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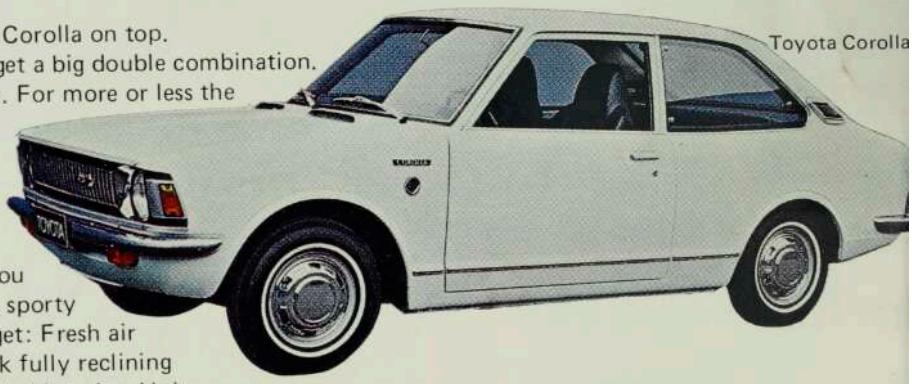
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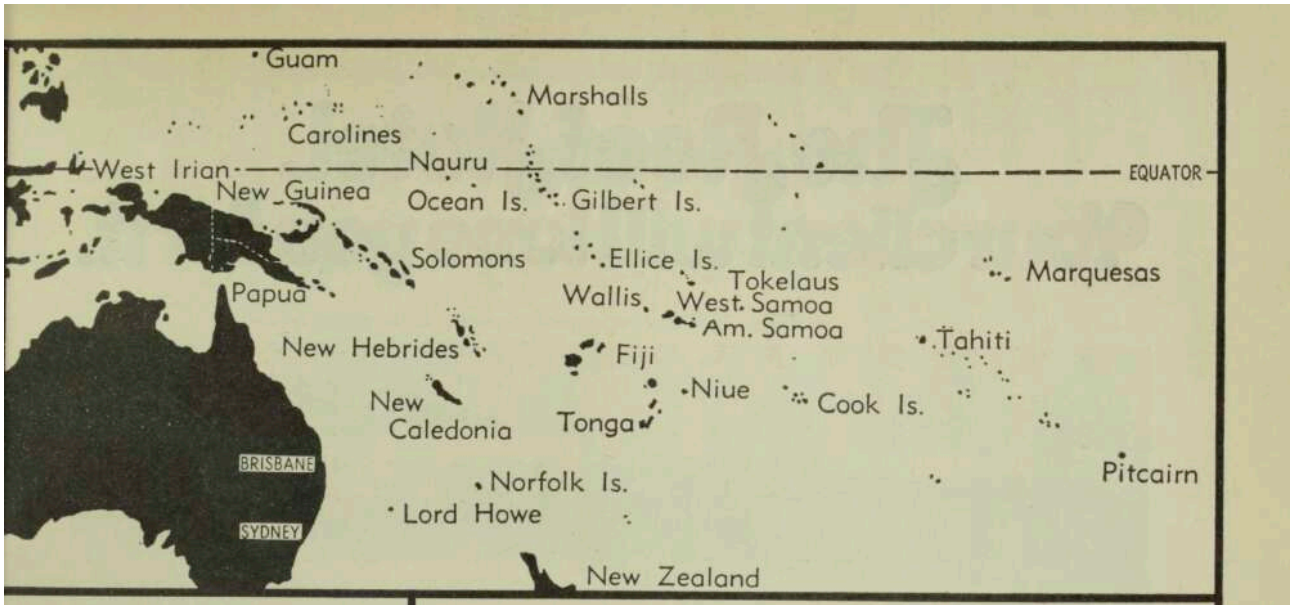


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In This Issue

GENERAL
South Pacific Forum 21
Move for free trade 95
Companies "black" 123

AMERICAN SAMOA
Woman public defender 34
Scientific laboratory 105

COOK ISLANDS
South Pacific Forum 21
Battle for the premiership .. 24
Bribery at elections 29
Doubtful future for "Moana Roa" 85
Move for free trade 95
Cycle accidents 121
Election preparations .. 125
Shing contest 127

FIJI
South Pacific Forum 21
The Banabans' mining dispute 27
South Pacific arts festival .. 28
Tour into Yasawas 28
Communications link-up with Hawaii 29
The Wendt's "Fiji Talanoa" .. 32
Sisons controller retires 34
Fiva girl weds in Sydney .. 34
Hydrofoil service .. 83
Minerva Reef 93
Move for free trade 95
Japanese in Fiji land deal .. 96
Business growth .. 121

FRENCH POLYNESIA
Tax or a tragedy 29
Haiti letter .. 50
Hooper's sudden death 79

GILBERT AND ELLICE ISLANDS
Acting government leader .. 34
End of famous John Williams line 72
First private shipping line .. 83
Islanders enter world of commerce .. 97
Church bell .. 122

NAURU
South Pacific Forum 21
Extended Australia-Guam service 87
Move for free trade 95

NEW CALEDONIA
Autonomy issue 26
Helen Rousseau's diary 30
20 million dollar loan .. 96

NEW HEBRIDES
First university degree 35
Primitive tribe at arts festival .. 71
Courageous voyage 122
Condominium's future .. 132

NIUE
Meat prices .. 97
Population exodus 132

NORFOLK ISLAND
Report on historic buildings 77
Jet noise nuisance 132

PAPUA NEW GUINEA
What law prevails? 25
Bougainville copper project 37
Percy Chatterton's column .. 48
Economical New Guinea journey 53
Wuvulu Island carvings 57
Women priests 60
Modern Karlander vessels .. 87
Hard-going for politicians .. 113
Cathedral repairs .. 121

PITCAIRN
Cruise ship's special call 105

SOLOMON ISLANDS
Archaeologist returns .. 35
Subsidised coconut planting 97
Florence Binskin's death 107

TONGA
South Pacific Forum 21
Minister in Sydney 34
Bishop appointed .. 35
Boxing champion in Australia 45
Weaving display at arts festival 69
National shipping line 83
Minerva Reef 93
Move for free trade 95
Loan from UK Government 96
Workers in New Zealand 123

U.S. TRUST TERRITORY
Status talks 26
Women in politics 34
Improved copra production 85
Millions for Micronesia 127
Ship held in Majuro 132

WESTERN SAMOA
South Pacific Forum 21
Hydro-electric power scheme 29
BP director appointed 35
Move for free trade 95
Business good in Samoa 96
Chairman of Polynesian Airlines 97

DEPARTMENTS: Up Front with the Editor, iii; From the Islands Press, 13; The Editor's Mailbag, 15; Tropicalities, 28; People, 34; Magazine Section, 69; Yesterday, 75; Book Reviews, 77; Pacific Shipping, 81; Cruising Yachts, 88; BOAC Jet News, 89; Business and Development, 95; Produce Prices, 99; Shipping and Airways Information, 101; Deaths of Islands People, 107; Postscripts, 121; In a Nutshell, 132; Advertisers' Index, 131.

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Up Front with the Editor

We've suddenly got a new power bloc

The South Pacific Forum was launched in Wellington last August with a membership of five fully-involved nations, plus Australia and New Zealand on the sidelines wearing tolerant, Friendly Uncle expressions. In Canberra in February the second meeting broke up with a membership of seven fully-involved nations.

Australia and New Zealand went away looking slightly bemused, a little apprehensive, wondering how the hell they had got themselves into this, and the five Island nations went off with the kind of smile that fable has it was seen on the face of the tiger.

Australia and New Zealand have been manipulated by crafty experts—and anybody who has had any experience of Island politics knows just how sophisticated they are. The Polynesian talking chiefs learned their craft at university colleges with histories going back countless generations, where the student who failed to pass his examinations literally lost his head. Australia and New Zealand, with their superiority complexes born of wealth and family connections were bound to lose once the Islands turned their attention to them in earnest.

What we saw in Canberra last month, without public acknowledgement, or indeed without general awareness, was the creation of a new power bloc covering a huge area of the earth's surface—a bloc which will grow in membership and power as the South Pacific looms larger in the affairs of a diminishing world. As Island territories, including Papua New Guinea with its expanding econmy and population, become self-governing, they will join the bloc, where all members are equal. So important decisions that are made in this area of the world, and which will affect the welfare of this area of the world, can now be made without the involvement of the South Pacific Forum. The forum countries, despite their varying sized populations, have a common purpose, and their mutual responsibilty is the prosperity of all the peoples of the South Pacific. Their destinies are permanently linked.

What happened in Canberra in February is exciting news to the South Pacific, because it means the full emergence of the South Pacific Forum has banished the isolation of the Islands—the isolation of one island group from another, the isolation of all the island groups from Australia and New Zealand, the isolation of the Pacific from the rest of the world. It will also bring Australia and New Zealand closer to each other, for the forum has already underlined the fact that despite the lip service and the real goodwill between the two anchor dominions of the South Seas, there are many significant matters in which they need closer understanding.

New Zealand will be less apprehensive than Australia over the sudden new turn of events. New Zealand has been closer, for longer, to the problems of the Islands than has Australia with her past fascination, almost exclusively, with Europe and more recently with South-East Asia. New Zealand probably saw the writing on the wall when Fiji, Samoa, Tonga, Nauru and the Cooks first asked last year for "a little advice" about planning a loosely-organised meeting of Island heads with Australia and New Zealand. New Zealand invited this harmless "forum" without a firm agenda or procedures, this "Island fashion discussion", to meet in Wellington. This it did, and everybody liked it so much, and there was so much goodwill, that Australia offered Canberra as the next venue.

But the forum had begun to take on a body and soul. Australia must have got its first indication that something more than a series of informal talks around the kava bowl was developing when it attended a meeting on South Pacific trade in Wellington in November. This meeting had met as result of a proposal approved by the first forum.

One of the subjects discussed at this trade meeting was the matter of New Zealand union interference with the affairs of Island shipping, especially Cook Islands shipping. Island delegates at the meeting decided to take advantage of the

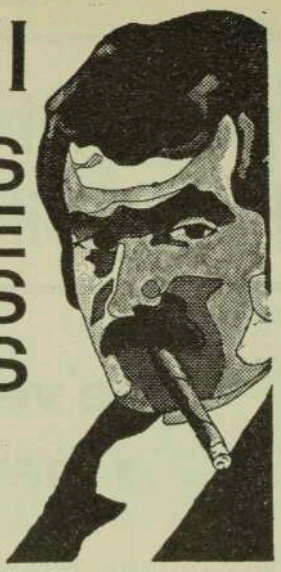
OUR COVER

It is Nalot time in Espiritu Santo in the New Hebrides, a solemn ceremony which forms the subject of this painting by Marcel Moutouh, part-French, part-Vietnamese painter with a studio in Santo, New Hebrides, who is establishing a reputation in the Pacific for his work, both primitive and abstract. Nalot is a traditional dish of Santo, consisting of taro which is cooked, unpeeled, in a stone oven. After cooking, it is peeled and put into a large carved dish situated in an open space in the hut. The men squat round the dish and, using long clubs, pound the taro to a set rhythm which rises and falls. Apart from feast days, Nalot is also prepared as a welcoming ceremony for visitors. The painting was photographed by Dr. R. Joura.

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government de-registration of the New Zealand Seamen's Union, which had just occurred, to put pressure on the NZ Government to give Island shipping greater immunity. This they did while the trade meeting was still in progress.

This bit of political in-play by the Islanders impressed Australia mightily. It saw that the Islanders were quite capable of smoothly turning a situation to their own advantage. It secretly hoped that events in Australia in February wouldn't give the Islanders attending the Canberra forum the same opportunity to play politics.

Australia's apprehension was well founded. As you can see from PIM's report on the Canberra forum (p. 21), Fiji played clever politics in Canberra on the matter of Island migration to Australia.

Ratu Sir Kamisese Mara was aware that immigration is a sensitive subject in Canberra. He was possibly also aware the Immigration Department and the Department of Foreign Affairs are not in agreement on how the policy should be administered for Pacific Islanders.

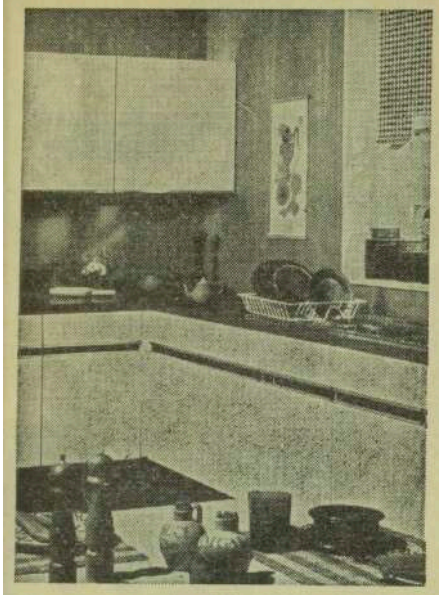
Ratu Mara probably also knew that in this Australian election year the ALP leader, Mr. Gough Whitlam is promising to issue visas into Australia without racial distinction, and that under a Whitlam government leading Suva businessmen Mr. Bert Jannif would not continue to have the humiliation of having to state his financial position every time he wants to visit Australia.

Ratu Mara's political tactics will, I think, result in Australia doing something about making its immigration procedures less personally objectionable, less racial. It may bring closer the time when Australia will introduce multiple-entry visas for people like Mr. Jannif, who have long since satisfied even Australia of their bona fides.

But Ratu Mara's political tactics best of all, should prove to Australia that the Friendly Uncle image is just not acceptable to the Pacific Islanders; that the Islanders must be treated as intelligent equals, as people as much entitled to their point of view as Australians. For Friendly Uncles are easy to come by—Japan tomorrow would be happy to adopt that role.

The emergence of the South Pacific Forum as a permanent body should help to ensure that Australia never again takes its responsibilities for granted in this part of the world.

—Stuart Inder

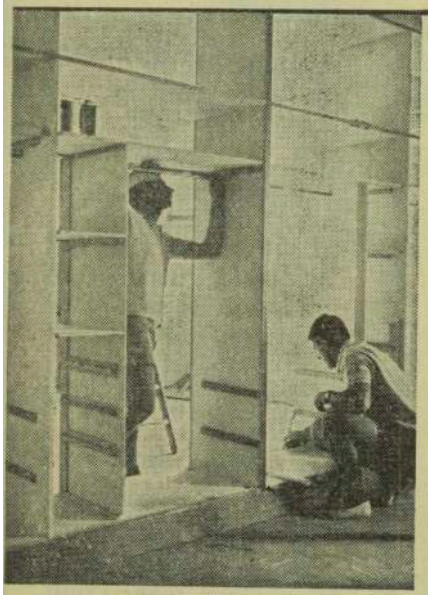


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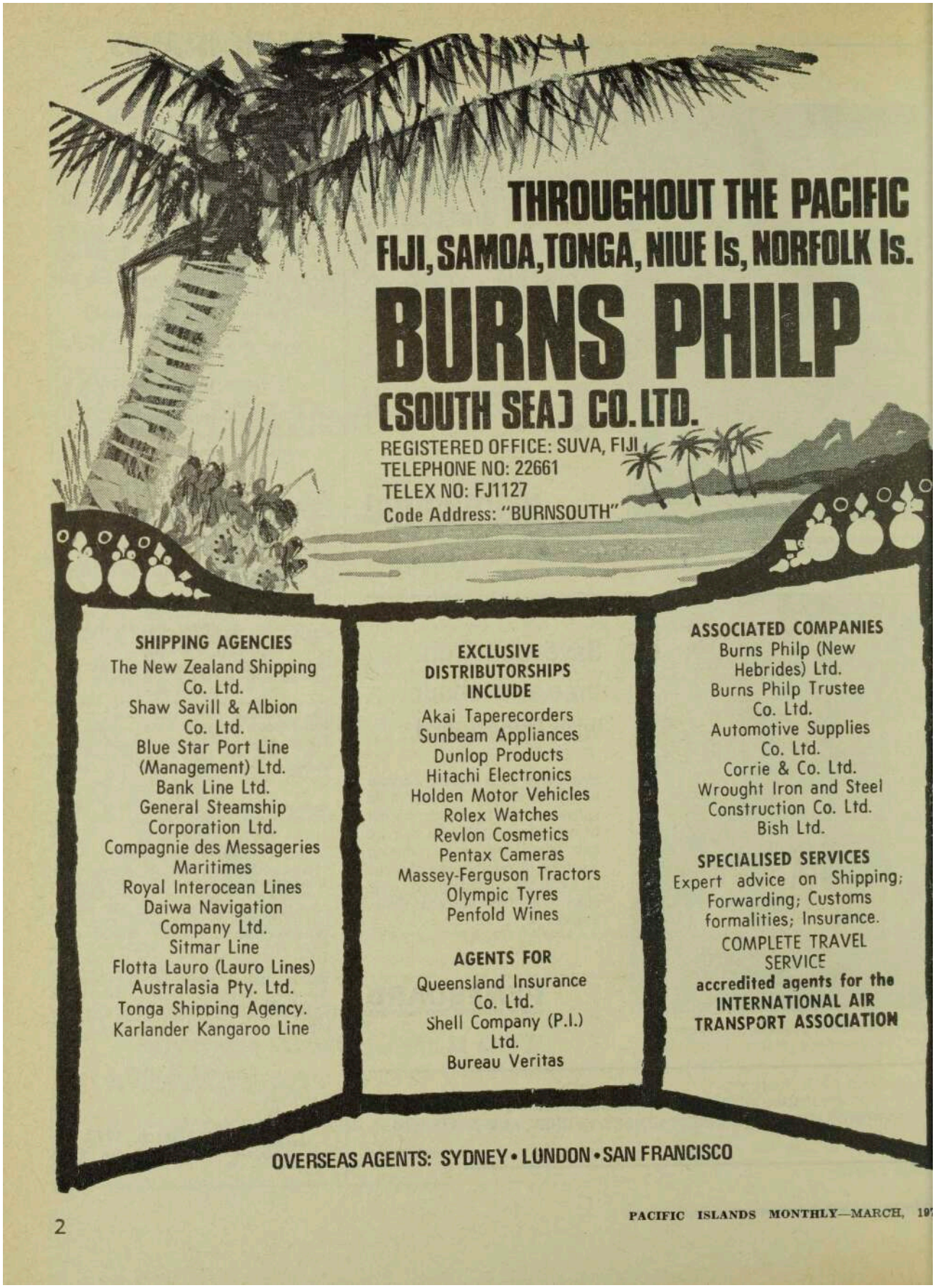
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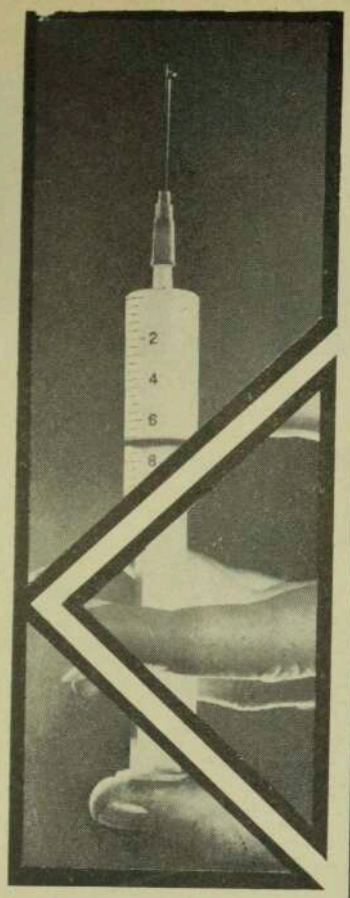
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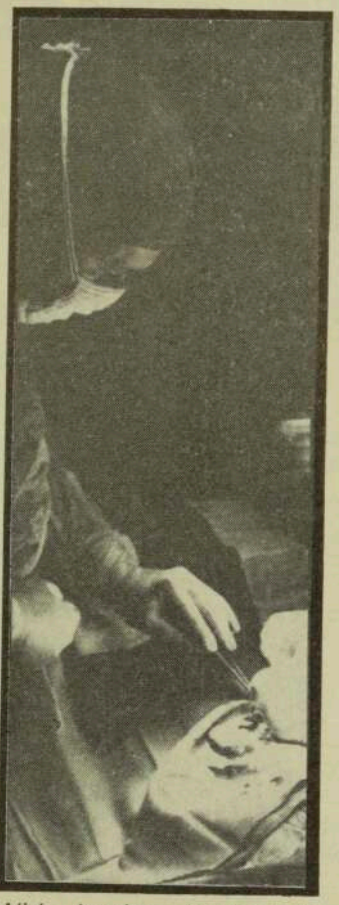
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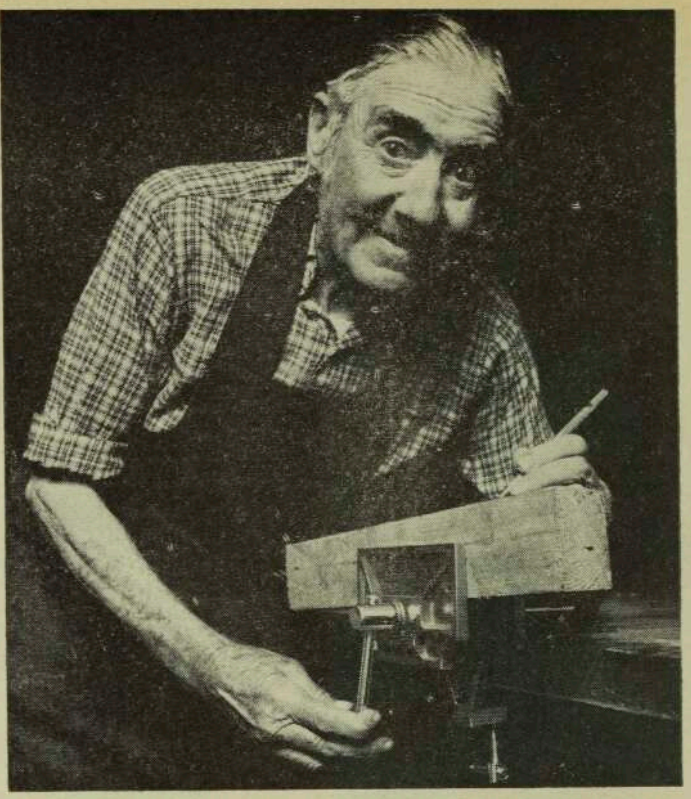
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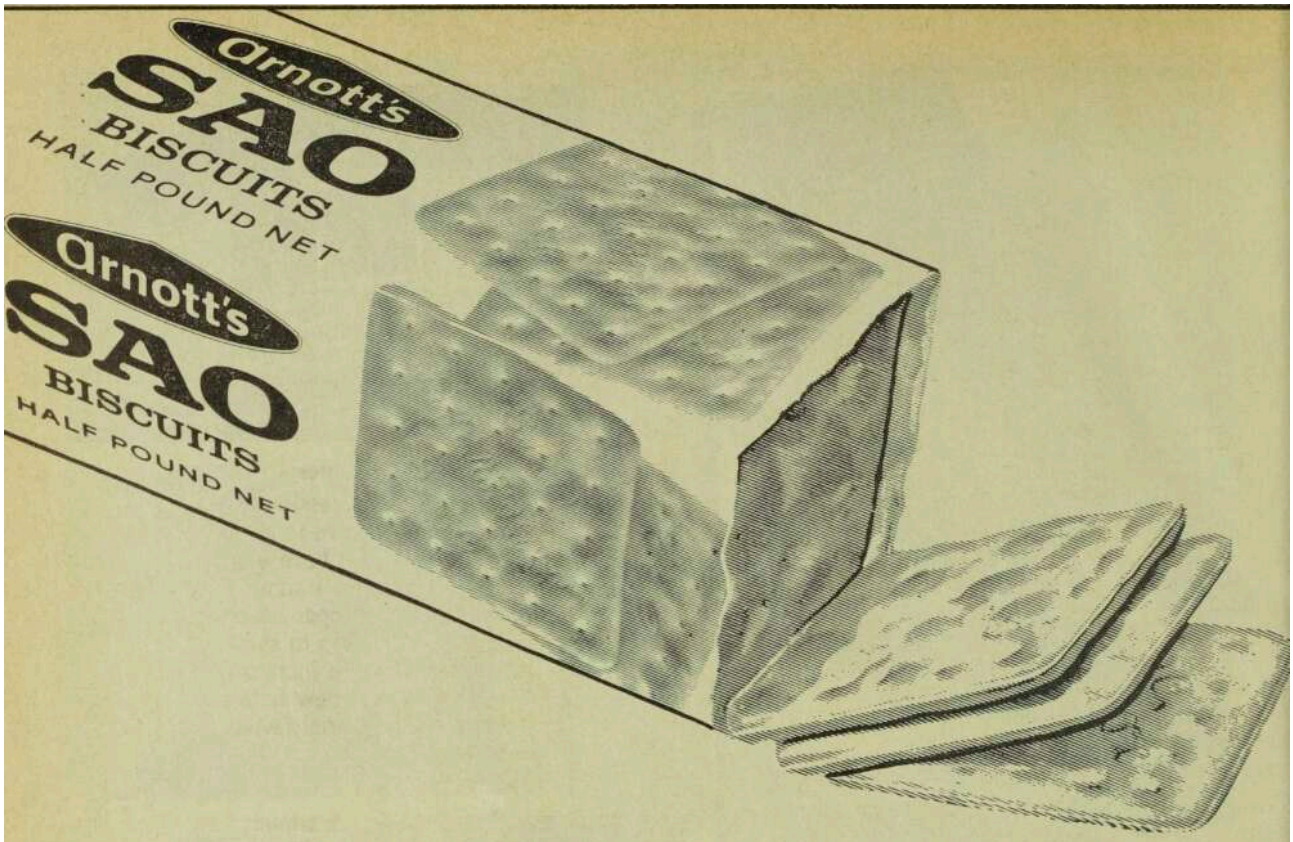


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From the Islands Press

Letter from Moses Nasam, Tari, Southern Highlands, in the PNG Department of Information's 'Our News', in reply to letter quoted on this page in December, 1971:

We can see with our own eyes that many expatriates who have been here for some time have introduced bad things such as swearing, or using bad language. We and our grandparents did not swear and we did not understand swearing, but now all the young people copy the words and use them. Also in many places you will find people in shops, banks, or offices who are not willing to help our people, or keep them waiting . . . I think we need people here who are first of all, honest, respectful and trustworthy. It is no good having well-educated people who do not have good characters.

