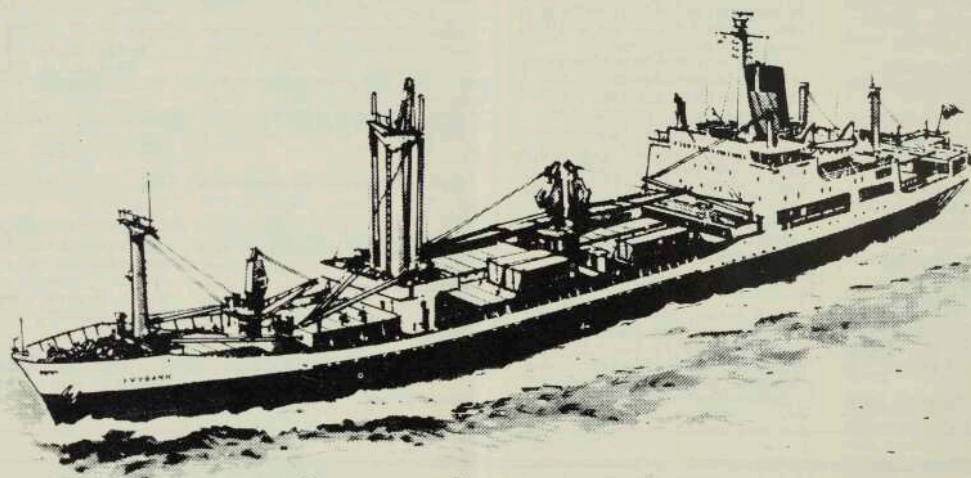
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P.O. Box 2420, CPO Auckland 1, New Zealand.

PAPUA NEW GUINEA REPRESENTATIVES:

Rabtrad Niugini Pty. Ltd., P.O. Box 219, Rabaul, P.N.G.
P.O. Box 1406, Lae, P.N.G. P.O. Box 711, Madang, P.N.G.
P.O. Box 253, Kieta, P.N.G.



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Polynesia Shipping Services, Pago Pago; Union Steam Ship Co of NZ Ltd, Nuku'alofa or Pacific Forum Line, PO Box 655, Apia, W. Samoa.

NZ-N. CALEDONIA-N. HEBRIDES-PNG-SOLOMONS

Sofrana Unilines with three ships operates to Vila and Santo, to Honiara and Papua New Guinea and to Noumea. Details from Sofrana Unilines, 18 Customs Street, Auckland (773-279), PO Box 3614, Telex NZ2313.

NZ - NEW CALEDONIA - SOLOMONS - GILBERTS - MICRONESIA

Union Co/Daiwa Line operates a container service from New Zealand through Sydney to Guam.

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 - FIJI - NORTH AMERICA (WC)

Blue Star Line Crusader service to West Coast North America. Only direct service to and from New Zealand. Blue Star vessels call at Suva and Honolulu on NZ-US-West Coast voyages.

Details from Blueport ACT (NZ) Ltd, PO Box 192, Wellington (739-029) or Burns Philp (SS) Co Ltd, GPO Box 355, Suva, Fiji (311-777).

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 fortnightly ro-ro cargo service New Zealand, Lautoka, Suva.

Details: Sofrana Unilines, 18 Customs Street, Auckland (773-279) PO Box 3614, Telex: NZ2313.

NZ - FIJI - GILBERTS - SOLOMONS - PNG

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

Details from Shipping Corporation of NZ Ltd, Auckland, Christchurch and Wellington. Burns Philp (SS) Company Ltd, GPO Box 355, Suva, Fiji (311-777) Sullivan, Honiara; Gilbert Islands Shipping Corporation, Tarawa; Steamships Trading in Port Moresby, Lae and Madang or Pacific Forum Line, PO Box 655, Apia, W. Samoa.

Union Steam Ship Co of NZ operates a roll-on, roll-off, container/unitised service from Auckland to Lautoka-Suva-Pago Pago-Apia-Nuku'alofa on a 14 day frequency.

Details from Union Steam Ship Co of NZ Ltd, PO Box 12, Auckland or from Branch offices/agents in Fiji, Tonga and the Samoas.

NZ - SAMOA - TONGA

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

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

Warner Pacific Line services Onehunga (Auck) - Nuku'alofa/Vavau/Apia fortnightly carrying general and freezer cargoes. Also Timaru - Nuku'alofa/Vavau/Apia every 21 days carrying freezer cargo.

Details from Air Marine Services (NZ) Ltd, PO Box 2505, Auckland (796-841), Telex NZ21555.

NZ - COOK IS - NIUE - TAHITI

Shipping Corporation of NZ Ltd oper-

ates cargo services based on pallets and similar units from Auckland to Niue, Cook Islands and Tahiti.

Details from the Shipping Corp of NZ Ltd, PO Box 3420, Auckland (797-210); Waterfront Commission, PO Box 61, Rarotonga, Lighterage and Stevedoring Co, Aitutaki, Niue Govt Offices, Niue Island Compagnie Maritime Polynesienne, B'P 368, Papeete, Tahiti.

UK - N CONTINENT - FIJI

The Bank Line operates a direct, fast monthly service from Hull, Hamburg, Bremen, Antwerp and Rotterdam to Suva and Lautoka.

Details from the Bank Line (Australia) Pty Ltd, 1 York St, Sydney (27-2041); Burns Philp (South Sea) Co Ltd, Suva and Lautoka.

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

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

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

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.