A news item in 'Cook Islands News', reporting Premier Albert Henry's defence of his government's overspending.

The premier said the government has worked hard in the year 1970. They did more work in 12 months and overspent about $67,000, work which should take over 14 months to do. The government in its aim to work for the people has done its job with eagerness. It is perfectly alright to spend the money for the benefit of the Cook Islands, said the Premier.

Extract from editorial in 'The Samoa Times':

The decision by Cabinet to stop the prime minister's press conference over 2AP is highly unfortunate . . . It is a great pity the prime minister appears to have been swayed by the "image" considerations at the expense of fulfilling one of democracy's primary requisites—to keep the people informed. It might be useful for the "image builders" to remember that the "lasting image" must be based on sincerity. The Samoa Times' has never had any doubts of the prime minister's sincerity up until now.

Item in BSIP Tourist Authority's 'Bulletin':

A 10-foot long "Tafuliae", the red shell money made in the Island of Malaita and used in the payment of the traditional Bride Price, has been placed in the Money Museum of a German bank in Munich. Mr. Harold Mozley recently purchased a very fine example of this red shell money on behalf of Mr. D. M. Brink, a director of a firm in Hong Kong, who had read about a Malaita bride being paid for in Tafuliae and was very anxious to obtain a sample. Mr. Brink was so delighted with the shell money that he decided to donate it to the Bayerische Gemeinde Bank Money Museum in Munich so that it could be displayed to the public.

From a letter by 'Non-Believer' in the Cook Islands News':

Despite the fact that a United Nations' commission has called racial prejudice "a crime against society" there is a religious group active in the Cook Islands which seeks to indoctrinate the local people with the belief that negroes are inferior and will not go to Heaven. There are now two groups of puritanical bigots who believe that Polynesian dancing is sinful and who seek to suppress this aspect of local culture. Another religious group seeks to compound the problems of malnutrition by preaching to atoll dwellers that to eat staple foods such as pork and shellfish is a sin. Have these people the right to inflict their narrow-minded bigotry on a relatively "innocent" Polynesian people?

Public notice in 'The Fiji Times':

I regret that I gave the impression in The Fiji Times item, "What we resolve to do in the New Year" that Labasa does not have any proper accommodation for tourists. I admit that the Grand Eastern Hotel has proper accommodation but what I only intended was to say I hoped Labasa would benefit by the increasing Tourist Industry and that my son's new hotel will help Labasa to cope with the tourists when they come.
—JADURAM, Nasea, Labasa.

Comment in the 'The Norfolk Islander' by Pat Lush on the conviction of local businessman Jack Fitzpatrick for driving a car in contravention of the "D-plate" ordinance on Sunday:

If driving a car in this way from wharf to garage constitutes a breach of the law, what then is the true position of a rental car or transport operator who plies for hire on the Sabbath? . . . If the island's need is tourism, then, like it or not, it must make some sacrifice in catering for the wants of the tourist public. This inevitably will include the provision of services, prominent among them transport.

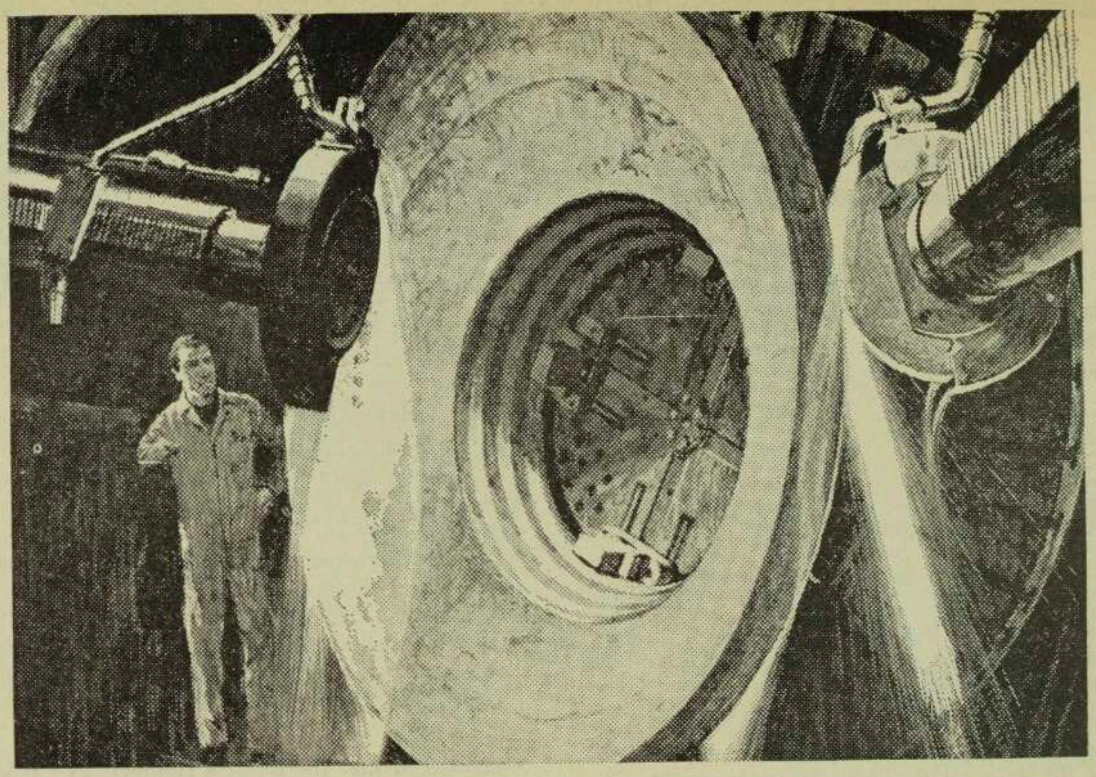
News item in 'Tohi Tala Niue':

Part of the cargo from the recent visit of the MV "Moana Roa" was a gift from the Pakuranga Rotary Club. The Director of the International Service Committee of the Club, Mr. W. A. Duncan, was advised of a list of priorities and within a short time was able to tell us that the Club had acquired a new obstetric delivery bed for the Lord Liverpool Hospital . . . Dr. Lipitoa accepted the bed on behalf of the Niue Government and the Health Department. He was sure that the bed would be well used by the mothers of Niue . . . There had (so far), unfortunately, been no birth at the hospital since the bed was received, but we understand that shortly the expectant mothers of Niue will be doing something about this.

'Correction' published in the 'Tonga Chronicle':

The twin girls born to Mrs. Lucila Abolencia on New Year's Eve were four weeks premature and not four months as incorrectly stated in the caption to the picture on the front page of last week's 'Chronicle'.

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The Editor's Mailbag

PIM and the rest of the world

The Editor's "Up Front" article in January (p. 15), in which he points out that PIM's secondary objective is explaining the Islands to the rest of the world, has prompted me to send what might be some encouragement.

PIM's primary aim is to inform the Islanders about events in the Islands, but I would like to refute what the editor says about PIM *not being read* by the rest of the world. I would like to say that one small voice has listened to, and often repeated, your messages—repeated them to many segments of the world.

My PIM subscription commenced in the early 1930s, when I was in Cape York Peninsula. Later I visited Port Moresby in company with Charles Cecil Burt, "Scotty" Mac, Errol Flynn, but we put our small craft up on the reef near Moresby. (An insurance commissioner came out and declared us wrecked and later sailed our vessel for his own personal use).

Being a "Pommy B", I have had your publication sent on to me in all parts of the world over the years. PIM, and the many books issued from your printing press—Robson's, Judy Tudor's and others—have been on our shelves almost as soon as published.

You have properly recorded much of the heroism and horror of the Japanese occupation and how it was met and how the atrocities stained the Pacific for ever. It is high time the true record is made available to Australia and to the Islands of what took place in civilian and service offices-of-power in those days. The Tol massacre, the loss of men in Rabaul, the Canberra idiocy over not getting the people of Rabaul out in response to Harold Page's message, and the guilt of the Department of Territories under Halligan should be revealed today, as well as the heroism of the Islanders, and the contrast in the few who went over to the enemy even when in AIF uniform after being captured in PNG.

We live in stirring times but the hard task of informing the world has gone on in many areas where I know that PIM has been taken or sent—Queensland, Wales, Florida, London, foreign offices abroad, cricket clubs in Singapore and Britain.

We have listened in to the ABC guest speakers, or ABC "Notes on the News", and have welcomed the inclusion of the PIM editor or other staffers to refresh us from the drones of the dons of the universities.

Please note your hard work is being appreciated in many more places than you know.

Even here in Canberra, PIM passes from me to several ex-Territorians, and there is a strong but silent "New Guinea association" which includes in its membership old New Guinea hands such as the Archers, Fishers, Noakes, to whom your journal must still go. It is indeed necessary for PIM to continue its dual role of informing Islanders and informing the world. It is even more important now, so do not restrict your sail cloth.

R. ELIOT.

Canberra.

NIUE FIGHTS BACK

I would like to comment on your report (PIM, Nov., p. 32) regarding New Zealand aid to Niue.

One must understand that any developing country needs help and Niue is no exception. The Niuean people appreciated very much the aids New Zealand has offered since the island was annexed in 1900. All New Zealand's financial aids are highly respected by us, and are not going down the drain as a respected Suva citizen thinks. Anyone who visited Niue 10 years ago and sees it now can surely see the development which has taken place. The island's leaders are anxious to have something of their own in spite of New Zealand's helping hand. And that's what we are doing now; not just sitting back. We are New Zealand citizens and we are privileged to accept her assistance in the same way Fiji was helped by Britain. In fact, all territories in the Pacific region were helped by various metropolitan governments.

Niue might change her mind in the future, but right now we are New Zealand Respected Citizens, and it hurts if "Mr. Respected Citizen of

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Suva" expresses horror over things that don't concern him, especially when we are using New Zealand financial aids wisely.

H. P. FOLIOLA.

Tuapa, Niue.

RETURN TO MILNE BAY

This year marks the 30th anniversary of the defeat of the enemy in the Milne Bay area of Papua New Guinea.

A committee has been formed to commemorate the Anzac Day, and a 30th anniversary week has been planned for period September 6 to 13. The highlight of this week will be local participation in the weekend, culminating in the PNG National Day, September 11.

The committee is anxious to attract as many ex-servicemen as possible, and would appreciate any publicity you could give in your publication. The Australian Government has been approached to assist and an invitation has been extended to the US forces, as well as our own.

To date, we are concentrating on the Anzac Day Commemoration services.

This year, as Anzac Day falls on a Tuesday, it is proposed to hold a ball in the Bay Theatre on Saturday April 22, and the Anzac Day will consist of Dawn Service at Turnbull Field Memorial, followed by a gun fire breakfast at the Cameron Club. The main parade and service will be held at 10.30 a.m. on the town oval adjacent to the new District Headquarters. An afternoon of sport band playing and a free film screening of war newsreels are offered.

Any persons desirous of attending should contact the committee and arrangements will be made for accommodation.

G. MASTERS

Anzac and 30th Anniversary
Commemoration Committee,
P.O. Box 28,
Alotau, Milne Bay, Papua.

SECHSTROH IDENTIFIED

The Rev. A. H. Voyce (PIM, Nov p. 29) has been correctly informed the German's Sechstrohfluss is th river now mapped as the Tami o the north coast of New Guinea, fiv miles west of the border with We Irian. See Otto Finsch, 189 *Ethnologische Erfahrungen . . .*, Wie p. 182.

IAN HUGHES

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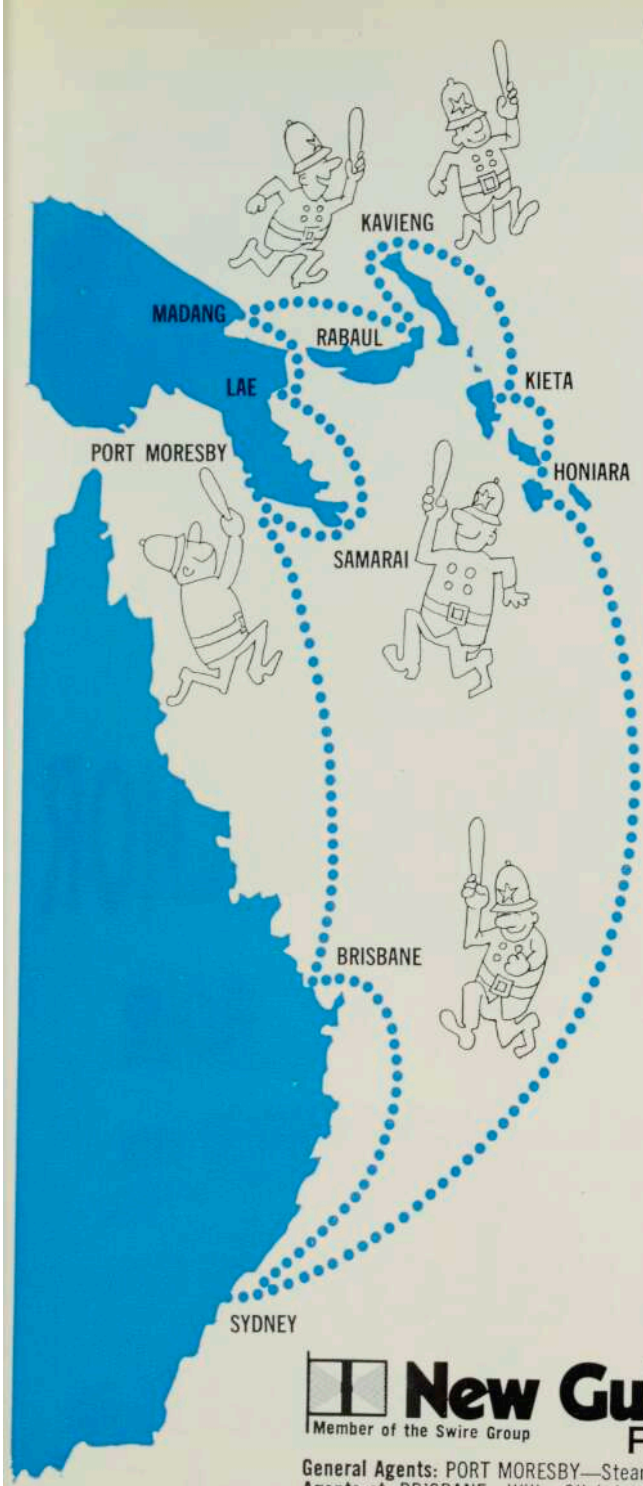
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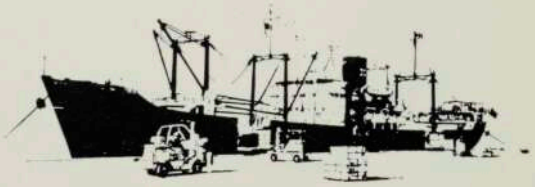
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PACIFIC ISLANDS MONTHLY—MARCH, 1972

Pacific Islands Monthly

THE ISLANDERS MAKE THE FORUM A NEW FORCE IN THE SOUTH SEAS

From JOHN CARTER, in Canberra

The South Pacific Forum, mini-UN of the Islands, is really under way. With the second meeting of its seven-month-old career—held in protocol-ridden Canberra at the end of February—the leaders of the five Island member-countries of Nauru, Fiji, Western Samoa, Tonga and the Cook Islands, plus Australia and New Zealand, really got it off the ground.

The talks were spread over three days—less than a dozen hours all told, not counting the inevitable asides outside the CSIRO's Conference Room—but things were done and President Hammer DeRoburt of Nauru; Ratu Sir Kamisese Mara, Fiji's PM; Tupua Tamasese Lealofi IV, Prime Minister of Western Samoa; Mr. Albert Henry, the Cook's Premier; and Prince Tui'pelehake, Prime Minister of Tonga, came away with a sense of having achieved something.

They'd got a foot in Australia's immigration door, laid the foundations for a trade organisation, cleared the decks for action against airline "invaders" and arrived at an understanding on such diverse topics as education, the Law of the Sea, telecommunications, and the establishment of a joint disaster fund.

There was a formal opening by Australian Prime Minister W. McMahon, but no formal closure. Had there been, the delegates would have echoed Prime Minister Tamasese's words to PIM.

"The first meeting in Wellington was merely exploratory. We were feeling our way. Now we know our way and with this meeting we have set the forum in motion and are getting things done. It was a satisfactory meeting."

It was obvious from the start that trade would be the main topic. More hours of discussion, both in the sessions and in the socialising at night, were spent on it than on any other. Indeed, to outsiders it looked as if one aspect of it might create the rock on which the forum could founder.

They were all agreed that some kind of body was necessary to co-ordinate trading activities between the partners and to build up a clearing house of information and ideas. Much of this had already been blueprinted by the Committee on South Pacific Trade which met in Wellington last November. This committee advocated the creation of a secretariat.

It was from that idea that the Islanders began their discussions (see p. 95 for the background of the trading proposals) but almost immediately a coral head was in sight. The Fijians wanted the secretariat sited in Suva but Premier Albert Henry, whose second home is NZ, wanted it in Auckland. He was being thoughtful, he said. Fiji already had to bear the brunt of the financial burdens arising from the presence in Fiji of the University of the South Pacific, from the staging of the Arts Festival, from PIPA, also in Suva, and if the South Pacific Bureau for Economic Co-operation (the agreed grandiose title of the secretariat) turned up in Suva, it would be a straw for the camel's back.

Such a magnanimous thought was touching. But it didn't cut much ice with Ratu Mara, who hadn't been very happy with several of the decisions of the committee in Wellington. He had been furious with the Fiji delegation to the trade meeting in Wellington over its action in agreeing to the final draft. Certainly some of the moves recommended would cut across Fiji's interests.

Over the matter of siting the bureau, some newspapermen reported that there was a split in the forum as a result of the "disagreement". But there was no split; it was merely the Islanders' way of doing things, of putting up points, talking around

Japan takes a forward policy in the South Seas

"We are interested in the Islands because we are a nation of the Pacific and that is the main reason."

So ran a message from the Japanese Embassy in Canberra in reply to a Press request for comment on a very significant invitation which Japanese Ambassador Shizuo Saito extended to the members of the South Pacific Forum. The invitation was to dinner at the Embassy and all the Island leaders accepted.

There were rumours that the dinner was to be the vehicle for conveying to the Island leaders Japanese offers of help for their countries. But no offers were made at the dinner. Island leaders said later that speeches and conversation round the table were confined to a courteous exchange of pleasantries.

An embassy official confirmed this but also explained: "We are very much concerned with the South Pacific, particularly with Fiji, and we are taking a forward policy. In the circumstances we don't have any concrete plan on how to carry out a programme of co-operation. It is still in the embryo state.

"We have to study what you need. We would have to study social situations in the various islands, what kind of products you can produce and the criterion of industry, and also the transport system. There are so many things to study. We are contemplating sending experts to the Islands to obtain this information and this may be the first task for Japan to do."

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Line-up at the forum with, from the left, Ratu Sir Kamisese Mara, Prime Minister of Fiji, Tupua Tamasese Lealofi IV, Prime Minister of Western Samoa, Sir Keith Holyoake, Foreign Minister of New Zealand, Chief Hammer DeRoburt, President of Nauru, Mr. Nigel Bowen, Australia's Minister for Foreign Affairs, Mr. Albert Henry, Premier of the Cook Islands, and Prince Tu'ipelehake, Prime Minister of Tonga.

them and gradually, together, arriving at common ground.

Certainly there were overtones of national rivalries involved. Was Fiji wanting to be the "political hub" of the Pacific? The Samoans supported Mr. Henry over the Auckland site; President DeRoburt was all for the Suva site, with Tonga on the fence. But Tamasese, Western Samoa's Prime Minister, was quite prepared to give way if others persisted in championing Suva.

And that was what happened. Suddenly, out of it all, came complete agreement, and the bureau will be in Suva. It will cost $90,000 in its first year of existence; Australia and New Zealand will pay two-thirds and the remaining $30,000 will come from the Islands. To muffle the rivalries, the headship of the bureau will go round with Fiji's turn coming way down the line.

The agreement on establishing a bureau brought up the question of the future of PIPA (the Pacific Islands Producers' Association).

After the November trade meeting in Wellington, Fiji was worried over it because PIPA was its brainchild. The committee had suggested that the functions of PIPA could be taken over by the bureau, or PIPA could become a sub-section. In fact, it spelled it out in terms of "assuming responsibility for PIPA".

What worried the Fijians was the fact that in PIPA were some of the dependent territories such as GEIC and Niue, and what was to happen to their interests? Bully for Fiji for its concern over the little man!

That query has still to be answered because it looks as if PIPA will be asked to commit suicide, probably in June, at the next PIPA meeting. It will be decided then whether PIPA is to be merged into the bureau or be allowed to live a little longer. But it seems certain that, in the long run, PIPA must go.

The most important aspect of the bureau discussions was the desire by the forum members to create a Free Trade area in the South Pacific.

Big Brothers Australia and New Zealand had already warned them of the pitfalls that exist in lowering tariff barriers. The forum heeded the warning and when the bureau gets going, the establishment of a Free Trade agreement will be discussed. A continuing examination will be made in the meantime of ways of lowering tariff barriers. Free trade will also be an important question at the third meeting of the forum in Suva this September.

ANZ have promised "sympathetic consideration" for any scheme that will allow Islanders easier access to Australia and New Zealand markets. By winning this promise from ANZ, the Islanders achieved a major victory, but Australia might as well recognise from the start that the Islanders are after something more than the chicken-feed they got when Australia lowered the barrier for Island artefacts and curios.

Territories outside the forum are not being ignored but it was stressed that, initially, any Free Trade area created will be confined to the five Island member countries.

From trade to the next most important question, immigration.

If anybody following what went on at the Canberra forum attempted to use newspaper reports as a guide to what happened when immigration matters were discussed, they would have got a wrong impression.

There were big headlines which looked dramatic but a lot of the stuff underneath was fairy floss. It was an emotional subject because the Islanders are conscious of racial discrimination, of a "White Australia" policy and of second class citizenship. But in the end the issue wasn't such a hot one.

There was a deal of grandstanding and politicking in the question.

Carrier of the biggest banner was Ratu Sir Kamisese Mara, who wasted no time, before the forum members even reached the subject, in giving his views to Australia at a news conference.

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All in amity on Australian immigration

He told the Press of his bitter experience in 1961 of having an Australian Customs officer turn the contents of his suitcase on to the floor at Sydney airport while he was a transit passenger from Fiji to India. Ratu Mara told the news conference that he has since avoided transiting Australia wherever possible. "I am not bitter. I have learned to forget such experiences," he said.

But he added that he wanted to force the issue with Australia on four points: (1) The question of permanent migration to Australia from the Islands; (2) the admission of Islanders for on-the-job and institutional training to equip them with the skills needed in the Islands—engineering and refrigeration were two he mentioned; (3) the admission of labourers to Australia for fixed periods; (4) abolition of visa requirements for non-white visitors from the Islands.

Fiji's Prime Minister got a lot of publicity on his views.

Later, when the forum did reach the subject, Australia got Immigration Minister Dr. Forbes to explain Australia's position on all four points, but the man who cooled the air was Australian Prime Minister McMahon.

Ratu Mara had also taken advantage of a courtesy call to Mr. McMahon to put his position face-to-face. McMahon explained Australia's attitude and Ratu Mara afterwards told the Press that he was satisfied with the explanation, and "appreciated" Australia's position and difficulties.

On the question of permanent migration he said, "I am now satisfied because I now understand the background of Australia's policy. It is very difficult to get into my country as a permanent resident as well. We also are particular who we have in".

On the employment of labour from the Islands he said he recognised the difficulties which would be caused through trade union protests in Australia. The Fiji Prime Minister also made it clear that he had a different understanding now on the use of visas, in that Australia was using the system to combat illegal immigration.

But Ratu Mara won his point on the training of Islanders. Prime Minister McMahon promised that Australia would do something about it. Probably about 100 Islanders a year will be allowed into Australia for on-the-job training.

Ratu Mara summed up his feelings of his interview with McMahon this way: "I have no doubts now since this meeting of minds, and I am able to explain to my people that I was impressed by the sympathy and willingness of Australia to co-operate".

What *was* Australia's explanation on immigration? Dr. Forbes told it this way at the forum:

Australia's policy was to maintain a flow of settlers who would be integrated rather than form minority groups, and since 1966 that policy has provided for the entry of some non-Europeans. Between 9,000 and 10,000 now settled in Australia were mainly relatives of people already living in Australia, or were people who had special skills or qualifications. More than 54,000 permanent residents were of non-European origin and there were over 10,000 trainees as well as several thousand on temporary permits.

It was not a policy of exclusion but one to create an essentially cohesive society. But it could be stressed that Australian policy was not likely to be radically changed to allow unqualified non-European migrants into the country. This policy was not a racist exclusive policy and the government was ready to co-operate for the training requirements of Pacific Islanders with specific needs.

Premier Albert Henry told the Press later, "We all accepted this information from Dr. Forbes".

He said he had never got hot under the collar over the migration issue. For one thing he was in a sort of a glasshouse himself and stone-throwing wasn't advisable. As he explained, Cook Islanders could enter New Zealand whenever they liked and live there permanently, but New Zealanders had to have a permit to live in the Cooks. And, he pointed out, that wasn't a racist move. "If we allowed into our country all the New Zealanders who want to come in, there wouldn't be room for us," he said.



Mr. Albert Henry ". . . we all accepted the information".

And what did happen about migration in the forum itself? Nothing. Knowing it was an emotional subject, Ratu Mara took it rationally at the conference table and there were no sparks and little discussion.

Some people later asked themselves what kind of extra information Ratu Mara could have been given to make him come out like a lamb after going in like a lion? As an intelligent man he must have known beforehand the reasons for Australia's policies, and he could have learned nothing new. Had he been bought off in the sense that he had obtained some important, unrevealed concessions?

No, the truth is that Ratu Mara was taking advantage of Australia's vulnerability on immigration to do some politicking. Immigration is a hot subject in the Islands, and Islanders (particularly Ratu Mara) are very conscious of the racist element in Australia's policy which makes it mandatory for a Fijian or Indian citizen of Fiji to get a visa to enter Australia, while a European with British background from Fiji may come in without one.

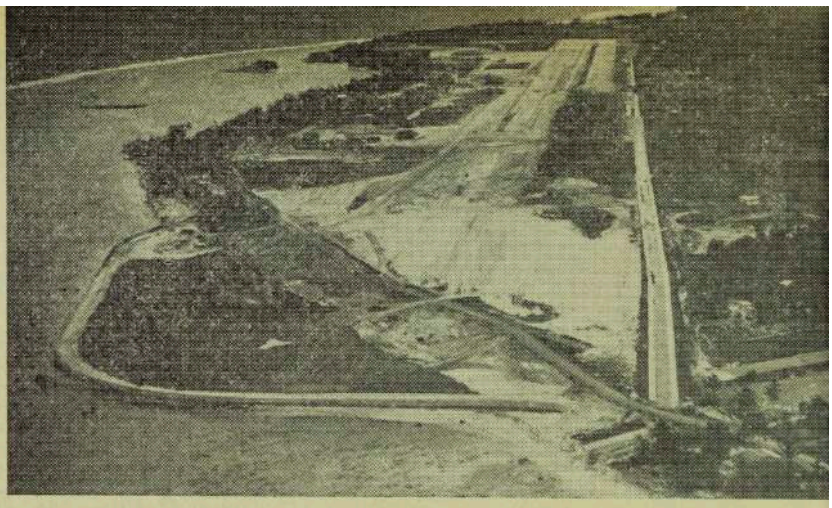
Ratu Mara believes that this Australian attitude on visas upsets racial harmony in Fiji, which thus makes Australian policies a live Fiji domestic issue. He deliberately set out to get as much mileage as possible out of his attack without having any intention of going so far as to cause a diplomatic breach. In other words, he set out to make his point. It has probably won him some Indian votes at home.

One "government" which would not appreciate one topic in the forum was the newly-formed Government of Minerva. When considering the Law of the Sea, the forum heard an appeal for assistance from Tonga perturbed at the moves by an American-based syndicate to take over Minerva Reef (see p. 93).

The forum pledged its support of Tonga in any attempt to repel boarders and promised to examine the legal aspects of ownership of reefs outside territorial waters. It will raise this question along with others in the forthcoming Law of the Sea Conference in Geneva. Forum members were naturally sympathetic to Tonga's concern over the sudden

Continued on p. 129

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national airport at Rarotonga. Premier Albert Henry said that he expects it to be opened by mid-1973.
Photo — A. G. Shearer.

All the fun of party politics in the Cooks

The Cook Islands political pot, which has been simmering for several months, has begun to boil as the election campaigners turn on the heat in a struggle for power which will be resolved with the general elections on April 11.

Challenging the ruling Cook Islands Party led by Premier Albert Henry is the newly-formed Democratic Party which, almost at birth late last year, posed a threat to the CIP when its ranks were strengthened by the United Cook Islanders Party which en masse enrolled under the Democrats banner.

The name, the Democratic Party, was given to it by its founder, Dr. Tom R. H. Davis, a Rarotonga-born physician with a brilliant record, especially in the United States where he lived for 19 years, holding down top medical research jobs, one in the sphere of space projects. He was medical monitor for the Mercury space project.

He left his job as research physician with Arthur D. Little Inc., of Massachusetts to return home late last year with his goal Premier Henry's job.

Known in the Cooks as Tom Taote, Dr. Davis is described, even by some of his opponents, as a modest, kindly and patient man. Premier Henry, outside politics, regards him as a friend and, when Dr. Davis first declared his intention of opposing the Premier, offered him a government departmental job, but there was a sarcastic tinge to the offer.

Away from home for 19 years, Dr. Davis, who is fluent in English, Tahitian, French and Spanish, was a little rusty with his Maori, so he polished it up, and at his meetings shines with his political speeches couched in the local dialect.

With the political thermometer rising, tempers are rising with it. An under-the-belt blow for the Democrats came from the islanders of Mauke where the CIP enjoys considerable support. There they endorsed the candidature of Mr. T. A. Henry, the Premier's son, a government minister. But, they did more than that. They passed a resolution to close the meeting hall to any group other than the CIP wanting to use it for political meetings.

Another meeting on the same island ended with a decision that the islanders would support only the CIP, but there were accusations later that the members of the island's council were attempting to dictate to the people how they should vote.

A dramatic accusation came from Premier Henry on February 15 at a CIP meeting in the Arorangi packing shed.

"Today," he declared, "I received a tragic cable from Rakahanga which stated that Opposition members were stoning the houses of CIP supporters and had broken windows."

This statement, the *Cook Islands News* reported, brought "gasps from the crowd".

Dr. Davis has set himself a formidable—some say, an impossible task—in challenging the Premier and he is starting with a heavy handicap.

The CIP holds 16 of the 22 seats in the Legislative Assembly. At the general elections in 1965 the CIP won 14 seats. In 1968, it swept into leadership by winning all nine seats in Rarotonga, three in Aitutaki, and a total of 16 of the 22 available. This left the Opposition United Cook Islanders Party only six seats, all in the outer islands.

As the government, the CIP strengthened its position by setting up and assisting numerous village committees in Rarotonga and the outer islands and by sponsoring women's and youth organisations. It gained the support of the elderly, infirm and destitute by introducing pensions for them, and it extended the existing housing scheme to give a very large number of Cook Islanders modern, durable, hygienic houses at low cost.

It has introduced a measure of land reform to help small planters and has made laws to ensure that landowners get a fair deal from people who wish to lease land for the building of hotels and motels.

CIP's opponents concede some of its claims but say that in the doing of these things CIP put the country in hock to the tune of little short of $1 million. The government was challenged by the UCI in the Legislative Assembly earlier in the year over its spending spree and Premier Henry couldn't deny that there were financial difficulties. His defence was that they put the country into the red in 12 months instead of in 14 months and that the money was spent in a good cause.

Premier Henry blamed the Public Service for obstructionism which caused his government difficulty in carrying out its policies. In 1969, a constitutional change provided for political appointments to top government posts, including those of resident agents and clerks-in-charge in the outer islands. Such men are named by the Public Service Commission but these nominations have to have the Cabinet's OK.

This year public servants elected to the assembly will have to resign from their posts. Previously they were allowed to keep their jobs.

The campaign proper is due to start in mid-March, but February saw numerous committee meetings of both parties in Rarotonga and some in the outer islands. Most of the meetings were well attended, with between 200 and 300 people present at some of the Rarotonga meetings. Both parties were electing their various campaign committees.

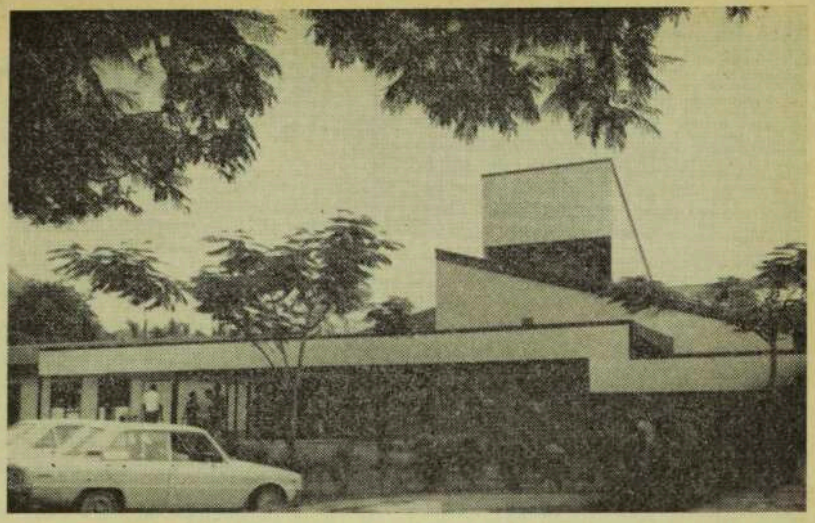
In early February Dr. Davis said

Continued on p. 108

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Rabaul watches the action and waits for results

By JUDY TUDOR



Part of Rabaul's new air-conditioned court house which was brought into use for the trial of the Tolais accused of implication in the murder of District Commissioner Jack Emanuel last August.

Rabaul and the rest of East New Britain District of Papua New Guinea hasn't had much going for it in the last 12 months: Riots, Mataungan recalcitrance; the murder of its popular District Commissioner; force eight earthquakes; a tidal wave; and the exodus of a lot of people who felt that they couldn't stick the place any longer.

Worse than any of these factors in the present depressed state of Rabaul affairs are the low prices for copra and cocoa. Recovery of these would probably go further than anything else towards raising morale in the district.

Local commercial interests and the hotels talk of a 25 per cent. fall off in business, although others, including Burns Philp and Plantation Holdings Ltd., say that their figures are better than in the previous year.

The construction phase at the copper project at Panguna, Bougainville, rubbed off to some extent on Rabaul suppliers but this too has finished, and there has been little or no investment except from such incurable local diehards as Messrs. Jack Thurston, John Chipper, Harry Dowling and Alec Hopper, who seem to go on, perhaps from habit, perhaps because they are stuck with it.

Generally, Rabaul and the Gazelle Peninsula were on tip-toe in February awaiting the outcome of two events —the trial of the 13 Tolais allegedly implicated in the murder of District Commissioner Jack Emanuel; and the elections, which began on February 19 but whose results will not be known until about March 11.

The trial was taking place in the completed portion of the extraordinary looking new court house, with packed public galleries and counsel for defence and prosecution imported from Australia.

There was much criticism locally of what was regarded as interference from legal associations and do-gooders in Australia whose sympathies apparently all lay with the accused; and outrage and horror at the murder of Emanuel were raging hotter than ever.

It was believed that the trial might have been better conducted by local counsel, with some appreciation of local background, than by strangers from Australia who spend days arguing legal minutiae and fine points of law which, no matter how clever in a sophisticated society, were confusing to people who still fundamentally believe in an eye for an eye.

Although the murder and the trial both took place in New Britain, they are regarded as only symptoms of the general breakdown in law and order in the whole territory and, during the first week of the trial, the extraordinary story of the blood-money extortion at Mt. Hagen broke, adding fuel to the fire.

[Six months ago a Western Highlands coffee planter knocked down a local native with his motor vehicle. The victim died and the planter was charged with manslaughter but exonerated by the court. The tribe to which the dead man belonged then threatened the planter with death for himself, his wife or his family if he did not pay over a sum of money and some of his cattle.

In February, in a public ceremony outside the Mt. Hagen District Office, in the presence of District Office personnel, the planter handed over $1,000 and four pedigreed bulls worth $1,000 to representatives of the tribe. It was suggested at the time that the Administration was itself preparing to pay $1,000 to another group for a man run down accidentally six years previously by an Administration vehicle.]

The question is being asked in New Guinea, what law prevails? That of the jungle or the law of the courts?

Many feel that the position is rapidly being reached when it will be unsafe for any European to drive a motor vehicle. Already you are warned that, if you should have an accident involving a native, not to stop to give help even if you have to leave the victim dying on the road. Drive on to the nearest police station, because if you do stop, nine chances out of 10 you will be set upon and beaten up by the bystanders —as happened to the Mt. Hagen planter at the time he was involved in his accident.

On the whole, private individuals with a stake in Papua New Guinea have gone along pretty quietly since the territory began its political emancipation 10 years ago, but at present, amongst these people, there is probably more outspoken resentment at the shape affairs have taken than at any time in the last decade. Weakness in the Australian Government is reflected down through the Administrator and top public servants who, when faced with two alternatives, generally take appeasement; and who are more concerned to sit on the lid of the boiling pot until they can get out with a golden handshake,

than they are with making firm and difficult decisions or providing leadership.

Few top, policy-making public servants have any personal *mana* or following; there is no national leader in sight. Konedobu with its public servants and policy makers, has just become a great, disembodied "They" in which there is little faith and less hope.

No one knows how self-government —or independence if the Labour Party wins the next Australian elections—is going to work although most are convinced that it won't, at least not as a unified force pulling the dozens of dissident factions into an instant nation.

To this extent Rabaul has more hanging on the current elections than most. The disruptive, radical Mataungan Association has been claiming for a long time that it has the hearts and minds of the majority of the Tolai people but they have never, until now, stood up to be counted. But four Mataungans are standing in four local electorates and if these win in a landslide, as many people fear that they might, it is accepted that New Britain and New Guinea will be in for a bad time.

If they should be cut down to size or receive no more than 25 per cent. of the votes, there is hope that the Gazelle Peninsula will have a little more peace than it has had in the last 12 months.

The trial of the 13 Tolais charged with the murder of District Commissioner Jack Emanuel last August was still continuing at the end of February. The trial had begun in Rabaul on February 2. The 13 have pleaded not guilty.

The hearing has been marked by lengthy legal argument, on the propriety of admitting various statements as evidence and in one case on the propriety of a statement made by the Chief Justice of PNG, Mr. Justice Minogue, who is hearing the evidence.

Two Australian QC's, Mr. E. A. Lusher and Mr. F. Galbally, are representing the defendants, and another Australian QC, Mr. F. Brennan, is counsel for the crown, assisted by the Deputy Crown Solicitor in Rabaul, Mr. N. H. Pratt.

Among those who have given evidence for the defence is John Kaputin, a prominent member of the Mataungan Association, who said that he was told by a Rabaul police officer that it was up to the defendants to get legal aid. He had then sent a telegram to Australia asking about legal assistance.

NC autonomy 'live issue'

From GERALD ROUSSEAU in Noumea

On January 17, Governor Louis Verger invited a selected group of local journalists to come up to his residence for a chat. The next day the local Press quoted Governor Verger as saying: "The French Government will not grant New Caledonia internal autonomy as understood in some political circles". The Governor was also quoted as claiming that "autonomie interne" (internal self-government) would only lead to independence.

Local political circles were quick to note that the Governor had not given a Press conference but was applying the well-established metropolitan French practice of giving "news" to selected journalists.

Leaders of the December-formed "New Caledonian Front for Autonomy" replied by holding their own Press conference on January 26.

Spokesmen for the front stated that "the Governor should not indulge in local politics, taking sides and using the prestige of his position to try to influence the electors". The front claimed that constitutionally "it is parliament alone which has the role of deciding on the political statutes of overseas territories, as it has done for the Comoros Islands and Djibouti (in Africa), both of which have internal autonomy within the French Republic".

The front also claimed that it is because, and only because, of the nickel riches of New Caledonia that the Paris Government is opposed to granting the island autonomy. The front also pointed out that the strong central control exercised by Paris in the past had already caused the breaking away of certain parts of the French Republic (Algeria, etc.) and warned that New Caledonia was already bound for independence, unless Paris was more comprehensive and allowed greater "real decentralisation" in the form of internal autonomy.

The Governor's statement and the front's Press conference created a keen debate, and one daily, *La France Australe*, for several days ran various opinions on the autonomy issue.

The front holds 13 seats in the 35 member Territorial Assembly due for re-election next July-August.

'HOPEFUL' US-MICRONESIAN TALKS IN APRIL

The next round of the US-Micronesian talks on the future political status of Micronesia will now begin in Palau in April. It had been expected they would take place earlier than this, at the conclusion of the current session of the Congress of Micronesia, which has been taking place in Palau.

In the Senate of the Congress on February 15, Senator Lazarus Salii, chairman of the Joint Committee on Future Political Status, said the committee was close to agreement with the US on a number of important issues, and he asked Congress to allow the committee more flexibility in its future negotiations.

He said if the committee did not have to have specific directions from the Congress, it could reach "a tentative solution best suited to the needs and aspirations of Micronesia". Senator Salii's request meant that agreement looked hopeful.

Meanwhile, on Saipan, Ricardo R. Santos, who is a tenth-grade student at the Marianas High School, was arrested and charged with arson in connection with the fire that damaged the residence of the High Commissioner for the Trust Territory, Edward Johnston, last November.

Police said they found dynamite, a rifle and other items, including jewellery allegedly belonging to the High Commissioner, in a cave said to have been used by Santos. Penalty for arson is up to $5,000 fine or 20 years in gaol, or both.

Ambassador Arthur Hummel, Jr., who for seven months has headed the Office for Micronesian Status Negotiation, is being transferred to the US Department of State as Deputy Assistant Secretary in the East Asian Bureau, in charge of South East Asian Affairs.

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WILL IT BE THIS TIME FOR THE BANABANS?

Having tried innumerable other avenues in their pursuit of increased returns from the phosphates being excavated from their ancestral lands, the Banabans have decided to place their claims before the High Court in England. The court has been asked:

1. To find that all phosphate royalties received by the Crown since 1912 are held for the Banaban community and should be paid to the Rabi Island Fund.
2. To find that the Crown should pay $156,128 to the Banaban Council of Leaders from the GEIC's Revenue Equalisation Fund in respect of royalties for the period 1946-50.
3. To determine the sum total of royalties received by the Crown but not paid to the Rabi Island Fund or used for the benefit of the Banabans (i.e., paid to the GEIC).
4. That all funds received by the Crown as trustee of the Rabi Island Fund or for the Banabans should be accounted for and placed at the disposal of the Banabans.

In short, the Banabans are seeking the full financial benefit of the phosphate industry over the past 60 years. Further, they are asking that, in accordance with an agreement signed in 1913, the British Phosphate Commissioners be compelled to replant worked out lands on Ocean Island.

The latter claim is of particular interest because it is based on an agreement which pre-dates the formation of the BPC. This agreement recognised Banaban ownership of the phosphates on Ocean Island—a position since denied by the UK Government—in addition to the surface land rights which have never been in dispute.

From 1909 to 1912, when the Pacific Phosphate Company was trying to acquire new mining areas, its efforts were consistently thwarted by John Quayle Dickson, the Resident Commissioner, who argued that the price offered—£20 per acre—was too low and that the Banabans should receive at least £100. Even this figure was ludicrously low when the company was extracting more than 12,000 tons of phosphate per acre and selling it at a net profit of 22/- per ton or over £13,000 per acre. The stalemate lasted until 1913 when E. C. Eliot, the new Resident Commissioner, succeeded in negotiating an agreement between the company and the Banabans.

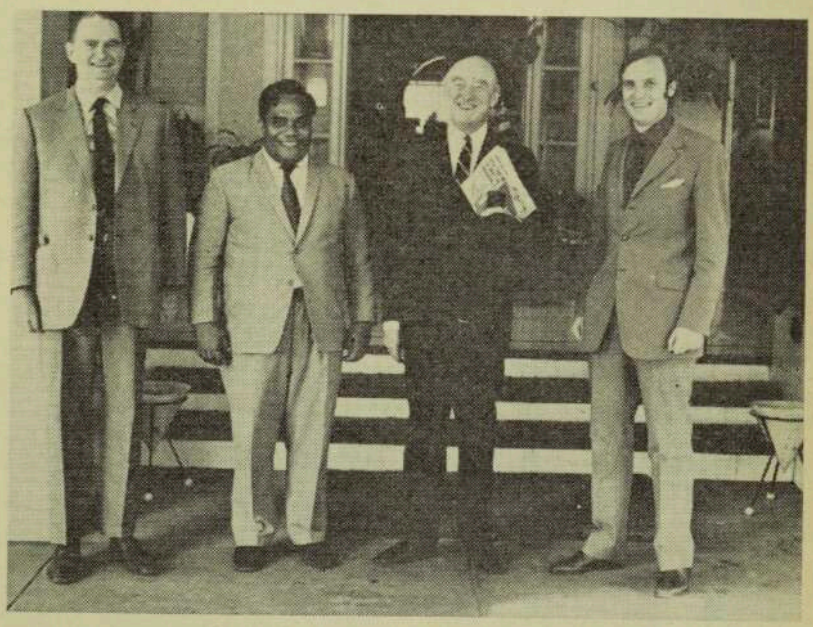
Under the principal clauses of the agreement the purchase price was fixed in the £40-£60 range depending on location and quality; an upper limit of 145 acres was to be transferred; and the company was to pay the Banabans a royalty of 6d per ton on phosphate exported (thus recognising Banaban ownership of the phosphates). In addition it was agreed *"That they* [the company] *shall return all worked out lands to the original owners, and that they shall replant such lands—whenever possible—with coconuts and other food bearing trees, both in the lands already worked out and in those to be worked out"*.

Certainly while mining operations concentrated in the 145 acres acquired under the agreement, no serious attempt was made to fulfil the replanting clause. Obviously, with only barren coral pinnacles remaining after mining was completed, replanting would involve the costs of shipping topsoil to the island—costs which would have trimmed the handsome dividends being paid by the company.

The BPC came into being in 1920 when the Governments of the United Kingdom, Australia and New Zealand combined to buy out the assets of the Pacific Phosphate Company for £3,500,000. The investment has paid for itself many times over and, for 50 years, has resulted in cheap and plentiful phosphates for Australasian farmers. The purchase agreement explicitly stated that the BPC was to receive "The full benefit of all leases tenancies and other rights to or over lands in the said islands (Ocean Island and Nauru) under land deeds made between the native landowners of the said islands and the company . . . *subject to* the payments and royalties thereby received and *the covenants and conditions therein contained*" (italics added). It is presumably on this section that the Banabans are basing their claim against the BPC.

The replanting issue was not prominent in the 1920's, but towards

● Continued on p. 108.



The cheerful quartet above—l. to. r. Mr. Richard Brown, the Rev. Tebuke Rotan, manager of the Rabi Island Council, Sir Elwyn Jones QC, a former British Attorney-General and Mr. John Macdonald—had some weighty matters to discuss in January in Fiji, where the picture was taken. Sir Elwyn is representing the Banabans of Rabi Island in their dispute with Britain over phosphate mining at Ocean Island, their former home in the Gilbert and Ellice Islands colony. Mr. Brown and Mr. Macdonald are his legal colleagues.

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Tropicalities

The real South Seas on display

Despite the noises made by delegates to the South Pacific Conference in Noumea last September, and Tahiti's announcement later that it couldn't afford to take part, and Guam's decision not to attend, the great South Pacific Festival of Arts seems all set to be a success, with no shortage of cash to do the job that has to be done.

"We'll definitely be able to pay all our bills—there need be no concern about that," the festival's executive director, Victor Carell, told us in Suva the other day.

The festival takes place in Suva between May 6 and 20. It's sponsored by the South Pacific Commission, and being officially staged by Fiji.

Mr. Carell is optimistic about the possibility of receiving financial assistance from UNESCO. A sum of $15,000 has been suggested but this was still under consideration in February.

On top of the Fiji Government's festival allocation of $100,000 have come what Mr. Carell described as "substantial cash contributions" from business firms both within Fiji and overseas. Airline and shipping organisations have helped cut costs by providing assistance "in kind". Other help, free of charge or at reduced cost, has come from technical firms. There will be 3,000 Islander participants.

There will be no profit from the festival—but profit isn't the aim, says Mr. Carell. "The most we could take in in ticket sales would be about $30,000," he pointed out, "and we'll need to outlay at least $130,000."

Despite its earlier doubts, Tahiti appears to be going ahead with its intention of providing a programme and has told Mr. Carell that between 30 and 40 performers will be in Fiji for the festival. Fifteen of these will be dancers, appearing in Fiji after touring Australia and New Zealand. At the end of February, however, Tahiti was still awaiting cash from the French Government for festival expenses.

There looks like being plenty of accommodation in Suva for the festival, despite earlier indications that the place was loaded to the plimsoll. It turns out that some travel agents and outside promoters raced in and made block bookings of hotels on the assumption that rooms would be in short supply. Now they have the bookings and not enough personal clients to take advantage of them, so others will get them.

Season tickets are available for $F50, $30 and $20, depending on where you sit. On most evenings there will be outdoor dancing and entertainment at Sukuna Park from 10 o'clock on, but there is no charge for this.

The programme includes dancing and singing from all over the Pacific, drama, ballet, lectures, folk opera, films, demonstrations, poetry reading, even an exhibition of Pacific stamps. There is theatre from Australia and New Zealand (including a prize-winning Australian play, The Legend of King O'Malley, which might well turn out to be incomprehensible to Suva audiences).

Why the arts festival anyway?



Victor Carell's wife, dancer Beth Dean, explained it in an interview over Niue's radio station in January this way: "It's to bring together all those many people who several thousand years ago were separated and went out to all the islands to their separate ways and developed new dances and songs. This will be the first historic returning of all those people in one place to see what changes have come, how different each thumbprint is. The original is always better than a copy and so the festival committee has asked everyone to dress in the original fashion for these old songs, legends and history stories, and to have nothing that would seem the least bit European in quality to spoil what we have . . .