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

HONOLULU - SAMOAS - TONGA

Warner Pacific Line operates a unitised/palletized and reefer cargo ser-

vice. Honolulu/Pago Pago-Apia-Nuku'alofa. Line Islands and Suva are included on inducement.

Details from Hawaii-Pacific Maritime Inc, PO Box 3264 Honolulu, HI 96801 (808) (531-4841) Tlx (RCA): 723-8330 & 743-0040.

SAN FRANCISCO - HONOLULU - NAURU - MICRONESIA

Nauru Pacific Line operates regular conventional/container service from San Francisco and Honolulu to Majuro, Ponape, Truk and Saipan. Cargo is accepted for Nauru and Kosrae with transshipment at Majuro and Ponape.

Details from Nauru Pacific Line, Nauru House, 80 Collins Street, Melbourne (653-5709); North American Maritime Agencies, 100 California Street, San Francisco, California 94111 (981-0343).

US - FIJI - TAHITI - NZ - AUSTRALIA

Bank 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 - 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).

DAIWA LINE

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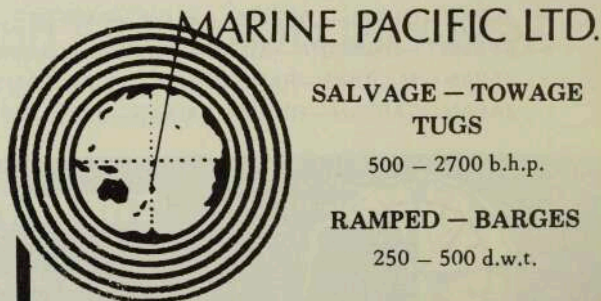
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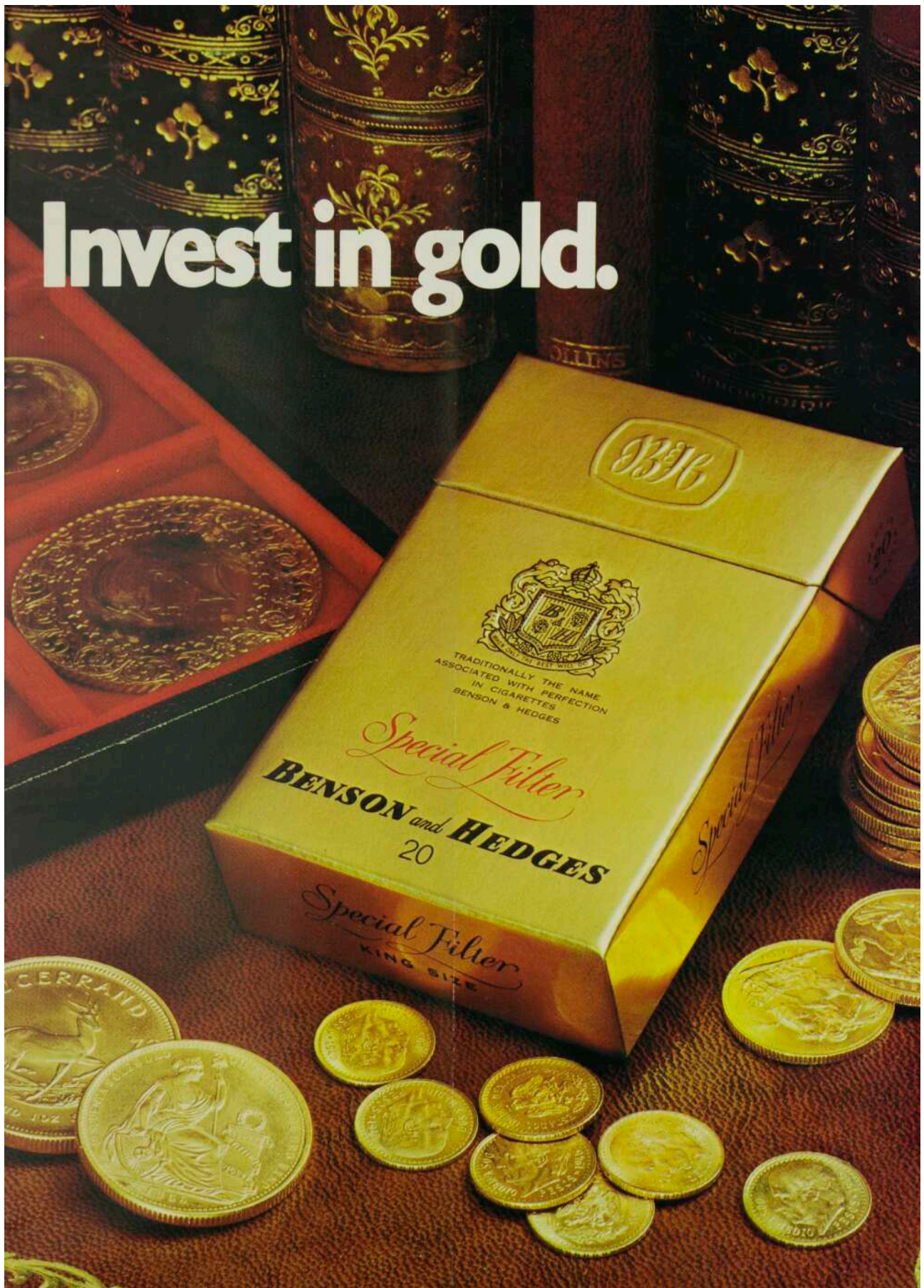
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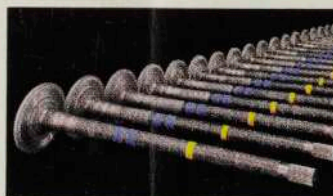


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