"This is a great rebirth in the whole of the South Pacific for the benefit of the rest of the world. The whole world is getting sick, they have sick theatre, nudity, and everything that's lost and banal and ugly, and now this joy—that is why the Cook Islanders were such a success in Sydney—this true joy is coming forth like a gorgeous volcano erupting at midnight. You can see the sparks and the flame. If this can happen in the South Pacific the festival is a success."

● For another story on things to be seen at the great festival, turn to p. 69.

A door to the inner kingdom

Up in the Yasawas, a superbly scenic group of islands stretching to the north-west of Viti Levu, the outside world is slowly moving in.

Change has come in a variety of ways—in the form of self-help programmes instituted by the government, new health centres, better-organised water catchment schemes, schools on almost all the inhabited islands and co-operative stores in most villages.

Between January and October last year, Yasawa Islanders earned more than $30,000 from the sale of *masi* alone—more than the income from copra. Cruise operators made a substantial contribution to village finances in payment for entertainment and permission to take passengers ashore.

But all this brings its problems.

While welcoming revenue from tourism, the villagers have made it clear that they won't subjugate religious or traditional beliefs in pursuit of it. They find Western

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standards of dress (or undress) unacceptable, for one thing.

Cruise operators, careful not to offend village proprieties, advise passengers not to wear bikinis or too-brief clothing when going ashore. Nor will villagers perform for visitors on Sundays. They remain, nevertheless, as hospitable and spontaneously friendly as they ever were.

But village efforts to control tourism in the Yasawas have resulted in one unpleasing development.

One of the highlights of a Blue Lagoon cruise through the island chain has always been a visit to the mysterious swimming cave on Sawa-i-Lau. After scrambling up a steep track to the entrance, visitors were rewarded with a glimpse of the past —strange wall symbols said to have been carved by a race of people inhabiting the island in some pre-Melanesian time.

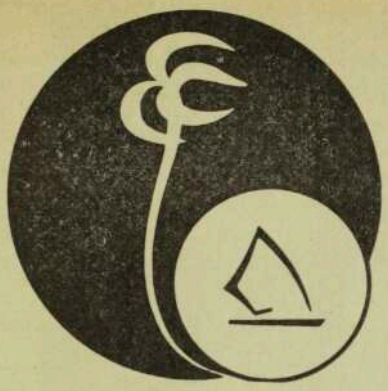
The carvings are still there and the adventurous can still swim in the cold black waters of the inner caves. But first they must walk up a flight of cement steps—visible for miles around—and *through a door* installed there by the Fijian landowners, and aesthetically jolting.

Only cruise operators who pay for the privilege and obtain the key from the nearby village may now take people to see these historically intriguing caves.

Bottle SOS—hoax or a tragedy

A bottle washed up on a German sland in the North Sea contained a nessage calling for help from a ship-vrecked yachtsman who gave his osition as being in the Tuamotus. The date on the message was March , 1964—almost eight years ago. The erman police have asked Interpol o make inquiries.

Seaman Johnny Clausen was out or a walk along the beach of Fohr sland in the North Sea with his amily in January when he saw a ottle, barnacle-covered and sea-eed-wrapped, lying on the shingle. Ie broke the bottle and out came piece of paper. A message on it ead: "My name is Harold James iene. I am on a small island in ie Pacific. Our yacht has been recked in a hurricane. My wife and oth children have been drowned. Vater and food are running out. lease send help quickly." Then llowed details of his position—14 egrees south, 140 degrees west—hich would place the castaway in e Tuamotus.



This is the recently-selected symbol of the University of the South Pacific in Suva. It was designed by an ex-student, Mitieli Bari, of Suva and incorporates a coconut palm and a stylised 'takia' (outrigger canoe).

If the bottle had been thrown into the sea in the Tuamotus it had travelled about 30,000 kilometres. What at first seemed to the finder to be a hoax was later treated seriously by the German police who have alerted Interpol. According to Dr. Jens Meincke of the Institute of Oceanography at Kiel, he thinks such a voyage for the bottle "is unlikely but nevertheless possible". PIM thinks it's a hoax. A yachtsman, knowing his navigation, would probably name the group of islands he was marooned among and the name of his yacht. The note in the bottle gave neither.

Pressured votes in the Cooks

Bending over backwards to ensure that no imputations of unfair pressure should be levelled at his party, compaign organiser for the Cook Islands Party, Mr. T. A. Henry, warned members of regional committees of the party in January that although it was not specifically forbidden by law, it was distinctly bad form for landowners to press their tenants to vote for particular candidates by threatening them with ejectment from their lands.

Rumours, he said, were being circulated that certain members of landowning families were saying to occupiers of their lands that they had to vote for certain political parties at the forthcoming parliamentary elections, or face just such a consequence.

"Although this is not yet an offence, it is an evil method of bribery," Mr. Henry said. He asked all committee members to watch for these threats and to report to the central committee or to him directly in his capacity as Minister of Justice. There were two reasons, he said, for his wanting to know of any threats.

He would like to know the name of the owner making threats so that it could be made known to the other members of the landowning families. And there may be good grounds for the introduction of legislative measures to curb it.

More watts for Western Samoa

More and more business houses and homes are going electric in Western Samoa, and the government is having to buy a new diesel generator to cope with the increased demand. But a generator is only a starter.

The government is going ahead with plans for a major hydro-electric power scheme at Afulilo in the mountains about 25 miles east of Apia, the capital. A big dam and a power station will be built and from the power station, which will be at sea-level, the current will be carried to a major station near Apia for distribution to locations, probably on the south and east coasts. The west and north coasts already have electricity.

The bill for the Afulilo project is estimated at $US3.5 million and completion is expected by 1977. The Italian company, Electroconsult, is preparing plans and also investigating other electric power potential on Upolu.

Radio link

Radio 3D3AB University of the South Pacific called KB2XXK University of Hawaii on February 2, when an experimental satellite communications link-up was inaugurated between Fiji and Hawaii. Financed by a $15,000 grant from the Carnegie Foundation in New York, the link could ultimately be used between the USP in Suva and students in regional centres in the South Pacific.

The acting Vice-Chancellor of the USP, Professor R. Honeybone said that the satellite communications link-up meant that in a small way, the USP was entering the space age. Both universities have been allocated 2¼ hours a day of satellite time for experimental programmes.

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● "Hotel de Ville" it says over the doorway. It's Noumea's town hall, opposite the Place des Cocotiers in Central Park.

Visitors make the scene in Noumea

NEW CALEDONIA DIARY
with
HELEN ROUSSEAU

February in Noumea was a month of visitors—from the unidentified to the uninvited and the uninitiated.

The unidentified visitor was the presumed carrier who brought dengue fever to the island. The fever was diagnosed by virus specialist Dr. Leon Rosen, who flew in from Hawaii, invited by the SPC to work in collaboration with Noumea authorities who were concerned at the spreading of the epidemic.

From blood samples of local patients, Dr. Rosen identified the fever in his Honolulu laboratories. By mid-February the epidemic had subsided: it was believed the virus had been brought to the territory by an unidentified traveller from overseas.

It was the uninvited visitor who next dominated the scene in Noumea, arriving in time for the 25th anniversary celebrations at the South Pacific Commission. Wendy came from the north and so monopolised the situation that she prevented one important guest from reaching the SPC festivities: Mr. Tom R. Smith of Wellington, an SPC secretary-general of 10 years back, had to cancel his trip after international air flights were temporarily suspended.

Cyclone Wendy brought devastating rain and wind—particularly in the north of the island. In Noumea she provided a wet weekend for the Commission celebrations, February 5 to 7. Guests who flew in for the occasion included islanders such as Ratu George Cakobau from Fiji, Dr. Ma'afu Tupou from Tonga and Tofa Lauofo Meti from Western Samoa, besides Mr. Robert W. Skiff from the United States Embassy in Suva, Mr. Bhagwan Singh, High Commissioner for India in Fiji and Mr. L. S. Price, new British Deputy High Commissioner in Suva.

The celebrations opened against an eruption of the eternal French suspicion of Anglo-Saxon domination. A local weekly had just come out with another variation on the popular theme that foreign powers are hovering to snatch the nickel spoils in New Caledonia. The paper charged that Britain has a great dream: "the creation of a Commonwealth of the Pacific, that she would direct through Australia".

This statement was made by the *Journal Caledonien*, which is owned by the three sons of Senator Henri Lafleur, a supporter of President Georges Pompidou and of the local administration. Besides taking a look at independent Fiji, the weekly saw the growing implantation in the New Hebrides of such firms as Qantas, Australian banks and trading houses, as part of a manoeuvre to reinforce British influence in the Pacific.

Meanwhile, the Caledonians seemed quite unconcerned at this threat of invasion and they lined up at the SPC headquarters to collect their first day covers of the 25th anniversary stamp. A temporary post office had been provided at the Commission Open Day on February 5 to sell the new 18 francs stamp. In blue, green, red and white it depicts the Commission headquarters with the flags of the 8 member governments flying from the balcony of the secretary-general's apartment above.

The SPC flag-raising ceremony planned outdoors for February 7 was abandoned because of Wendy and an exchange of speeches was held indoors, as scheduled, before an audience including the Australian consul Mr. Alan Edwards as well as French military, civil service and business personalities. The ceremony still had its own colour, with proceedings opened by a fanfare from the French military band as Governor Louis Verger entered the hall. Addresses were delivered by the SPC secretary-general Mr. Fred Betham, of Western Samoa, by Ratu George Cakobau, Lauofo Meti and Governor Louis Verger.

Everyone was so much concerned about what the French and Anglo-Saxons might say that it was good to hear one of the opening ecumenical prayers include a plea for "our Pacific people" which after all is what the SPC is working for. As for the French Governor's speech, no sooner had copies of the text been distributed

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than there came a hurried message to say that certain underlined words were *not meant* to be underlined.

In both English and French, the text of the Governor's address concluded with the underline: "may the Commission continue for many years, *within the scope set*, the exciting task it so rightfully cherishes". How those words (set here in italics) ever came to be underlined was still being investigated at the evening's official reception.

Both toasts at the reception were made in French and when one visiting Senior Commissioner queried what had been said, a staff member promptly issued her warning "not to get political", especially in front of the press!

In the meantime, the SPC has received some interesting staff reinforcements over the past months, particularly on the side of social development work among islanders.

Dr. Frank Mahony, the new director of the Social Program, has come from the University of Hawaii and made his first island visits. He is supported in his section by fellow Americans Peter Higginson (Youth Work Officer) and Morris G. Fox, UN Social Welfare Adviser.

In the health section, Miss Nguyen-Thi-Tuyet, the new Health Education Officer, has arrived in Noumea from Saigon. Miss Tuyet has studied in the USA and so speaks fluent English and French besides Vietnamese. Her graceful *ao-dai* makes a colourful addition to international dress at the Commission.

Meanwhile, the Economic section of the SPC was somewhat depleted in early February, with only one programme officer remaining (agriculturalist Michel Lambert). This was after the recent departure of Fisheries officer Val Hinds, UN Agriculturalist Ed. Hugh, Economist Bob McCumstie and Business Training officer Hal Croft. Hal returned to Australia after spending 14 years in the Pacific, including PNG, Fiji and 5 years at the Commission.

There were other international activities in Noumea during February—in the sporting field.

A spectacular basketball exhibition from the Harlem Globetrotters and a visit by Australian and Fijian boxers had opened this year's sporting season. In February the territory welcomed two tennis teams of four men each from Australia and France.

The Australians included such experienced players as Frank Sedgman and Neil Frazer, while in the French team was a young Caledonian—Wanaro N'Godrella, from the Loyalty islands. Now aged 22, Wanaro is revelling in big international tennis after playing in several series of South Pacific Games.

Caledonian swimmers took over the sporting relay from the tennis men. From first indications, 12-year-old Patrick Legras was dominating the boys' events, while a 13-year-old newcomer from France, Daniele Maussion, showed up well among the girls. Marie-Jose Kersaudy has now retired from swimming and returned to France. In the meantime, Caledonian coach Jacques Mouren says he detects lots of promise among a group of young 9 and 10 year olds, this season.

From the swimming, attention was centred on Noumea's indoor stadium with a contest on February 12 between boxers from Australia, Fiji, Tahiti and Tonga. Stars of the evening included the Munich Olympics hope Maco Nena of Tahiti and the Fijian Alipate Korovou, who was called in at the last moment to replace an Australian declared overweight. Korovou, who was not strictly in training, was defeated by Samisoni N'Gata of Tonga with a knockout in the 6th round.

The Tahitian boxers were among a group of 53 sportsmen who flew across to Noumea for a week from the Central Sport Club of Tahiti. The club, including basketball and soccer teams, raised $A12,000 to finance their visit, which was a most welcome initiative, this being the first time a club, rather than a territorial selection, had made such a trip.

Finally, to come to the "uninitiated" visitors: they were the ones who disembarked in the port of Noumea mid-February and nonchalantly entered the new dockers' canteen. They were not dockers, certainly. And as they admired the floral decorations, the shrubs from the Forestry Department, the authentic artefacts from the Noumea Museum and the big *Bienvenue* sign above the doorway, they were probably far from suspecting that they were being welcomed into a dockers' canteen.

But this was indeed the case for the 1,000-odd millionaires-or-nearly who arrived in Noumea aboard the most prestigeous French liner afloat—the *"France"*. The new canteen was hurriedly finished and decorated to make up for the lack of visitor facilities in the port of Noumea—a lack which present plans expect to remedy shortly, however.

The coming of the *"France"* had the French Administration mobilised for weeks before its arrival, involving all the top echelon up to the Governor's right hand man.

Special detachments of police, military band, naval escort were employed for this momentous occasion, together with all manner of Administrative and private personnel, to make sure that all went well for this one day visit to Noumea on the *"France's"* world cruise.

Certainly the dockers benefited from the occasion, which thus speeded up completion of their impressive new recreation and dining hall. In addition, the dock workers are currently being paid a minimum wage of $A1.30 per hour.

On the tourist scene, however, results have not been so impressive. Figures issued by the Caledonian Tourist Office show that the number of visitors to the Territory last year registered only 11,934. Their average length of stay was 5.8 days. That represented a drop of 17 per cent. in the volume of tourists and a drop of 28 per cent. in the number of tourist-days, compared to the previous year.

These figures do not include cruise passengers, who tend to number around 20,000 per year.

Improvements are in sight, however, with the two new deep-water berths for overseas ships expected to be ready by mid-March and June respectively. At the same time, work continues on the new overseas terminal at Tontouta airport. The construction is scheduled for completion by July 14, with the official opening planned for November this year.

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What's to become of us all in political Fiji?

fiji talanoa

WITH SUE WENDT, IN SUVA



CRYSTAL ball-gazing is a frustrating business. With Fiji's first general election since independence looming close (late April probably, though this depends on when the Prime Minister instigates the dissolution of Parliament), reading the political portents begins to resemble a game of chance.

The governing Alliance party seemingly has every prospect of retaining power, though almost certainly with a reduced majority. But in some constituencies anything could happen. One of the most intriguing fights will be in Vanua Levu North and West, where one of Fiji's "big four" chiefs, Ratu Senator Penaia Ganilau (Minister for Home Affairs and Leader of Government Business in the Senate) will do battle with National Federation Party candidate Captain Atunaisa Maitoga.

Captain Maitoga, a former army officer and now a canefarmer at Wailevu, near Labasa, declares that Ratu Penaia is going to the "political gallows"—and he may be right. The constituency has 17,000 registered Indian voters, 7,000 Fijian voters and 300 General electors.

The situation has assured a welter of speculation. As a Fijian with the utmost respect for his chiefs and for tradition, does Captain Maitoga feel uneasy about the prospect of trouncing Ratu Penaia? Why didn't the Alliance ensure that this high chief was given a safer seat? Alliance party and Ratu Penaia's success will depend upon whether Indians as a race vote this time for the NFP. Some may be torn between party loyalty and their respect for Ratu Penaia, whom many hold in the same high esteem as they do the Prime Minister. Some Alliance observers say Ratu Penaia will need about 95 per cent. of the Fijian vote—and about 40 per cent. of the Indian.

At the same time, NFP success in some other constituencies will depend upon whether Fijians vote along monolithic lines. If they do not, according to NFP general secretary Mr. K. C. Ramrakha, the Opposition party has a "reasonable" chance of scraping through.

ONE of the greatest difficulties facing Fiji's politicians—and those attempting to assess their chances of success—is the lack of a common political language.

Effective cross-racial party politicking is seriously hindered by the communication breakdown, for it's a rare politician indeed who can espouse the cause with equal fluency in Fijian, Hindustani and English. Even more exceptional is the political observer with the facility to understand and assess political comment in all the vernacular publications of Fiji.

Highlighting the problem during a recent Fiji Press Club seminar, guest speaker Mr. Ramrakha, who is Opposition Whip, pointed out that the political language of Indians in Fiji is, of course, Hindustani. Among Fijians, political discussion is almost always in Fijian. Only a small section of the population can read and properly understand political comment in the English-language daily newspaper "The Fiji Times" and the readership of the vernacular Press is similarly subject to language limitations.

Much of what appears in the numerous Fijian and Hindi-language newspapers—some of them highly influential—passes unnoticed in the overall scheme of things.

Hindi-language newspapers, according to Ramrakha, contain "some very acidic, very gross personal attacks" on people. The same sort of thing appears in newspapers in India, he said, partly because the Indian laws of libel are not the same as English libel laws. He added that Fijian newspapers also contain a lot of "very extreme writing".

It was the duty of politicians in Fiji to throw up a common political language, declared Ramrakha, and in his mind English was the logical choice. "If we were to jettison English in our search for a common identity, that would be a sad day. It would be a tragedy to push English out".

K. C. Ramrakha's audience at the Press Club seminar was illustrative of the communication problem. Some of those who write for the vernaculars would find it difficult to express themselves in English journalese. Ninety per cent. of English-writing journalists in Fiji (mostly expatriates, perhaps with a smattering of school French or German, but what use is that?) are unable to read a word of Fijian or Hindustani.

When it comes to putting the message across to a desired audience, however, some of Fiji's politicians aren't averse to switching horses in midstream. Take the example of NFP man, Mr. R. D. Patel going to "The Fiji Times" last year, because he had something to say which wouldn't have gone down well in the NFP-supporting "Pacific Review".

"Mr. Patel's action was in fact a very important development in Fiji politics. He was choosing his own forum," said Ramrakha. "However, in language Hindus would understand Mr. Patel worshipped on that occasion before the wrong deity. Naturally, the deity tried to suck him in."

(In mid-September R. D. Patel, who is one of the main contenders for future NFP leadership, gave a statement to "The Fiji Times" criticising the present NFP leader, Mr. S. M. Koya. "The Fiji Times" ran several subsequent articles speculating on the outcome of the Patel-Koya clash and its effect on the party. Some weeks later, at a meeting of the working committee of the NFP, Mr. Patel said he wished to withdraw what he had written to "The Fiji Times" and requested that the matter be regarded as closed.)

K. C. Ramrakha told the seminar that it did seem as though the century-old "Fiji Times" was taking a more independent line than previously, moving away from its pro-government stand. "Five years ago, 'The Fiji Times' would not have fallen into the bad books of the Prime Minister, who is not happy with 'The Fiji Times' services and has talked of the need for a government newspaper," he remarked. (He did not appear to gloat.)

The excitable Mr. Ramrakha last year urged the government to "strangle" "The Fiji Times", the dominion's only daily newspaper and the publication with the widest readership. It did seem a mite undemocratic of him—but at the Press seminar, he pointed out that it had really been another instance of language misinterpretation. "I was just using the English to its extreme," he explained. "I meant that the government should compete it out by encouraging the

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establishment of another daily newspaper."

More newspapers or not (whatever happened to actor Raymond Burr's plans to establish a daily paper here?), the local radio station would serve the dominion well if it gave a weekly rundown in English (as the common language) from the vernacular Press. It might help bridge the language gap that prevails in most spheres of Fiji life—and give the various communities a better idea of what the others are thinking!

A TRIUMPH for the National Federation Party in February was the approval of a bill providing for the common roll system of election in Fiji municipalities, a move long opposed by those fearing Indian "takeover" at local government level.

Despite serious misgivings, the government backed the bill to honour a commitment given during the pre-independence constitutional conference in London. Attorney-General Mr. J. N. Falvey—who was later attacked by Opposition leader, Mr. S. M. Koya for bringing up "provocative" issues—said it was only fair for the government side to declare its views, although it would honour the commitment made in London.

Government was convinced that common roll was not in Fiji's best interests. It was a constitutional form which had failed in multi-racial or multi-religious countries such as Ireland, the United States, Malaysia, Rhodesia and South Africa. Although given the vote in practice and the opportunity of representation in theory, the minority found themselves in fact either unrepresented or under-represented, a situation leading to bitterness and potential violence.

Mr. Falvey drew a grim picture of civil rights demonstrations, black power movements and violence in the US, saying that guaranteed representation for the black minority population might have defused bitterness and strife.

The system of cross-voting currently employed in Fiji meant guaranteed representation for all groups, he said—thus "giving reality to our professions of tolerance, harmony and goodwill". It was often said that Fiji was different from other multi-racial countries—but the dominion should learn from the mistakes of other countries. Fiji had had a sharp lesson at the time of the 1968 by-elections.

The Attorney-General declared that if Fiji's Indians (though he wasn't accusing them of it) had seen common roll as a means of political domination, surely the unhappy examples he had cited must have made them relinquish the idea. Where was the advantage even to the dominating race, if they had to cope with an unrepresented, disgruntled, bitter and resentful minority? Common roll was a spent force and not in the interests of Fiji.

An irate Siddiq Koya replied that whenever some sort of agreement was reached—as with the Suva and Lautoka common roll issue, at the London conference—it was the Attorney-General who brought up provocative matters for debate. There were people, he said ominously, who wanted to destroy the London conference and the atmosphere which had been built there.

The Bill approved in February provides that elections on a common roll basis should be held in Suva and Lautoka within six months of the act coming into force.

FIJI is to have a Royal Commission on representation procedures sometime after the general elections. Under the present system about 6,000 general electors have eight seats in the House, 96,000 Fijians have 22 seats and 98,000 Indians have 22 seats.

Although this representation was unfair, declared Opposition leader Koya, his party would "continue to tolerate this injustice because we are the product of a higher civilisation than the reactionary group we have in Fiji."

He asserted that Indians in Fiji had no intention of dominating any race in Fiji and added: "I have said before and I say again that even at the risk of being criticised by my own party, I don't wish to impose common roll on the Fijian people—and I stand by that."

Mr. Koya took the opportunity too of hitting out at "The Fiji Times"—that "racial newspaper"—and its editor, Mr. L. G. Usher, whom he described as Public Enemy No. 1 because of his opposition to common roll and his belief that it would lead to domination of one race by another.

For the record, Mr. Usher later challenged Mr. Koya in a letter to repeat his statements in public, protesting against the "vicious personal attack" made from behind the shelter of parliamentary privilege.

POLITICIANS and newspapermen aren't the only ones in Fiji preoccupied just now with the problem of "getting the message across". Travel man Kalyan Ghose complained to PIM that with Fiji's tourist industry so busy not telling the left hand what the right was doing, travel agents found themselves in the dark about such basic questions as hotel tariffs and projected accommodation.

"One reads about planned hotel ventures and one is, of course, very pleased," said Mr. Ghose. "But so many of them never eventuate. What we need is collated information on what is actually going ahead—not hearsay or what it is hoped might happen. It's simply impossible to give overseas agents an accurate idea of what accommodation will be available in Fiji in the next couple of years."

To add to the confusion, he said, Fiji hotels raised their tariffs without sufficient warning to agents. They did it different times of the year—and some raised prices more than once in any 12-month period. It was difficult for agents to anticipate what inclusive tour costs were going to be. Why couldn't hoteliers decide their tariffs, increase them altogether (preferably in April, as recommended by the Fiji Hotel Association) and stick to it?

Why not indeed?!



Former Chief Justice in Fiji, Sir Clifford Hammett, and Lady Hammett were garlanded with salusalu when they visited the Draiba Fijian School before their departure from Fiji in February. Fiji's new Chief Justice, Sir John Nimmo—having weathered the storm of controversy aroused by his appointment—was welcomed by Fiji's legal fraternity on February 11. The controversy arose when some members of the local Law Society objected to the appointment of an Australian as the dominion's Chief Justice.

People

● Ponapean mother Antelise Shoniber intends to invade a Micronesian-men-only sphere—politics—and run for a Ponape senate seat in the Congress of Micronesia election later this year. She thinks the men may be jealous, having to compete against a woman in a job which, hitherto, has been a man's preserve, but she is sure she can do a better job. "The men in the congress are afraid to speak out when something is wrong," she said. "They always let the Americans, the bosses, have their way, even when they don't agree with it and think it's wrong. If I think I'm right, I'll speak up and say what is good for my people." She's optimistic about success. "When I go to the congress, the people must know what I'm going there for," she said. "When I come back, the people must know what I did there." Antelise isn't impressed with the job congress has been doing. "It isn't giving the people the things they need and ask for. They need roads, electricity and water, the hospitals are filthy and need in-service training and better nursing care."

● Controller of Prisons in Fiji since 1964, Major Walter Morgan retired at January's end and the post has reverted to an expatriate officer, Mr. John Bradley, who was adviser on prison administration in Botswana and Nigeria before going to Fiji. Levuka-born Major Morgan was with the Prisons Service for 25 years after serving with the Fiji Military Forces in World War II. He was in the Solomons campaign from April, 1943 until August, 1944. He was awarded the Imperial Service Order in the Queen's Birthday Honours in 1971. Mr. Bradley, aged 48, served with the King's African Rifles in Burma in World War II.

● Mr. Kenneth Franzheim II is President Nixon's choice as the first US Ambassador to Fiji. Mr. Franzheim is already Ambassador to New Zealand and Western Samoa and the additional chore is, as the White House announcement says, "without additional compensation". In other words, he doesn't get paid for being Ambassador to Fiji, but he'll get a few trips a year from Wellington to Suva which, particularly in winter in Windy Wellington, is pay enough. Mr. Bob Skiff, US Consul in Fiji, remains in his job with a name-change. He becomes charge d'affaires.

● Two new appointments have been made by the UN Development Programme to the Pacific. Mr. Henry Kaufman, who has held posts with the UN in Geneva, Congo, Tunisia and Laos, heads the new office of UNDP in Port Moresby, which as a branch of the Sydney office will help facilitate projects in Papua New Guinea.

Mr. N. C. Angus, formerly Assistant Commissioner with the NZ State Services Commission, has been appointed public administration adviser in Suva. He has been employed by the UN in Turkey, Ethiopia, the Sudan and Jamaica, and has visited Malaysia, Western Samoa and Fiji in connection with the Colombo Plan and New Zealand Aid programme.

● Elected members of the GEIC's Legislative Assembly met in January at Tarawa and elected Naboua Ratieta as acting Leader of Government Business. He will occupy the position during the absence through illness of Reuben K. Uatioa, MBE, the Leader of Government Business, who was elected to the position in April last year. In the elections the previous month, Reuben Uatioa was the only one of the five Elected Members of the old Governing Council to keep his seat. Naboua, who represents Marakei, was first elected to the House of Representatives in a by-election in 1968 and was returned unopposed last March.



The pretty girl in the picture is, or was, Miss Margaret Krishnan. She left Suva to work in the South Pacific Commission's office in Sydney and found a husband—Mr. Malcolm Holmes, of Sydney. Margaret's family lives on the Queen's Road at Vulagi, Lami, outside Suva.

● American Samoans, in collision with the law and needing a champion, will find themselves being defended by a woman, Barbara Ann Sena, wife of Dr. Jorge Waite of the government's computer centre. She succeeds Judge Arthur Morrow, who has retired after six years in the post, which he occupied on retiring as Chief Justice in 1965. Mrs. Waite obtained a bachelor of arts degree and a doctorate in jurisprudence at De Paul University and a master of laws degree at Berkeley School of Law in the University of California. She has practised in California's Supreme Court and has been an assistant public defender in Alameda, California.

● Tongan Methodist minister the Rev. Mosese Latu has been appointed as minister in Sydney to Pacific Islanders living in the city. He was inducted at a service in Sydney conducted by the Rev. Wesley Pidgeon, NSW secretary for Overseas Missions, and the Rev. S. G. Cowled, for many years chairman of the Methodist Church in Fiji. Mr. Latu, who was trained at Tupou College in Tonga and the Navuso Agricultural College in Fiji, has been working among Aborigines in Arnhem Land.

● Professor M. G. A. Wilson has been appointed Head of the School of Social and Economic Development and Professor of Geography and Population studies at the University of the South Pacific in Suva. Currently Associate Professor in the Department of Geography at Monash University, Victoria, he is expected to assume his post at the USP early in July. He will be on a 2½ year secondment from Monash.

In another senior appointment to the USP, Professor H. R. Cushman has recently taken up the post of Professor of Agriculture. His appointment follows on from recommendations made by the Report of the Agricultural Mission to the USP in 1970.

Formerly Professor of Agricultural Education at Cornell University, New York, Professor Cushman, is based in Western Samoa, at the South Pacific Regional College of Tropical

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Agriculture at Alafua. He will travel extensively in the region, particularly to the USP in Suva for consultations.

His major responsibility will be to carry out a detailed investigation into the need for training courses in agriculture at all levels in the region and to relate his findings to the resources already available in Western Samoa and Fiji.

● Lauofo Meti, of Western Samoa, has been appointed a director of BP South-West Pacific Limited. Lauofo Meti has occupied a number of prominent Government positions in Western Samoa as well as being the first Pacific Islander to chair a session of the South Pacific Commission. He is the senior commissioner for Samoa on the South Pacific Commission as well as being a director of a number of companies in Western Samoa.

● Dr. Frank Mahony, who has 10 years in anthropology in Micronesia and four years in Africa among his experiences, comes from teaching at the University of Hawaii to his new post of director of the social development programme of the South Pacific Commission. With a special interest in linguistics, he was in Sydney in February looking at the SPC's growing resource material for teaching English as a second language. Dr. Mahony's personal hope is to see development take place primarily in terms of human resources development, with economic considerations taking their place as part of the pattern and not dictating the pattern as they so often have all over the world.

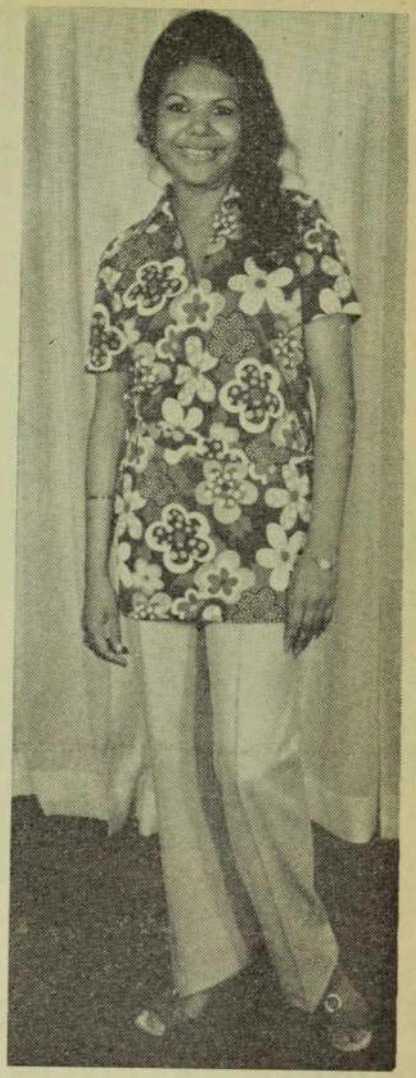
● Dr. Roger Green, of Auckland University, is back in his hunting ground in the BSIP, scene of his archaeological discoveries last year when he unearthed the camp site of Mendana's second expedition at Graciosa Bay on Santa Cruz. He is continuing excavations at Suiena village on the island of Ugi, and also plans to visit Duff islands. He is accompanied by Mr. Graeme Ward, of Otago University, who had Ulawa on his calling list as a possible valuable site of prehistoric adze-makers. Mr. Ward's dig is expected to last three months.

● Mr. Morrison Thompson, of the New Hebrides, has graduated from the University of Papua and New Guinea with a Bachelor of Arts degree—but so have others! What is noteworthy in Mr. Thompson's case is that he is the first New Hebridean to obtain a university degree. He's moved around a little to get it, starting his education at the King George VI School in the Solomons, continuing at Ipswich Grammar School in Queensland and spending five years at the university. He hopes to take up administrative work at Vila. Twelve New Hebrideans are studying at the University of the South Pacific in Suva.

● Dr. Ram Narendra Dube, 27, of Nadi, who recently gained a Doctor of Philosophy degree in Organic Chemistry from the University of Auckland, has a number of "firsts" to his credit. He is believed to be the first Fiji student to gain a Master of Science degree with first class honours from Auckland University, the first Fiji student to be awarded a New Zealand Post Graduate Scholarship by the New Zealand University Grants Committee and the first to gain a Ph.D. degree from a New Zealand university. Dr. Dube originally went to New Zealand on a Fiji Government scholarship. He graduated with a B.Sc. degree in 1967 and obtained his M.Sc. with first class honours in 1968.

● Father Patrick Finau SM, Vicar-General of the Roman Catholic Diocese of Tonga, has been "named" by Pope Paul as coadjutor bishop, with right of succession, to the Bishop of Tonga, the Most Rev. J. H. M. Rodgers. Following custom in giving coadjutor, or assistant bishops the titles of ancient sees now dormant in areas usually occupied by the Islamic faith, Father Finau has been given the titular bishopric of Aurusuliana. After education at St. Patrick's College and Mount St. Mary's Seminary, Greenmeadows, New Zealand, he was ordained priest in 1959 by Bishop Rodgers. He is director of Roman Catholic education in Tonga and regional superior of the Marist Order in Tonga and Niue.

● Cook Islander Mrs. Marjorie Crocombe, BA, wife of professor Ronald Crocombe, Pacific Studies professor at the University of the South Pacific in Fiji, has been back home on a working holiday. She has been digging out facts about six LMS missionaries who went from Rarotonga to Papua New Guinea in 1872. One of them was Ruatoka, of Mangaia, who worked with the Rev. James Chalmers, who was murdered and eaten by New Guinea cannibals in 1901. Mrs. Crocombe, who obtained her BA in sociology and history last December at the USP, hopes to complete her researches in time for the centenary celebrations in November of the United Church of PNG and the Solomons.



Air Pacific's 21 pretty hostesses will be wearing this new relaxed-look uniform when the airline inaugurates its BAC 111 services on April 2, flying from Fiji to Papua New Guinea. The uniform, modelled here by Patricia Singh, replaces the sari worn by Indian hostesses and the full-length sulu which looks so charming on the Fijian girls. Incorporating the airline's colours of dark blue and turquoise, the uniform was unanimously approved at a directors' board meeting in January.

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YOUR HOUSE DEFINES YOUR STATUS AMONG THE LAVOCRATS OF ARAWA

By JUDY TUDOR

The coast of the south-east corner of Bougainville is beautiful. Dark green hills that go down to the sea; long shorelines of mostly volcanic sand but here and there interspersed by a tiny, golden beach; romantic small islands set off-shore in picturesque situations.

All this you see from the plane as you sweep in to land at Aropa. The rest comes as aesthetic anti-climax, an affront to the eyes: Kieta's untidy squalidness, wedged in between bayside and the first hills, its growing pains erupting in the new satellite of St. Michaels; and, half a dozen miles further west of Kieta, the new dormitory town for the $400 million Panguna copper project, stark in its soul-destroying newness—Arawa.

Experience tells you that one more wet season and Arawa's ghastliness will have grass; that some people will feel permanent enough to plant a shrub or two; and that the present starkness will then be decently screened by greenery.

But right now a large part of what was the famous Arawa plantation is a grey expanse of mud, puddles and water holes. Over this, with only a dozen feet between each, stand rows and rows of obscene, unpainted, fibro-cement houses, built up off the ground about eight feet, teetering on 4-inch, galvanised-iron pipes instead of piles.

The town plan provides for one-third company houses; one-third Government and one-third private enterprise. So far, private enterprise has not weighed in with its contribution to contemporary Bougainville domestic architecture. Only the Admin. and Bougainville Copper Pty. Ltd. have shown their hands.

Administration houses come in two types: Bloody Awful; and Awful Bloody Awful. My hosts, being veterans of 16 years, are in the BA type. It's a full-blown family: kids, dogs, cats and a fierce lorikeet. Between them they share three mini-bedrooms, a mini-sitting room, a mini-porch with a roof over it, the usual offices and a laundry. There is no hot water in the bathroom but by bringing in the self-heating washing machine from the laundry it is possible to boil up, then pump it out into the bottom of the shower recess and, by crouching on your haunches, have a hot bath.

About 12 feet from the porch is the butt-end of a company house,

● **Panguna, the mighty copper mining project which is changing the face of Bougainville's mountains is having its effect on people. Life in the mushrooming town of Arawa (shown above), is for pioneers, as this special report from Judy Tudor tells.**



with the exhaust-end of an air conditioner going full blast, so that those in the Admin. house get all the irritations of mechanical air-conditioning without any of its benefits.

The back bedroom, where I took up my temporary quarters, looked out on another air-conditioned house. This, said my hostess, obviously had a fault because at regular intervals it made a noise like a coconut falling to the ground, followed by a sound like a small but determined tornado. Sure enough, all through the first night, that air-conditioner dropped its coconut, the small tornado followed and I counted off the seconds in between each performance in an effort to woo myself to sleep.

Another intriguing item in that room was a trap-door in the floor, under a built-in shelf. In the event of fire you have to fling it open, squeeze yourself through the hole (providing, of course, that you don't weigh more than seven or eight stone) and climb down a sort of galvanised-pipe, jungle-gym to the ground.

You can't say that government architects, who put the two entrances to the house in one corner, don't provide *something* for the comfort and well-being of their public servants.

Underneath the house — which because of the thin pipe legs, trembles with every step like a constant earthquake—there is a sea of mud, a sheet of water or loose earth, according to the season and the weather. Tenants may have it cemented if they wish, at a cost of about $280 to themselves.

The Awful Bloody Awful Admin. house has two bedrooms, no roof on the porch and no laundry. Under the house there is, instead of this last convenience, a cement tub and a washing machine and there the lady of the house does her laundry in full view of everyone for half a block around. If anything further is needed to cut the expatriate down to size, this must be it.

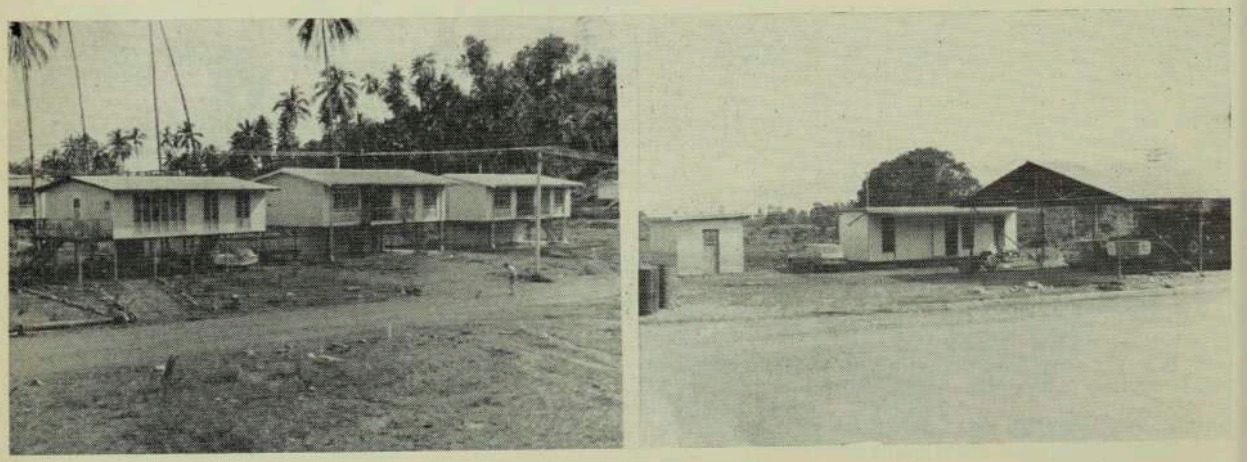
There are no fences, no boundary marks, each household mentally setting the lines of demarcation and with its strip of earth fore and aft, probably occupies an area of 80 ft by 40 ft.

Company houses of several grades are mixed in with the Admin. houses but semi-VIPs of the company are apt to find themselves with a house on one of the knolls around the perimeter of the town. Outwardly company houses are as tasteless as those of the Administration—stuck up on high piles, unpainted fibro-cement, undistinguished in every particular. Inside it's another story.

Even the lowest grade has one air-conditioned room, ceiling fans everywhere else; adequate furniture. Under the house there is a full cement slab, a small room that can be used as a box room, a shower/toilet and a laundry with washer and dryer. The lady of the manor doesn't have to be seen toiling at the wash-tub.

Further up the scale are fully air-conditioned houses, some with family rooms, and umpteen bathrooms and countless lavatories. Because the tenants of Admin. houses have none of these luxuries they feel that they are on the outer, socially speaking, and are therefore not counted in the housing hierarchy. As a consequence, fantastic tales circulate amongst them about the mod. cons. of company houses, some of which they allege have *five* lavatories.

Even among company people this



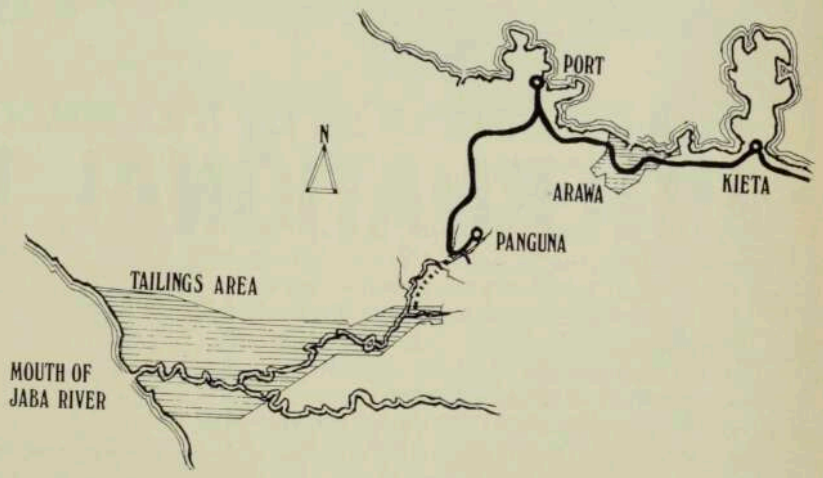
Arawa at street level—the house on the left in the picture on the left is the second grade of Administration house; the other two are company houses, outwardly distinguished by the fact that they have a central block of "conveniences" down stairs. On right, the centre building is the temporary police station with the lock-up in the hut on the left. When there is anyone "in residence" in the latter, you can sometimes see his hands sticking through the wooden bars at the top of the door. A permanent police station is in course of erection. The big shed houses the fire engine.

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Tailings from the mining operations are disposed of in the Jaba River, whose mouth is seen in the recent photograph at top left. At right, the mouth of the Jaba as it looked 12 months ago. Locality map shows (shaded area) where the tailings will eventually spread. Map is not to accurate scale.



sense of being fixed in a Lavocracy exists because a man's position socially is judged by his importance in the company and the type of house he lives in becomes the outward sign of his status. The whole set-up provides extraordinary opportunities for ego-building and snobbery. Giant companies and company towns were ever thus, but as Bougainville Copper Pty. Ltd. is the biggest commercial enterprise ever to hit New Guinea, the belief that it is nearer to God than ordinary mortals is consequently more easily maintained.

Certainly, the company has leaned over backwards to counter criticism before it can begin; it has paid out vast sums of money for land, leases, and in compensation; it gives local New Guineans job opportunities that didn't exist before, it has big training schemes, and has men in its employ whose only purpose is to foster good relations between the company and the indigenous community. The company believes that it can supply new answers to old questions and, superficially anyway, black in South Bougainville is not only beautiful but downright lucky.

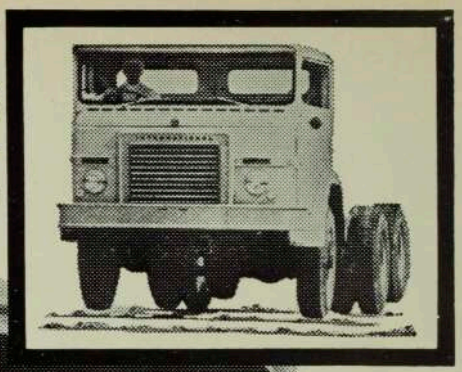
However, there are no indications to date that Bougainvilleans think any more of the company than they did of the old-time planter and trader who had quite different answers to the same old questions.

The people stay in their villages, which are plastered with keep-out notices and are out of bounds to company employees. Non-company expatriates establish relations from the roadside before entering and find, when they do, a cold reception from the arrogant young, but a friendly enough reaction from the older generation.

Nor do the locals see any sense in the fact that Mr. F. R. McKillop's plantation was in 1969 forcibly resumed by the Administration and gutted for the new town of Arawa. Some political capital might have been made of it in Port Moresby if this European land had remained inviolate while native land was resumed, but locally this destruction of such a valuable commercial asset was regarded as ridiculous. Furthermore, the plantation processed local village cocoa and as this is now no longer possible, tree crops represent a depressed industry thereabouts.

The only signs now that Arawa Plantation ever existed are a sprinkling of tall coconuts left amongst the houses; the copra and cocoa shed, with a rotary drier still in one corner now used as the "community centre" (movies three times a week, bring your own chairs); and the plantation guest house that has become the District Office. The District Commissioner sensibly commutes to Kieta each day where he has a house

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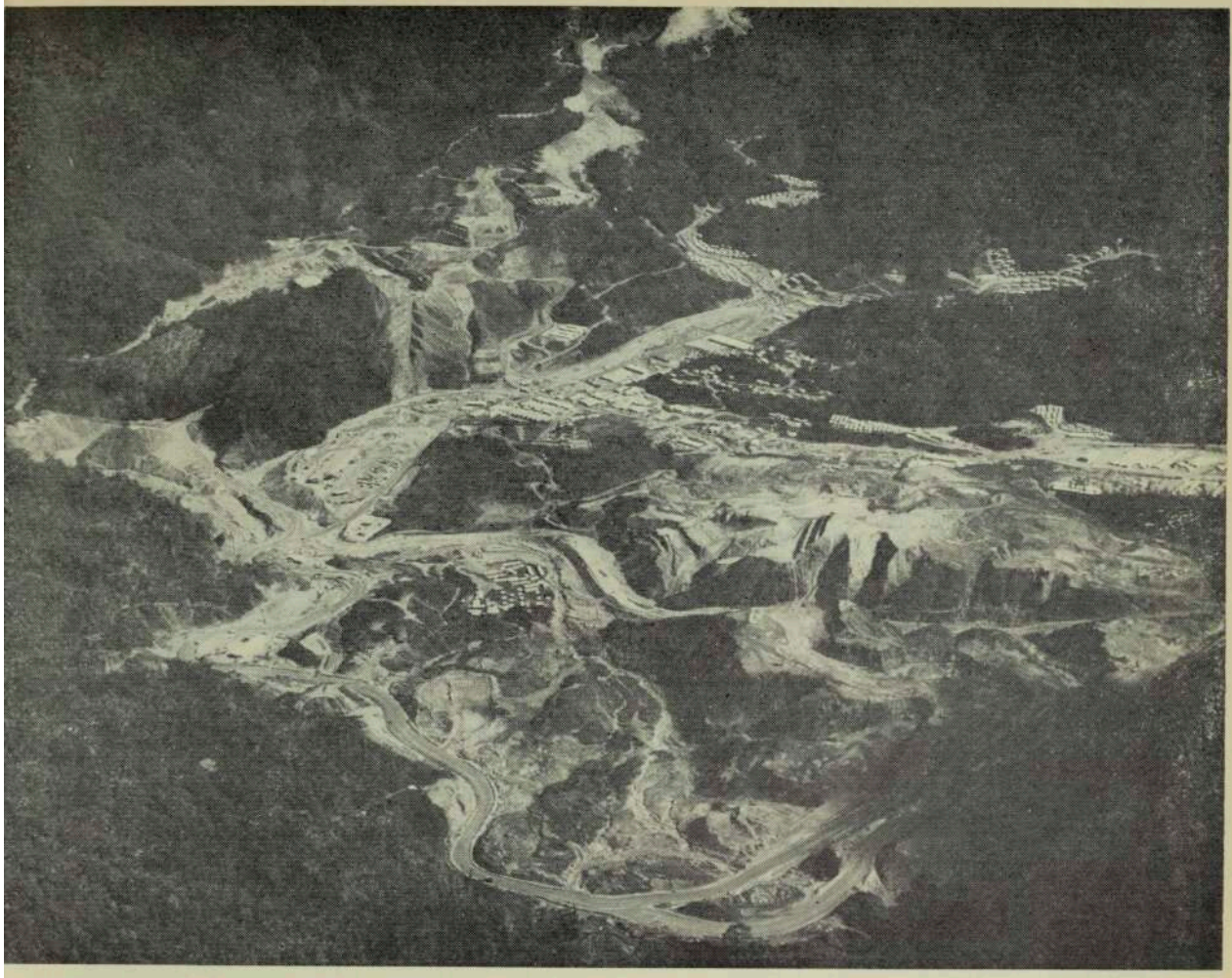
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The changing face of the mountains.

at the top of a hill, with views out over the bay and the off-shore islands.

Up to recently the people most affected by the mining project and compensated therefrom were at the Panguna site of the mine or on the east coast but now some people on the west coast are coming in for their chop.

When the mine is in full operation up to 90,000 short tons of ore can be processed each day. From each ton the company expects to recover 0.48 per cent. copper and 0.36 penny-weights of gold.

The rest is waste, and the disposal of tailings is therefore a problem of some magnitude and one about which company officials are exceedingly coy.

The tailings are, in fact, disposed of in the Jaba River, which discharges into Empress Augusta Bay on the west coast, but it is expected that a large percentage of the spoil will be run off into swamp land before it reaches the sea. The company has leased 25,000 acres of land for this purpose and compensated the 150 people who live in the area to the tune of $84,000 for the loss of the fish in the river.

Nonetheless, the turbid, brown stream flowing into the sea is the first sight a visitor on the direct flight from Port Moresby gets of Bougainville and in these days when everyone is on the pollution bandwagon, the company is naturally sensitive on the subject.

The building phase of the Bougainville copper project is now complete. Most of the construction camps are closed and the workers shipped out; at Panguna, 100-ton dump trucks shuttle ore from the open cut to the crushers round the clock; the ore is ground, pulverised, concentrated and piped over the Crown Prince Range in the form of slurry, down to filtering and drying plant at Loloho on Anewa Bay, where it is stored ready for shipment.

In spite of the fall in world price of copper and the now accepted Japanese back-out from contracts, the company appears confident of disposing of its annual production in Spain, Germany and Japan all of which have the installations to refine and separate the 500,000 oz of gold from the estimated 150,000 tons of copper. Somewhere in the plans is a refinery for New Guinea but this is a project for the far future and one that carries with it in-built pollution and conservation problems.

At Arawa the first housing phase is over, the huge hospital is almost ready for staff and company personnel not directly concerned with mining activity are being moved down there from Panguna. Initially, the town will have a population of about 3,000

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Arawa is an open town

and this is expected to gradually increase to 8,000.

At the moment Arawa can be said to be breathing but hardly living. In a full blaze of outside lighting, because electricity is not charged for by meter, it starts to go to bed at 8 p.m. to awake with a bang at six, when most of the men of the town roar off in their vehicles, 16 miles by all-weather road, over the range at 3,400 ft., to their jobs at Panguna.

Wives remain behind to the household chores, their neuroses and large slices of boredom.

Domestic help is hard to come by, expensive and impossible to house in Administration homes and difficult in those of the company—to such an extent that there appears to be, on the part of authority, a deliberate policy of preventing the development of a servant class.

Arawa is suburbia, tropical certainly, but suburbia, peopled by family units from Australia, New Zealand, America and Europe who might just as well have dropped in on Bougainville from outer space. In time, New Guinea will rub off on those who stay long enough but for the present, these company towns could, except for the climate, as easily be in Peru or Patagonia.

For the majority, contacts with the indigenous inhabitants and the rest of the territory are seen through company eyes and company policies so that the whole atmosphere of Arawa is unreal and un-New Guinea, badly in need of a leavening of despised private enterprise to bring it down to earth.

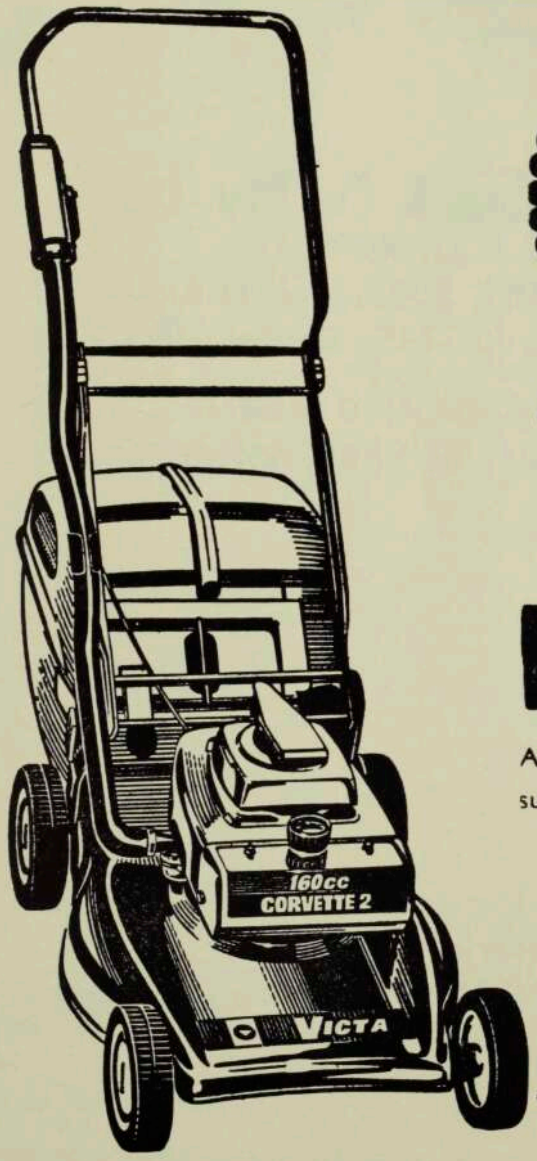
At present there are two shops in the town—a chemist and the supermarket, the supermarket being commonly referred to as the trade store. The chemist is privately owned; the supermarket is run by the Panguna Development Foundation set up by the company with the idea of attracting local shareholders and "in support of indigenisation". The PDF intends to build the hotel and a tavern and it brings snorts from other intending local entrepreneurs who see it more as a formidable competitor than as a support.

In line with established policy, the first commercial leases have been let to enterprises with at least 49 per cent. indigenous participation. Later, other blocks will be put up for which anyone can tender. Already there are branches of Commonwealth and National Banks operating in temporary premises.

Although Panguna is strictly company, Arawa is an open town, technically maintained by the Administration and the company on a 60/40 basis. Local government consists of the Arawa Municipal Commission, with the District Commissioner as chief commissioner, and on which the company has one member, the town's people one member, and the Bougainvilleans one member, each with his deputy. Nonetheless, it is a company-dominated town, with vastly more company houses than Administration, and none at all from private individuals.

The development of commercial and private enterprise in Arawa will be at a much slower pace than the miracle wrought by the company within the last few years. It has literally moved mountains, built roads, two new towns, a port, a power station, sophisticated mining installations and spent over $400 million in the process.

Even if you recoil from the first, raw physical manifestations of this fantastic effort in an undeveloped corner of the world where previously nothing more sophisticated than a mechanical cocoa-drier existed, in the long term you have to admit that Bougainville Copper Pty. Ltd. could mean the difference between New Guinea with a viable economy and New Guinea as a perpetual pensioner of the Australian tax-payer.



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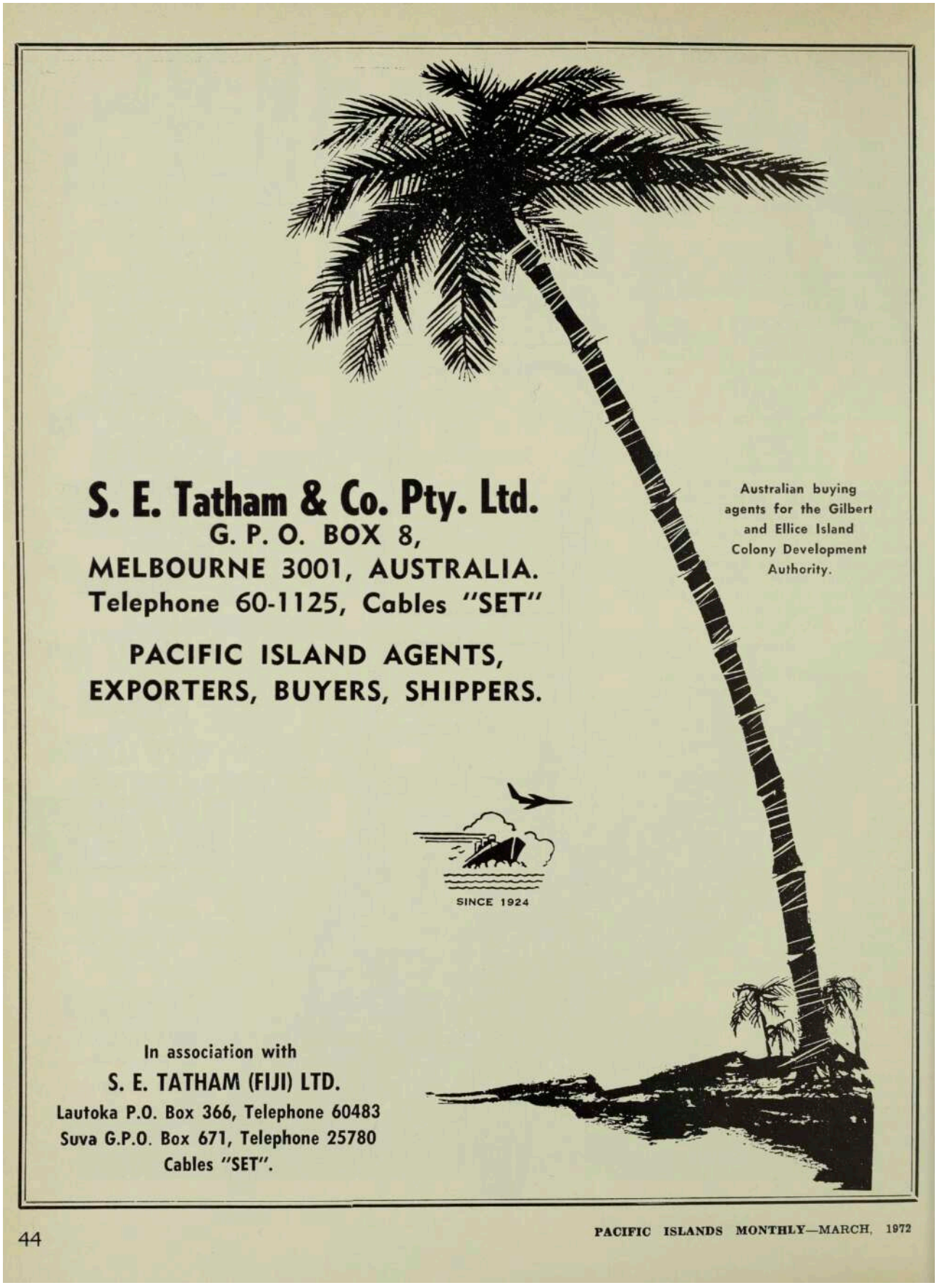
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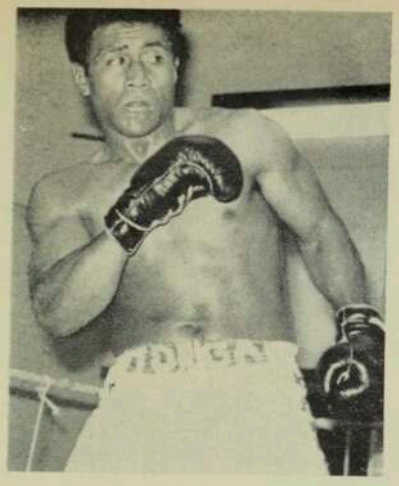
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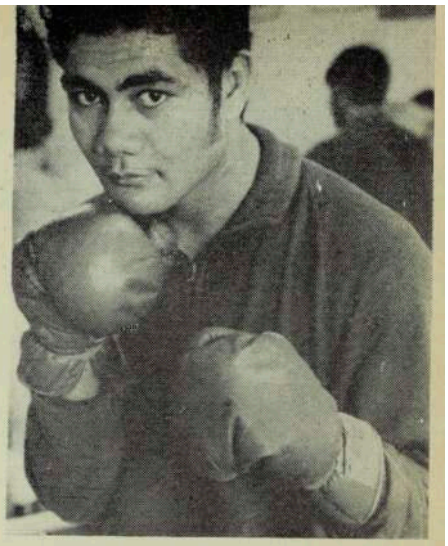

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MANI VAKA

They seek chance to come out fighting

By MIKE HOHENSEE, PIM's Sports Writer



SAMISONI NGATA

It is not surprising that Tonga's Mani Vaka, the current South Seas heavyweight champion and rated number five in the Commonwealth, has turned to Australia for work.

The South Pacific boxing scene has become too parochial for this stocky champion who in less than six months has methodically disposed of his nearest rivals—three Fijian heavyweights.

He cut the big Fiji heavyweight titleholder, Filimone Naliva, down to size in six rounds, outpointed the revered former champion Leweni Waqa over 10 rounds, and more recently took the South Seas belt off Marika Naivalu with a 14-round tko.

And that really is about the measure of the professional heavyweight situation in the South Pacific. Vaka is short in stature and possesses a build more associated with a light-heavyweight, yet in ability he stands head and shoulders above his heavier and less nimble challengers.

Vaka wants to move to Australia now that he has run the full, if somewhat narrow, islands course. Last month he contacted Sydney-based Ernie McQuillan, Australia's number one trainer and promoter, who in his 50 years in the fight game has steered 44 boxers to Australian titles and two to Empire titles.

McQuillan (67) fosters 50 boxers, mostly professionals, at his modern gymnasium in Newtown, a Sydney suburb, and although much of his energies in recent weeks has been directed towards his star pupil Tony Mundine, the Australian middleweight champion shortly a contender for the Commonwealth crown, he had sufficient time on his hands to tell me that he would be only too willing to sign up the Tongan.

"Yes, I'd definitely take him on," said McQuillan emphatically. "I've seen him box a number of times and he has sparred in this gymnasium with Mundine. He defeated the Australian heavyweight champion Foster Bibron a year or so ago. I've been very impressed with him," he added.

Which is praise indeed from McQuillan who considers that "nine out of 10 island boxers are not worth a light! They are unreliable and hard to handle. It's difficult to get them to train."

However, he admits to having made a South Pacific talent-spotting tour in January; he visited Western Samoa, New Zealand and Fiji. "There wasn't much to see," said McQuillan, "although I did find an up-and-coming lightweight in Apia. He's 20, but I won't tell you his name for all the other promoters will be after him!"

McQuillan, a shrewd businessman with a commercial TV contract to fill the Sydney screens with bouts once a week, can rest easy in the knowledge that he is not committing himself to an "island gamble". Vaka must pay off.

He has proved himself in the rings of Fiji and Australia and there is no one wearing leather gloves, as far as I can see, to stop him punching his way to the Australian heavyweight title. And Australia could be the springboard to full Commonwealth recognition.

I saw Vaka finish off Fiji's Filimone Naliva last year with a competent, calculated display which left no doubts in anyone's mind that the Tongan was far superior.

Vaka, looking almost diminutive against the big man from Ba, weaved, ducked and successfully evaded the long reach of his opponent. He threw punches only when he knew they could do damage; he refused to mix it; he dictated the pace.

It was all over in the sixth. Naliva was failing fast and, although he was never flattened, he took comfort from his trainer's nod which suggested that 10 rounds would be four too many.

Naliva took the full count on one knee. He was under no misapprehension that this boy was too fast and too good.

It was reported that Vaka was prepared to give Naliva a return fight—but on his terms. Vaka demanded a $F2,000 purse, two return air tickets from Tonga to Fiji, and accommodation.

No promoter has stepped forward as far as I know and it is unlikely that anyone will for prize-money of such proportions is unheard of around the rings of the South Pacific.

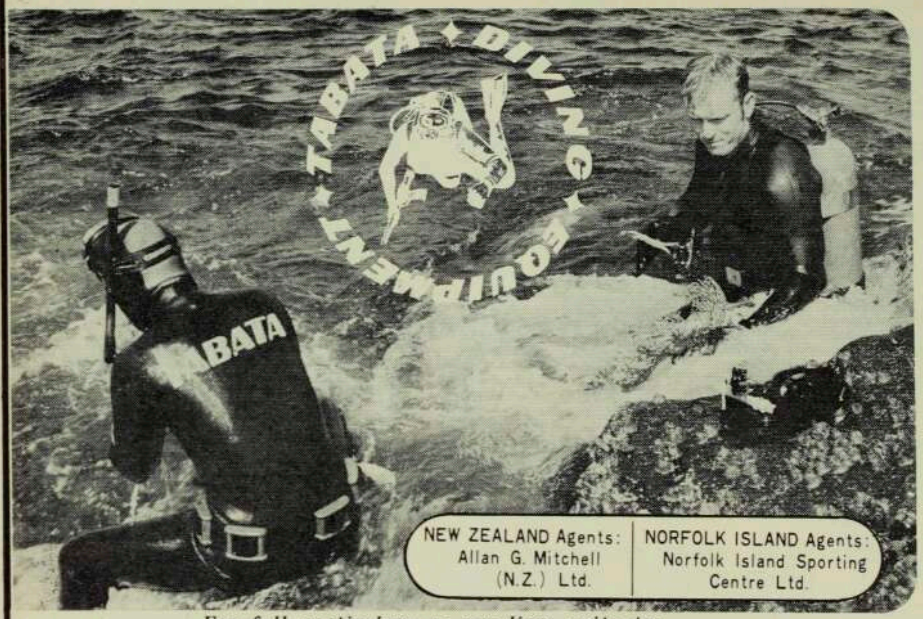
But it is not so unrealistic when the men with the "belts" fight elsewhere in the world. Vaka could expect to take home purses three or four times that figure if he manages to buckle up an Australian title.

It is not remarkable, therefore, that Vaka sees Australia as a land of boxing opportunity where he can move up the ladder and, at the same time, earn more money.

"If I do get hold of Vaka," said McQuillan, "I'd like to trim him down

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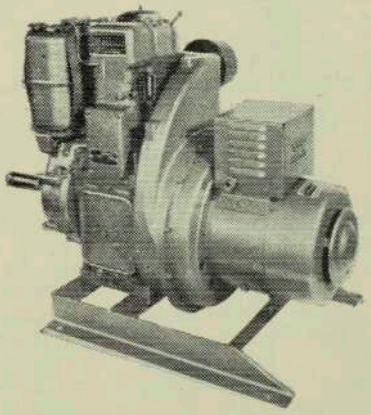
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Tongan heavies

to a light-heavyweight although I haven't seen him for some time."

I have, and I think it would be a mistake to force Vaka to shed those extra pounds. He is solidly built and fleet of foot for a heavyweight who packs a considerable punch.

Losing weight has spelt disaster for many boxers. It saps their energy and stamina and takes the fire out of their punches.

Vaka thinks and moves quickly—valuable assets in the heavyweight division which all too often produces lumbering giants. I feel sure he could hold his own against some of Britain's best, like awkward southpaw Jack Bodell and highly-acclaimed newcomer to the paid ranks, Danny MacAlinden.

A return to the light-heavyweight division could bring Vaka face to face with countryman Samisoni Ngata, a recent addition to the McQuillan stable. McQuillan signed Ngata for a three-year term last month after he ko'd his latest opponent, Australian Wooden. Ngata doesn't pull his punches—he has chalked up six ko's in 11 fights since he arrived from New Zealand last June.

He has lost two fights on points, the first to Australian light-heavyweight champion Greg McNamara and the other to the Pago Kid in Pago Pago.

McQuillan waxes enthusiastic about his new 21-year-old protege, known to the Sydney fight fans as the Mormon Kid. Many years back Ngata was taught the rudiments of boxing by a Mormon missionary in his home town of Vaotu'u.

"In 12 months time this boy will be really good," says McQuillan. "Perhaps you could rate him number four but there aren't many good light-heavyweights in Australia."

I hope that the two Tongans never do exchange blows for cash and that Vaka sticks to the heavyweight reserve. Ngata may have started with a flourish but we must still regard him as just one step in front of the novices. McQuillan predicts great things. I will wait for those 12 months to elapse before passing judgment.

On the other hand, Vaka is very much an established commodity and he is capable, like Fiji's Leweni Waqa before him, to take islands' boxing to the world.

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TODAY every woman is heiress to a beautiful complexion. This priceless asset has almost become her birthright, due to the tremendous advances of cosmetic science and in particular the discovery of a tropical moist oil which has the ability to influence the balanced functioning of the skin cells and to establish long-term perfection for the complexion.

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The flower-like bloom of your lovely complexion depends on a plentiful supply of moisture from the plasma colloids, the skin's water carriers, which, when dry, cause riverbeds of eroded cells to show on the face in the form of wrinkles. The moist oil stimulates and replenishes the plasma colloids from within, and has a hygroscopic ability to attract and draw in moisture from the air, rounding out the skin fluid cells to promote an exquisite, dewy bloom on the complexion.

The moist oil is known in Britain as oil of Ulan, in America and other parts of the world as oil of Olay. It is available from chemists here as oil of Ulan. Smooth it over your face and neck each night and use it as you would a make-up base by day. It is the truly remarkable solution to any complexion problem and the wonderful means whereby every woman can inherit a flawlessly beautiful complexion for a lifetime.

Beauty Skin-Care Consultants Recommend

For sheer loveliness in complexion beauty, consultants are now recommending that a film of moist tropical oil of Ulan should always be smoothed over the face and neck before applying make-up. This will nourish and beautify the skin as well as protect it against the drying effects of wind and weather.

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* Footnotes

IS BACKWARDS THE WAY AHEAD FOR PAGUINEANS?



WITH PERCY CHATTERTON in Port Moresby

THOSE in our midst who prepare material in simple English for broadcasting to Paguineans make great play with the phrase "go ahead". It crops up with almost wearisome frequency. The country must go ahead; education must go ahead; economic development must go ahead; we must all go ahead like mad.

Fair enough. But which way is "ahead"?

Is the western world going ahead? Or is it, like the Gadarene swine, rushing down a steep place into the sea? (At least the Sea of Galilee was unpolluted and they drowned in nice, clean water.)

Until quite recently it was assumed almost universally by Paguineans that the white man's world was the best possible of worlds, and one which they should strive to emulate. This assumption is still widespread, if not universal, in the Highlands, whose people have not been in contact with that world for very long and are by temperament "go-getters" anyway.

But in other parts of the country with a longer story of contact with the western world, the values of that world are being increasingly questioned, and it is perhaps not without significance that this questioning is most articulate in Bougainville, where westernization has come with a rush. They are being questioned too, over in the British Solomons, if Francis Bogotu's play "This Man", first written for the consecration of the new Anglican Cathedral in Honiara, is anything to go by.

It is an ironic thought that the most dissatisfied groups in Papua New Guinea today (if we leave out the Mataungans) are the Papuans with too little development and the Bougainvilleans with too much! Not only the Paguineans but some, at any rate, of their western mentors are beginning to have their doubts.

"I question whether we are doing the right thing by dragging them (the people of Papua New Guinea) into our rat race". No, it wasn't the sentimental old retired missionary who writes "Footnotes" who said that. It was Mr. Doug Parrish, who, after 25 years in Papua New Guinea's Administration, latterly as Secretary for Labour (an unsentimental sort of job), recently resigned to enter industry in Australia.

Disenchantment is certainly in the air, not only in economics, but in the field of education too. Take this, for instance: "Personally I am fed up with many of the things that have been promised with the progress and increase of westernized education in our New Guinea, that have instead brought more poison in us and spoiled us". No, not a primary school dropout, but one of the "lucky" few who have reached the tertiary level of education.

If he feels like that, how do the unemployed urban dropouts feel. The beginning of a new school year is always a depressing, and sometimes a heart-breaking, time for me. Youngsters whose parents were once my pupils come to me as a last resort when all other doors have been closed to them, hoping against hope that I can work a miracle for them. Some of their stories cause me to wonder where our present educational system is taking us.

For instance, there was the lad who had completed his primary school course but had not done well enough in his final examination to win a place in a high school. He is 12. He will not be eligible to enrol at a vocational centre till he is 15, and not employable till he is 16, (or with special permission from the Department of Labour at 14). By the time he arrives at any of these ages he will probably have joined a juvenile gang like the one which recently broke into a car dealer's yard, started one of the cars, and drove it around bashing up the rest.

What else is there for him to do? If his

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village were a rural one, he could help to fence in his mother's garden or go hunting or fishing with his dad. But his village is one of those which have been swallowed up by the insatiable maw of urban Port Moresby, and his father works as a carpenter for a firm of building contractors. ("Alas", said an old chap who was one of my students 40 years ago, "the places where we used to catch bandicoots are covered in concrete now".)

A nice kid. What does "going ahead" mean to him?

Then there was the lassie who was actually lined up to go to high school. With joy she heard her primary school headmaster read out her name from the list of the lucky ones. Off she went, only to be told by the headmaster of the high school that her name wasn't on *his* list. The fact that the two headmasters had received different lists was just an unfortunate clerical error at headquarters, I suppose.

Another nice kid. What does "going ahead" mean to her?

Twenty years ago the then fledgling Education Department was worrying because primary school pupils were not getting through the course quickly enough, so that by the time they had finished it they were too old to start secondary education. This was true enough. It was said of one applicant for a scholarship to an Australian high school that he might have got it if he had remembered to shave before he went up for his interview. In another case a primary school teacher became suspicious about the age of one of his pupils, and found on enquiry that he was married with two children.

The fiat went forth. Pupils must be enrolled at an earlier age and pushed relentlessly through the two preparatory classes and the six standards of the eight year primary course. Missionaries who had used the two preparatory years to teach their pupils to read their mother tongue while acquiring a basic knowledge of spoken English were told that, whatever the educational arguments in favour of such a plan might be, there just wasn't time to spare for it.

English, English all the way. Only so could the pupils acquire enough knowledge of the magic language to enable them to profit by a secondary education. The fact that this meant that those who didn't win through to high school left their primary school not effectively literate in *any* language was conveniently ignored.

Excelsior! No time for two prep. classes. Cut one out, and settle for a seven-year course. Faster yet and faster. Why have a prep. class at all? Cut it out and settle for a six year course. Think of the saving in teachers!

Now we're getting somewhere. Ready for high school at 12. Marvellous—provided they can get into high school. But what about the ones who don't?

What to do? Well, if they're finishing too soon we must start them off later. Let's raise the entrance age to 7, then the town kids will have a chance of becoming apprentice gangsters before they enter school instead of having to wait till they leave it. (But 20 years ago you said that we must bring the entrance age down. Never mind what we said 20 years ago.)

One or two old-time missionaries have suggested timidly that the now unwanted prep. years might be utilised, as they used to be in many mission schools, to teach the pupils to read and write their own language. — No, that won't do. Not enough teachers. Can't spare any for that rubbish.

Well, what about recruiting teaching aides, like they have nursing aides in the hospitals?

Blimey, what would the Teachers' Association say?

Go ahead, go ahead, go ahead.

But which way is "ahead"?



"Alas . . . the places where we used to catch bandicoots are covered in concrete now . . ."

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TAHITI LETTER

FROM JAMES BOYACK

JEAN-CHARLES TROALEN walked into one of the dance joints in downtown Papeete last month. It may have been that his shaven head glowed in the black-lighted dark like a New York City subway globe, but suddenly the music being played was Tahitian. There would be no foreign music for his ears. No French tunes, no American tunes. *L'Affaire SACEM* was taking yet another turn, even though a February Superior Court of Appeals decision here seemed to have sounded a death knell for the whole sticky business.

Troalen is the local representative of the French Society of Authors, Composers and Publishers of Music (SACEM). His job is to collect royalties from businesses which play music from the SACEM repertory (most Tahitian music is not included). The composers' outfit has worked patiently for 10 years to establish its right to such payment. When last month's decision upheld the October conviction of three nightclub owners accused of refusing to pay, it appeared that SACEM had established its first incontestable foothold in the territory since initial efforts to collect were made in 1962.

The SACEM Affair has consisted of dozens of letters, many complex negotiations, broken promises and French Government efforts to mediate from local to ministerial levels. Most of all it has been characterised by remarkably persistent local outcry against SACEM from every level of society. Those taxed have been no louder in their denunciations than every notable politician and local newspaper.

A history of the Affair, by itself, is not that interesting. The fact is, however, that Tahiti has taken up arms against a group acting generously well within the bounds of the law. Why has the local citizenry been so consistently outraged by SACEM? Why is a music tax so anathema here as to allow honest men to flaunt the law with confidence?

In spite of the miasma of charges and counter-charges thickly strewn in the Affair's wake, two things are obvious. SACEM demands are legally irreproachable and Tahiti has solid if sometimes mystical reasons for ignoring them.

The reasons, as I see them, are cultural, creating a moral structure independent of international precedent, and locally historical, emphasising political and economic habits that only could have achieved an operative place in a society, like Tahiti's, which is insulated from the vulgar dynamics of the rest of the world.

That sounds like bull, and I ain't no scholar, so bear with me as I try to point out some of the things that make Tahiti different (and delicious).

CULTURAL morality. Music is sacred in Tahiti. It's everywhere, every day. Life here is a Tahitian waltz. Music is as automatic as the sun, or blood. Almost every Tahitian owns a guitar or a ukelele. You cannot walk 200 yards on this island at night without hearing people singing. A party at its best is when there are enough guitars and cases of Hinano beer to go around. I finally got to sleep one night at 11 o'clock. Such a party was going on next door. The voices were strong, as if amplified from the middle of the earth. I woke up well after dawn. The voices were weaker, slower, but those people next door were still singing, eight hours later.

After numerous conferences with the Hotel and Nightclub Association (the organisation fighting SACEM taxation here), the local administration in 1967 produced a document to enlighten the Paris-based composer's union. One paragraph said, "Music and dance are a kind of natural element in Tahiti and the very idea of a tax on music, for this reason, is a shocking anomaly. . . . It is the general belief here that there can be no property rights on a song. A musical air is a little bit like plain and simple air, like the wind, like the water in the lagoon which belongs to no one. An author should be flattered that the song he has composed is being sung elsewhere, but that he should desire to make money from his song is just as surprising as the idea that a woman might contemplate commercialising her charms. There is no place for such European concepts in Tahiti."

A music tax in Tahiti? Obviously ridiculous.

Then how did SACEM get its foot in the door in the first place? This is where we have to step back a few years. There are several critical dates and a way of political and economic life here over the last 10 years which must be understood.

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SACEM was set up in France in 1850 and its structure was renovated by a law instituted on March 11, 1957. This law gave it the indisputable right to collect royalties anywhere in the French Republic and therefore in Tahiti.

The first jet plane landed here in late 1961. A few months later the SACEM tax collector made his first appearance. He didn't know there was a Territorial Assembly election in October, 1963. Nor was he aware that the island's small size and huge interest in politics made it possible for every event, no matter how insignificant, to burst into a matter of burning political concern. When the hotels and nightclubs shouted down his call for royalties in 1962, the then Governor Aime Grimald kindly requested that he come back when the situation had cooled off.

SACEM was held at bay by the governor's concern for stability until February, 1964, when its representative began negotiations in earnest with local music users. SACEM efforts coincided with the start of French installation here of the Pacific Experiments Centre (CEP).

It can be assumed that SACEM's requirements were insignificant and potentially annoying to a French administration whose overriding concern was to set up nuclear test sites. Ironically, then, it was the arrival of the CEP and subsequent influx of men and money which prompted the then optimistic local hotelmen's group to sign its first binding contract with SACEM on December 9, 1964. All the same, it took the governor and a specially flown-in Cultural Affairs Ministry representative to mediate the 1964 accords.

TODAY, the CEP has begun its gradual pullout from Tahiti. SACEM's rake off, if it appeared finally acceptable in 1964, is now an unmentionable burden to local businessmen. Their current logic, which reflects the thinking of the French administration itself, is that tourism must be encouraged as part of the overall process of recycling Tahiti's economy. This process began formally in June, 1966 with the adoption of the first Investment Code to attract foreign capital. It was towards the end of 1966 that Hotels Tahiti and Taaone, the largest on the island, demanded a lowering of SACEM rates. Their reasoning then, which is doubly valid today, was that Tahiti's artificial military economy had already been recognised and acted upon by Paris and territorial authorities; that tourism as a future resource had to be encouraged in every possible way and that SACEM was therefore obliged to lower its requirements here.

Once again the local administration was called in to mediate, in 1967. Local hotelmen began a partial boycott of SACEM to show their determination. After complex renegotiations, both the French authors' group and the local nightspot federation accepted amendments to the 1964 accords. This was in December, 1968, and the SACEM Affair appeared shelved. No such luck.

When, in April, 1969, SACEM refused to write off unpaid dues between March and December, 1968, many members of the hotel federation refused to sign new contracts based on the amended agreement. Charles Poroi, federation president, then demanded further modifications of the 1964 accords. This request was categorically denied by SACEM in July, 1969.

This denial sparked a total federation boycott of SACEM. The hotelmen reasoned that SACEM alone refused to take into full account the evident peculiarities of French Polynesia. In which case, to hell with SACEM. And here is the first sign of honest men habituated to a certain type of political and economic give and take



which for one of the few times in their experience, would not give one inch more. "A stalemate," they declared, "we won't budge either."

BACK into history. There is a sensational precedent for local businessmen keeping unwanted fingers out of their cash registers. There is no income tax in Tahiti. Twice the Territorial Assembly has passed income tax laws and twice local merchants have pressured the administration into smothering them.

The tactics were the same in each case. Find a thousand bored people, hand rocks to some of them and then march them past the governor's office to the assembly building. There, the gendarmes will hold back the "angry" mob which settles for breaking a few assembly windows. An "emergency" is declared and the reason for it, the tax law, is suppressed to maintain public order. This ritual drama occurred in 1958 and 1968, if my memory serves me, and speaks encyclopaedias about local politics.

The federation's refusal to pay another franc to SACEM started an all-out war. The final battle took place in court last month, to the federation's dismay.

Prior skirmishes occurred primarily in the local press. Drafted into service on the side of local opinion were, among others, French National Assembly Deputy Francis Sanford and French Senator Alfred Poroi, two men who rarely share a common political view. Both men published letters in the newspapers calling for the end of SACEM's role in Tahiti. SACEM's eloquent rebuttal, also published, had little effect on public opinion. These polemical exchanges took place in the final months of 1969.

The general attitude in Tahiti, then as now, was, 'Who are these Frenchmen who think they can make us pay for music?' The subtleties of artistic and intellectual property completely eluded the Tahitian in the street.

While there was not a single dissenting public local voice, the hotelmen were gradually awakening to the fact they were fighting someone who was not a member of the Tahitian "family", and who therefore did not understand the traditional rules of the game. The federation maintained its tough public stance while privately wondering how much, and when, they would have to pay. SACEM was not to be bullied or run around anymore.

(*Continued next page*)

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TAHITI LETTER

SACEM had already decided to go to court when the hotel federation, in February, 1970, asked Governor Pierre Angeli to intervene on its behalf while in Paris. It noted that Tahiti was competing with other Pacific destinations for tourist dollars. It requested that the governor use his good offices to obtain for Tahiti the ASCAP tariff of between 0.25 and 0.50 per cent. practised in Hawaii.

SACEM had faced a total boycott since the beginning of 1969. Some royalties from '67 and '68 had not been paid. It therefore obtained affidavits in August, 1969 and February, 1970 to prove that SACEM material was being exploited illegally in many nightspots.

When the threat of court action did not budge the federation, legal proceedings were initiated in April of last year. A June court date was postponed until September 21.

Enter a last ditch effort by one branch of the family to save its relatives and to preserve the traditional way of conducting business here. The Territorial Assembly on September 14 abrogated the local application of the French law which allowed SACEM to operate.

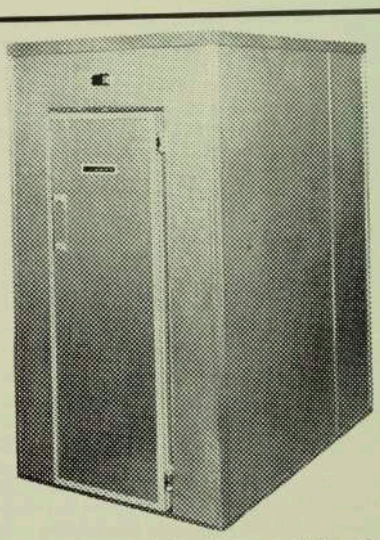
The court decided last October that SACEM was perfectly justified in collecting royalties in Tahiti. It ruled that the assembly had overstepped its prerogatives by outlawing SACEM. Three nightclubs were fined and ordered to pay all back dues for the years '69 and '70. The court deemed acceptable a 2.5 per cent. SACEM levy and accordingly set damages ranging from 139,000 CFP to 267,000 CFP for those singled out in this precedent-setting example of SACEM's power.

CLAUDE GIRARD, the dynamic, young Papeete lawyer for the defence, was able to establish several technical errors in the original judgment during the appeals session in January. His arguments, as he privately admitted, were not aimed at the legal, indisputable principles of SACEM action here. Rather he set out to minimise payments imposed, and he succeeded. The cabaret destined to pay 267,000 CFP, after the appeal, only had to cough up 30,000, and so it was for the other defendants. Girard established that a single constat did not prove that the same crime had been committed before or after the fact.

The assembly, meanwhile, had bowed to the court opinion that it could not rescind SACEM's prerogatives here. Instead, invoking its right to regulate interior commerce, the assembly set 0.001 per cent. (one in 1,000) as a ceiling for SACEM taxation. This was at the end of December. The governor has yet to sign the decision into law. He has 90 days from assembly passage to do so.

Which brings us almost to the conclusion of "L'Affaire SACEM". Will SACEM enforcer Jean-Charles Troalen only hear exempt Tahitian music when he goes out on the town? Will the governor inhibit SACEM action so as to make it unprofitable for the group to remain here? Is the SACEM Affair really over? I dare say not.

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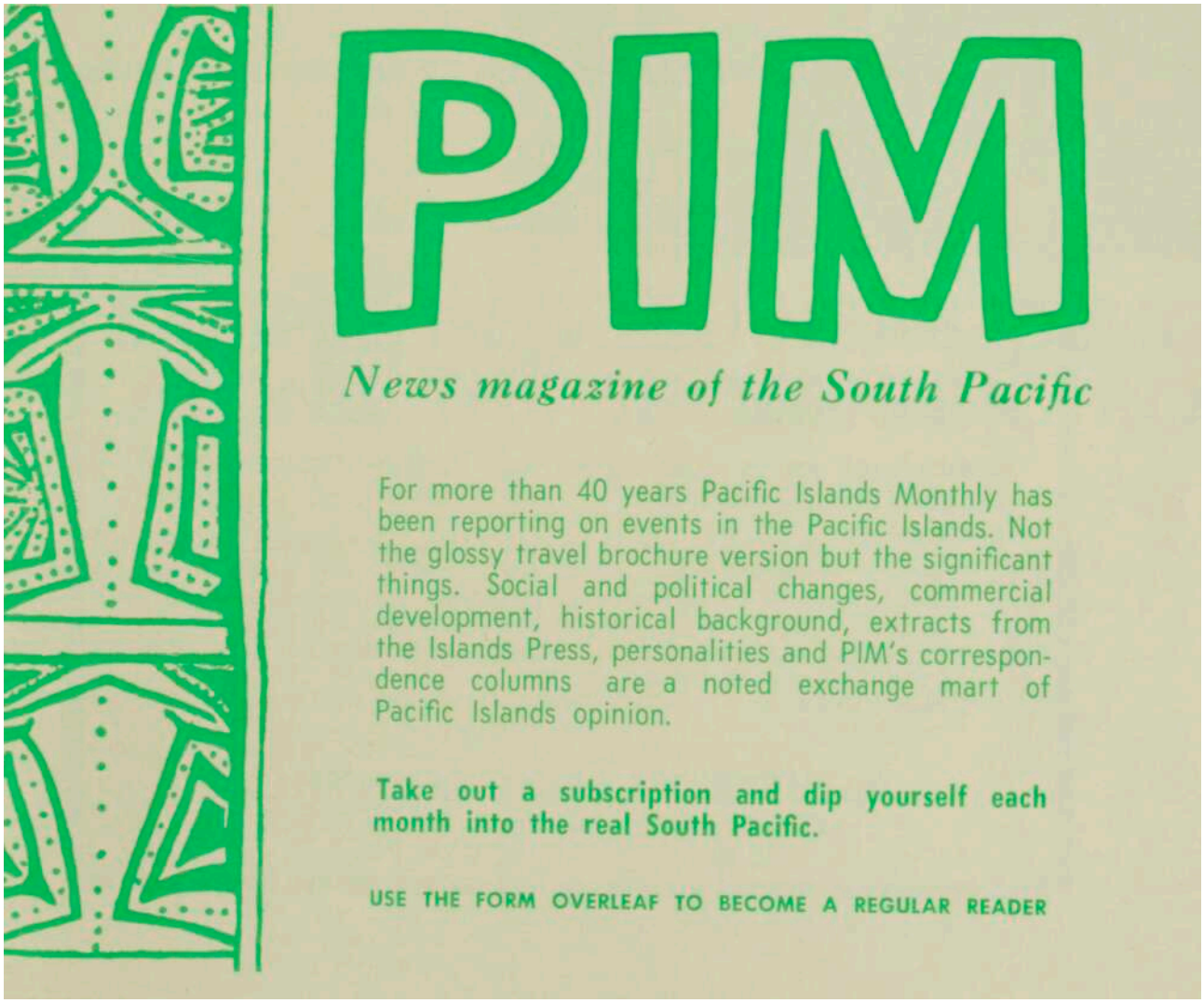
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● Picturesque sights like these Mt. Hagen beauties, complete with bride price, can be seen at little expense—if you take the Shoestring Route mapped out below by John Eccles.



SAMPLE NEW GUINEA'S DELIGHTS ALONG THE SHOESTRING ROUTE

By JOHN ECCLES

As soon as I announced that I was going to travel to Papua New Guinea from Australia, people warned me that it would cost me $30 a day and that I would be lucky if I spent more than half a day outside hotels that could just as easily have been built in Sydney, San Francisco or Tokyo. Due to their own laziness, they were wrong.

Papua New Guinea has turned out, for me, to be one of those places that *is* expensive for some tourists, but if you are prepared to dig below the surface, spend a little time looking for cheaper hotels, walk the streets in search of a tucked-away restaurant, it will be worthwhile.

For instance, I and my wife decided to visit the territory with the specific intention of seeing the Mt. Hagen Show and climbing the highest mountain in Australian territory, Mount Wilhelm, and we wanted to do it cheaply.

We didn't fly from Sydney direct to Port Moresby therefore. Instead we organised a car ride for the 1,600 miles to Cairns along the Queensland coast, and then we jumped on a Burns Philp-arranged charter flight to Hagen via Daru, in Papua.

The DC3 flight was as smooth as the sea below. Passing over the tail end of the Barrier Reef we reached the green lushness of Daru, an island port of entry off the Western District coast. Luckily, Daru was having one of the half-dozen days a year when humidity was down to 80 per cent. Our pilot told us we had a couple of hours to sightsee.

Half of us made off for the pub. I decided that 10 a.m. was too early for me and took a ride in an airport truck around the waterfront. Facing the sea I found one of the great characters of Daru; George Craig, crocodile hunter in the territory for 15 years, and now owner of a prosperous looking trade store which sports native artefacts and over 60 live crocs of all shapes and sizes, in the back.

George's store is the nearest thing to a tourist attraction in Daru and he doesn't know it. He will take visitors right round his croc farm, describe artefacts to them and yarn about life in the territory; and more often than not his visitors will depart without buying as much as a bar of chocolate.

George told me he felt it was time to call it a day in the territory. He was leaving for Cairns and taking his crocs and artefacts with him to open a "marineland" on Green Island. He would return to Daru about three times a year to supervise his store—and that was all.

Back on the plane we were off flying first low over the ocean, then the huge entrance of the Fly River and then north over the rugged Southern Highlands to Mt. Hagen.

I had never been to the territory before and the show was an unforgettable experience. I was told later there were 50,000 Highlanders for the festivities, as well as an estimated 10,000 tourists bent on photographing every one of them.

We paid $2.50 a night to sleep on the floor of the local school because accommodation had been booked up a year earlier, but that didn't matter; it didn't matter that sometimes it looked like the tourists might overrun the natives in sheer numbers; it didn't matter that the restaurants were selling poor food for fantastic prices. What mattered was that I had suddenly been plunged into the Stone Age. However cynical Territorians might get about the Hagen Show's concessions to tourism, it must rank as one of the seven tourist wonders of the world, alongside the Trooping

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Great pressures

of the Colour, a climb up Mount Fuji, visiting Ayers Rock, gazing at the Statue of Liberty and sitting in the coolness of the Taj Mahal.

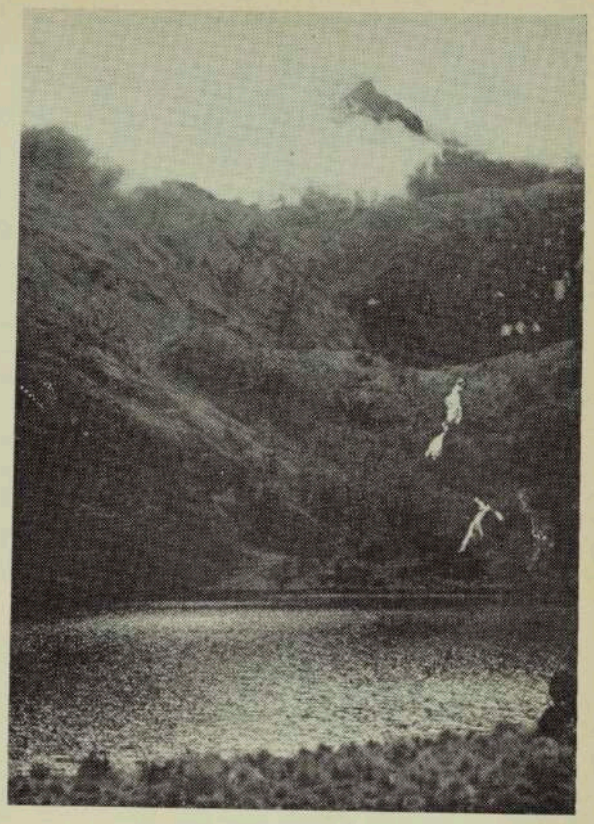
That evening, sitting over a cold "stubbie" of beer in the Country Club, I was told by one local that beneath the apparent gaiety of the show great pressures were simmering. It was not for nothing, he told me, that Ian Downs in his book *The Stolen Land*, had ended with warriors at the show declaring general mayhem; it was not for nothing that a helicopter was kept continually circling the showground laden with tear gas; it was not for nothing that the police riot squad had put on a special performance of their handling of troublemakers in the ring on the first day of the show. He told me that whatever I did, I was not to get caught between groups of Wabags and Hagen men for they had a vendetta.

He kept that up until I failed to buy the next shout; and then he began telling another visitor that he wouldn't leave the Highlands *for anything*. Funny people.

There was no trouble of any significance at the show although I was told that one man who had encouraged natives to throw spears at Europeans had been conveniently locked up in custody for the duration of the show. Police could be seen wherever there were large concentrations of natives, but the natives themselves looked appreciative of police organisational abilities. In short, the show was a great success; and the next show is expected to be bigger and better.

The day after the show Hagen was quiet again. My wife and I decided to hitch down the Highlands Road right through the centre of New Guinea to Lae but there was very little traffic. A young man working for a mission stopped in a petrol truck and took us 20 miles along some rough but spectacular road. Ten minutes later a New Guinean driving an Administration car picked us up and gave us a smooth ride to Kundiawa, crossroads to Mt. Wilhelm.

Many people, I know, deplore hitch hikers in the Islands. If he can't afford to take the bus and keep out of our way, they say, he shouldn't come here in the first place. I don't subscribe to this. I think if a young couple are decently presentable, are prepared to carry on a reasonable conversation with a driver and are prepared to pay their own way, then there is nothing more sensible than a driver providing a seat in his car.



● Mt. Wilhelm, highest peak in Papua New Guinea, could be a tourist attraction, says our shoestring tourist. This picture shows one of the glacier lakes near the foot of the main peak.

But we were now in Kundiawa, with no significant chance of hitching a further ride on what Keith Willey in his book *New Guinea* calls "what must be the most hazardous road in New Guinea", the road to Kegsugl. We therefore talked three other like-minded people into hiring a TAL push-pull aeroplane for a hair-raising 10 minute flight to the Kegsugl airstrip. At $6 a head it was a bargain. Not only did we catch a glimpse of Wilhelm, but landed on the highest airstrip in the territory (8,250 ft) and the second highest for light aircraft in the Southern Hemisphere.

We had made one mistake. As it was then evening we could not start climbing the mountain immediately. Instead we made our way down to the Catholic Mission, 900 ft below the airstrip, and were given permission to sleep in one of the native huts. If the mission should erect a guesthouse, it could make a fortune. For the past few months it has been deluged by increasing numbers of tourists wanting accommodation. I understand that cheap accommodation *is* to be built at the airstrip in the near future, but for the time being, if tourists go to stay at the mission let them at least, as we did, pay a contribution to mission funds.

There is a strong alpine feeling about the mission and indeed many of the occupants are German. They were wonderfully hospitable people.

We hired Chimbu porters at $1 a day and began climbing the 14,793 ft mountain. We first tramped past the airstrip, then up a river bed, and then there was the hard bit—1,000 ft of sheer rain forest, which we negotiated with sweat running down our faces and mud and vines impeding our feet.

Such people as patrol officers, of course, take this sort of thing in their stride, but I was a journalist with a paunch and my wife was no athlete. But no excuses; we made the top of the mountain (but not at that stage the peak) and then hiked the relatively easy distance to a glacier lake, one of two, at the foot of the main peak. We were then at 11,900 ft and had the choice of sleeping on the bare boards of a local council "A"-frame shed for $2 a night, or sleeping in the comfort of a native bush hut with a fire to warm our toes. We chose the bush hut because it was free; but we were disturbed by a

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Altitude exhaustion

local native who had been ordered by the powers-that-be (whoever they were) to cut down all bush huts in an effort to make tourists stay in the empty "A" shed. Where the native carriers would then have stayed I don't know, but for our two nights there they slept with us for warmth.

Next morning before light we were off (without my wife) to climb the remaining 3,000 rarified feet to the summit. We climbed sheer for 1,000 feet and I learnt it was here that many people drop out through altitude exhaustion, as they take the climb too fast. I took it very slowly. We passed the shattered remains of an American bomber that had crashed on the mountain during the war. Below we could see the two lakes cut by some huge glacier, it's believed about 10,000 years ago.

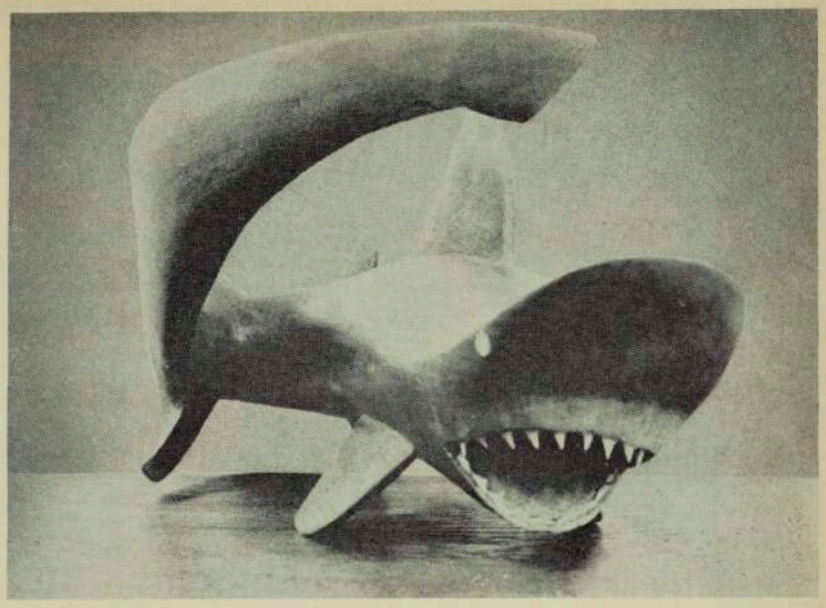
Climbing along the ridge I was told by my more experienced companions to keep walking and never to sit down, because at this altitude I might not be able to get up again. All the while the views were magnificent. I could quite clearly see the Ramu River in the distance and beyond that, New Guinea's northern coast.

Soon, however, cloud began to close in and the last 1,000 ft were climbed in such darkness that I couldn't take photographs. It didn't matter, as I didn't reach the summit. After climbing and groaning for three hours I had finally neared the rocky outcrop which I believed to be the top. But no-one had told me you had to be a rock climber to handle the last six feet, in which you must edge your way round a corner with a 1,000 ft drop immediately below. I had to sit and watch my companions sign my name for me, because I wasn't going to jump into space to sign my name in a rotten book. I learnt later that if my guide had been a little brighter he could have led me round the back of the rock, where there was a fairly simple way of reaching the top. My companions planted a stick announcing a new summit height at the top (we had been asked to carry it up) and then we headed down again.

With the significant increase in tourists to tackle the mountain, local kiaps are talking in terms of building proper cooking and sleeping facilities at the lakes, accommodation at the airstrip and improving the path to the top.

What with Wilhelm's natural

Continued on p. 59



DRIFTWOOD CAN LOOK FEROCIOUS

This shark with the great, lashing tail is typical of the carving now being done by the Wuvulu Islanders, who live about 112 miles off the north coast of New Guinea. Another characteristic is the teeth, which are real sharks' teeth, from baby sharks. The islanders carve mostly from driftwood, so various timbers are used. Some of the driftwood is in the form of large logs that have been swept far out to sea from the mouth of the great Sepik River on New Guinea's north coast, and when they come ashore the islander who first sights suitable timber for carving or for a canoe, or for the village, will put his "mark" on it to let everybody know it's been claimed. Not much Wuvulu carving has been available over the years, but more of it is likely to come on the market as a result of the launching of a new land development scheme on the island (also known as Maty island) by Wuvulu Holdings Pty. Ltd. Under this scheme (reported in detail in PIM's February issue) the company has, among other things, made a contract with the PNG Government to assist in the marketing of island artefacts. In Sydney the agency has been given to art and artefacts dealer Laurie Marshall, who operates the Tapa Gallery in Underwood St., Paddington. He describes the Wuvulu carvers as "very talented, and showing originality", but he is anxious to get them to produce more of their own traditional work. He suspects that the shark designs have been "introduced" because somebody considered that they were marketable. "They are highly marketable", he said. "But excellent carvers like these should be encouraged to have full rein." The original of the shark reproduced is about 12 in. long.

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And they're still fetching good prices! Conus Gloria Maris (Cone Glory of the Sea) retains its rarity value and is a shell collector's dream piece. Which isn't surprising. They don't actually litter the Island beaches, and perfect specimens in the possession of collectors can be counted on one hand, almost. Best place to find them, it's said, is on the sea-bed in the deeper spots. This one, pictured here, was found 30 ft down off Manus island in the Admiralty group. It was up for sale last month at Marine Specimens in Sydney's George Street. The price tag on it was $400. It is beige-brown in colour with a smooth texture and should not be confused with the more common Conus Textilus which abounds in the South Pacific and is, therefore, easy to buy at a few cents, or a dollar maybe.



GLOOMY FACES IN A BOOM TOWN

Continued from p. 57

scenery and its abounding wild life—giant rats, wild dogs, black birds and honey eaters—I don't see how it can stop being a major tourist attraction for long.

Back down the mountain we were invited by the local kiap to drive with him and the local Lutheran missionary to Kundiawa some 37 miles away. And what a ride. Although we had flown it in 10 minutes it takes the best part of 3½ hours to drive the distance. I have never been on a more beautiful road—or a more dangerous one. The sides of the mountains up to the road are cultivated with coffee by the local Chimbus. The angle gets as steep as 70 degrees but such is over-population in the Chimbu that the locals have to hang on the sides of the mountain to grow their crops.

Back in Kundiawa we were only too pleased to get going again. It has what can only be called a bad atmosphere. It's a boom town—but the boom has done nothing to bring smiles to the faces of the local population.

It was getting dark in Kundiawa when we stopped a native "taxi-truck" and offered him a dollar each for the trip to Goroka. We climbed in the back and spent the next four hours looking into a sheet of black rain and wondering when the proverbial night hijackers were going to jump aboard and kidnap the truck on the Daulo Pass. We had heard bad reports about hijacking of merchandise in these parts and to make matters worse I realised after a while that we were driving without lights—to fool any ambush, I presume.

We did arrive in Goroka, however, and made for the local council hostel, a worthy place of refuge that offers a clean bed and a hearty breakfast for the cheap price, by territory standards, of $3.75 a night. Because it was so reasonably priced it was virtually packed with everybody.

It hurts to leave such a gem of a hotel but we were back on the road again the next day, and after a long wait by the side of it, we received a lift from a coffee grower to the delightful town of Kainantu. The coffee grower was as pessimistic about the future of the territory as most of the Highland Australians I had met. But like most Australians I met in the territory he talked of the country in a love-hate fashion I found fascinating.

He could talk of "the blacks" and "us" in a way that would make Vorster beam with pride, but the next moment spoke of New Guinea and its people with a sensitivity that the English, with all their colonial pretentions, have perhaps never achieved, and I'm English. It strikes me that the Australian in New Guinea, for all his rough ways, is a good deal closer to the indigenous people than he realises; and because he is close to them he is rough in talking about them.

From Kainantu we hopped aboard a truck heading for the new township of Yonki, 20 miles away. You won't find it on the map because it hardly exists yet. Morobe Constructions are in the process of building a temporary township there for workers on the Ramu River hydro-electric scheme. The first part of the scheme calls for a temporary township, the second for a dam and the third for a permanent home for workers at the dam, of 120 homes. When the dam is completed all the surrounding area will be flooded, but the scheme will provide electricity as far away as Madang and Hagen.

We stayed a welcome night at the temporary camp and were treated to a hearty meal. The next day we continued on our way on the truck.

Over the Kassam Pass and down to the flat plains surrounding Lae, and finally to Lae itself. We had come a road distance of 350 miles from Hagen and here it was as hot as Hagen was cool. What a magnificent road, and what a magnificent experience.

We had come from Sydney right through New Guinea for less than some people would pay for a week at a Honolulu hotel.

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There'll be no big hand from the bishop



Miss Mary Belfry already has experience of the Church in the Pacific and wants to serve in the office of priest. She is getting ready to face the job, but it's not at all sure that the job will be there.

That ecclesiastical hot potato, women priests, has reached the South Pacific!

Miss Mary Belfry, 27-year-old American-born ex-secretary to the Anglican Bishop of Papua New Guinea, wants to be a priest in the Episcopal Church, which is the Anglican Church in the United States. And her former boss, the Rt. Rev. David Hand, doesn't approve. He believes that the priesthood is an exclusively male preserve.

At present, women cannot become priests in the Episcopal Church, but many people think that very soon that church will vote to admit women priests. In anticipation of this, Mary is planning to enter an American theological college later this year, to take a Master's degree in divinity.

She was bishop's secretary in PNG in 1969 and 1970.

On hearing of her ambition, Bishop Hand commented: "Just as motherhood belongs exclusively to the femae sex, so priesthood belongs exclusively to the male sex."

To justify his stand, the bishop pointed out that Jesus chose men only to be His apostles and added that, until recently, the Anglican Church had always maintained the traditional position of the Western and Eastern churches in barring women from the priesthood.

He expressed fears that the introduction of women priests might hinder the Anglican church's relationship with the Roman Catholic church, though he recognised that such a move might actually improve relationships with Protestant churches, many of which are in favour of women ministers, at least in principle.

The Congregational Church in England had at least one ordained woman minister, the Rev. Dorothy F. Wilson, more than 40 years ago.

Last year, Bishop Hand, in his capacity as chairman of the South Pacific Anglican Council, voted against a resolution at the Anglican Consultative Council in Kenya which, by a narrow margin, approved the ordination of women.

He said at the time that he believed that, for cultural and social reasons, Pacific Islanders were not yet willing to accept women priests.

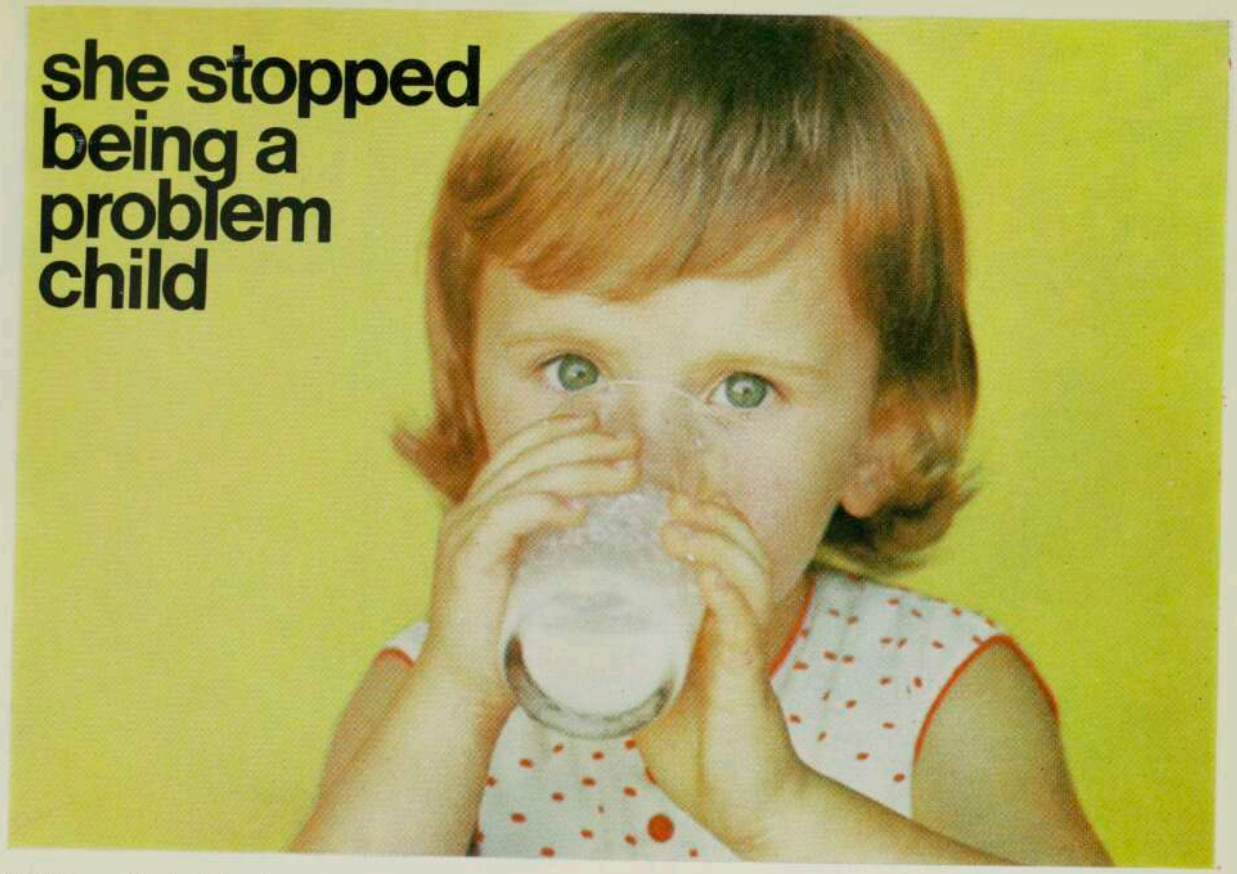
However, he has, subsequently, said that if the Anglican church as a whole approved the ordination of women as priests he would, in loyalty, abide by that decision.

And, he admits that "many women have pastoral and preaching gifts equal to those of men, which can and should be used in the service of the Church".

Meanwhile, the rot has already set in, and not so far from home either. Two women were recently ordained as Anglican priests in Hong Kong.

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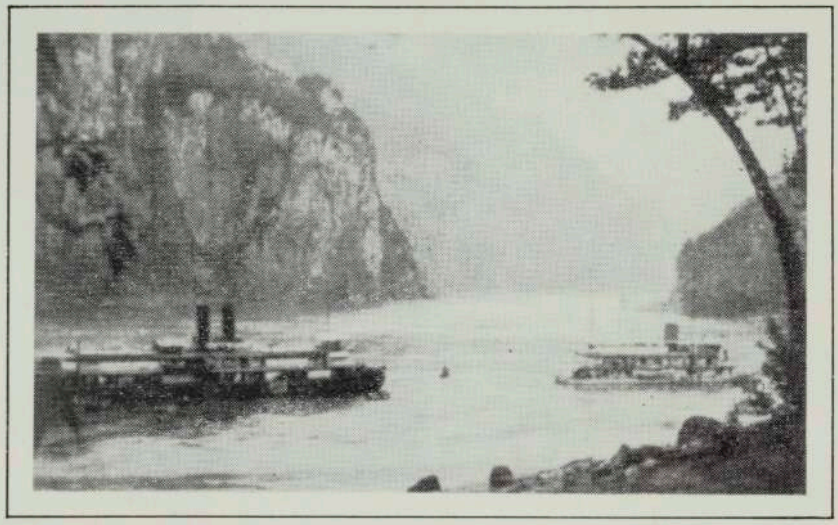
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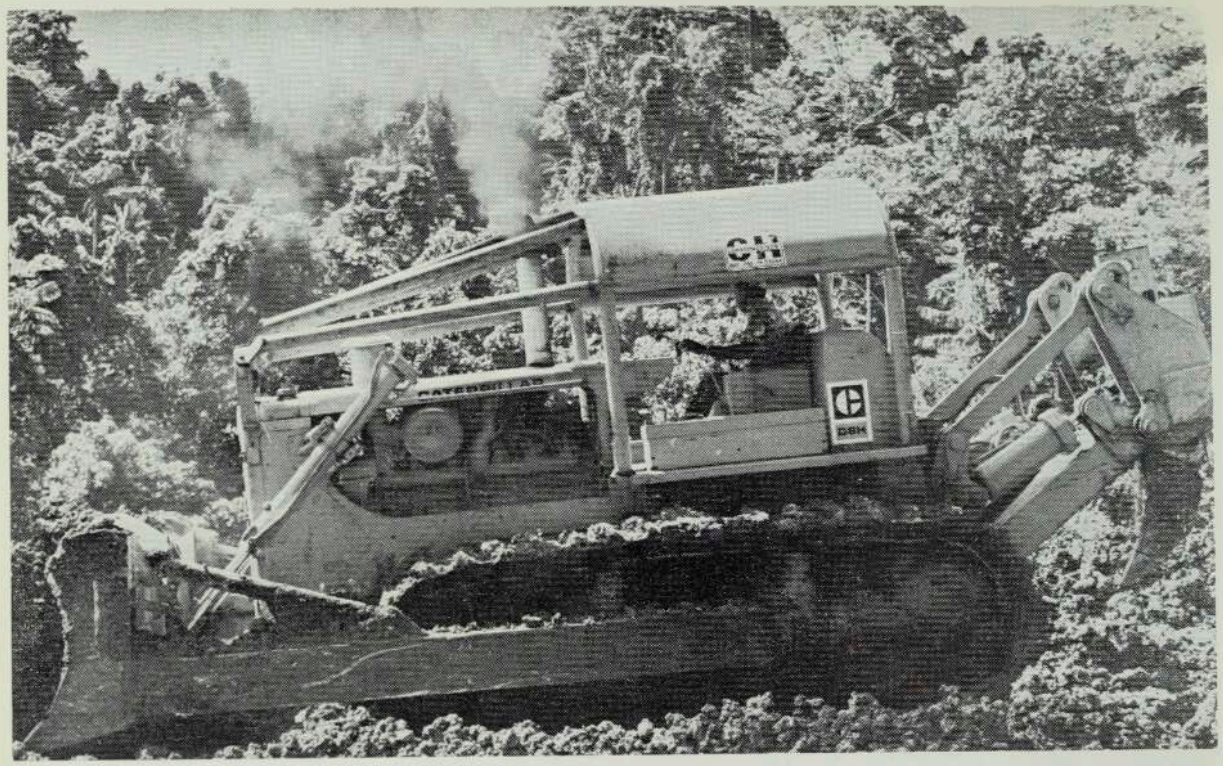
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Magazine Section



The Hon. Ve'ehala, a Tongan noble who is the recognised authority on Tongan traditions, will lead a troupe of skilled Tongan dancers to the South Pacific Festival of Arts in Suva in May. Here he is wearing a magnificent "robe" of Tongan tapa for an historic occasion—the coronation of King Taufa'ahau in Nukualofa in 1967.

Mat making is not so much an Arts Festival chore as a Tongan way of life

Living history will be well in evidence at the South Pacific Festival of Arts to be held in Fiji from May 6 to 20. A particular case is the contribution from Tonga of demonstrations of two traditional crafts which are still part of everyday life in the kingdom. These are the making of tapa cloth and the weaving of fine mats.

The women of Tonga are celebrated mat weavers, and among them those of the Ha'apai group and the remote northern islands of Niua Fo'ou and Niua Toputapu are acknowledged to be outstanding in their patient production of particularly fine mats. Sixteen of them will co-operate in making four Tongan *fala* (mats), each six feet by four feet, during the festival. The mats go by the traditional names of *Fala Paongo, Fala Toua* and *Fala Fihu.*

The material comes from the leaves of various species of pandanus, which are cured and woven in a number of specific patterns. The *Fala Paongo* is a mat normally made for people of noble rank and presented to them by their people. There is a *Paongo* species of pandanus, which dries out to a reddish-brown colour which characterises this mat. Fine strips of leaf are woven double thickness to make it a specially valuable possession.

The same leaf is used by the Niua Fo'ou women for weaving their speciality, the *Fala Tui.* The white *tofua* leaf makes an effective contrast in the pattern. A much thicker mat is woven separately and attached as an underlay, resulting in a very strong and practical product.

The other two mats are made from the *tofua* pandanus which is white or off-white in colour.

(over)

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In Fiji, as in Tonga and almost all the Islands, fine mats figure prominently in ceremonials particularly in those honouring some dignitary. On left, these Somosomo women dancers are holding mats ready for the moment when they will be presented to the Governor. Below, in the Lauan ceremony of "tabakau", these men go forward on their knees to lay the mat at the feet of the Governor. — Photos: Rob Wright.

Curing makes the difference between the two mats. The *Fala Fihu* is very fine, soft and white, being made only from the soft inner strip of the leaf. It is either boiled or baked, then soaked in sea water, softened and bleached in the sun. Very fine strips are then cut and woven with great care.

In Tonga, where mat weaving is part of everyday life, women often gather together to make light of the routine by talking and singing while the work goes on, and to help one another with the weaving. There are always large numbers of mats presented on great occasions including births, weddings and funerals. Fine mats are always treasured.

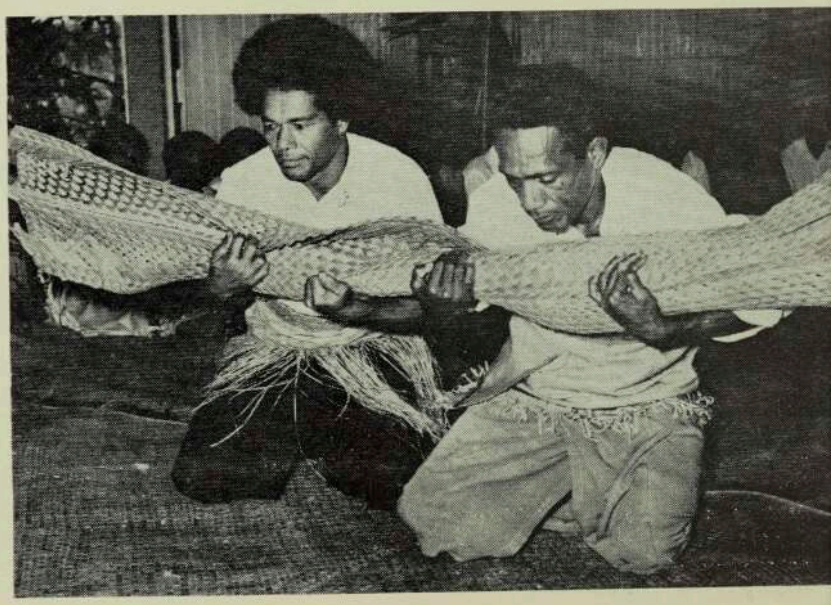
Mats are used for floor covering and bedding, but there are uses which are quite peculiar to Tonga, like the wearing of the mat called *ta'ovala* around the waist as a sign of respect. The background to this custom is said to be that in times long past, men returning from a long sea voyage would cut the mat sails of their canoes to cover their nakedness before appearing before their chief. There are *ta'ovala* which are hundreds of years old and carefully retained by Tongan families.

Tapa cloth is likewise a Tongan speciality of great note, although, of course, it is made elsewhere. Also a communal enterprise, the finely beaten bark cloth is given in large quantities to everyone as he passes a major milestone of life, like being born, marrying or dying. Vast amounts are made for presentation to the king, noblemen, and the church, and it is also a daily use item for beds and bedding, and makes partitions and decorations for homes. It is worn as a costume in Tongan dancing.

Tongans make more use of the material than anyone else in the Pacific.

Tapa cloth is made from the bark of the *hiapo*, a kind of mulberry tree. The trees are cultivated for cutting down at an appropriate time, when they are left to dry for a fortnight. The bark is stripped off and the outer layer is removed so that only the soft white inner bark remains. After an overnight soaking it is ready for beating.

It is placed on a *tutua*, a hard wooden surface, where it is beaten with a wooden mallet called an *ike*. Separate pieces are beaten out by the women to the number required for



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the size of the cloth to be made, which might be as much as 300 to 500 feet long for special occasions.

They take the pieces home and sleep on them to flatten and remove all the creases from them. Then the pieces are cut square, doubled and glued together with arrowroot or tapioca.

The design is prepared in advance in the form of a relief called a *kupesi*, an undertaking requiring great skill. The ribs of coconut leaves are sewn on to a young piece of the base of a coconut shoot in the required design. The tapa cloth is placed over the *kupesi* and a dye of raw *koka* sap is rubbed on, leaving an impression of the pattern.

The pattern is completed by hand painting with brushes made from the seeds of the pandanus and natural dyes, either the sap from a *koka* tree or mangroves. The effect of different shades of brown and black is achieved by boiling the dyes.

The whole process of tapa making will be demonstrated at the South Pacific Arts Festival in Fiji. Thirty-four Tongan women will be involved, with an expert making a *kupesi*. Five different pieces of tapa will be made, embodying ancient Tongan designs.

Tonga's contribution to the dancing at the Arts festival involves a troupe of 150 dancers under the direction of Hon. Ve'ehala. Like groups from all round the Pacific, they are preparing with great thoroughness for what is expected to be a splendid all-Island display.

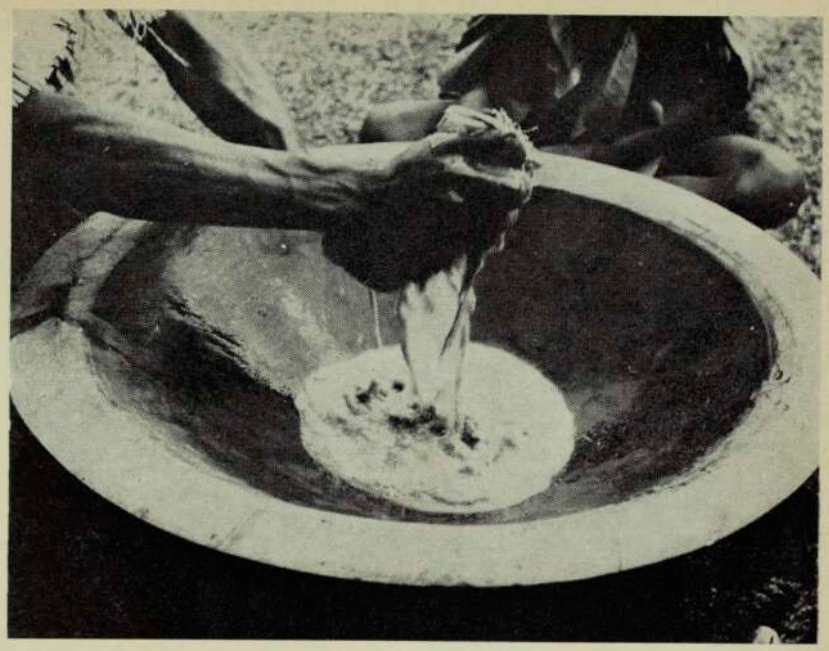
The programme lists formal presentations by dancers from Papua New Guinea, Fiji, GEIC, the Solomons, Tahiti, New Caledonia, Wallis, New Hebrides, Rotuma, Samoa, and the Cook Islands. There will be Maori dancing, and Chinese, Indian, Banaban, Nauruan, Niuean and Australian aboriginal dancing—a feast to gorge the capacity of the most avid lover of live theatre.

This is but a small part of the packed fortnight of artistic offerings planned for the South Pacific Festival. Three thousand participants from 20 countries will be involved. The University of the South Pacific, in Suva, will have a unique village of traditional houses, and canoes of traditional Island design from at least eight territories will show their paces on the harbour. Two of the biggest kava bowls ever produced have been beautifully made in Fiji's Lau group especially for the festival. They each measure 4½ ft across.

Modern and European music and drama will blend with Asian and Island varieties in a continuous series of events, and there will be dozens of daily "happenings", such as mid-city lunch hour performances to keep a continuous round of entertainment going. The Cook Islands National Arts Theatre will present demonstrations of wood carving, weaving and 12 games that are indigenous to their islands, as well as their spectacular stage performances.

Niue's children feature in that island's offering of dancing and their own games. Not so historic perhaps, but definitely now part of the local scene is the South Pacific style of cricket. A challenge match will be played between Niue and Samoa.

Short of a painstaking island-to-island search taking years, no one is likely to see as much of the culture of the Pacific, of which the Tongan tapa and mat making are a sample, as he will in the fortnight of the Suva festival.



This is a fine example of a Fijian "tanoa", or kava bowl and one not much smaller than the king-sized kava bowls promised for the Festival of Arts. — Photo: Rob Wright.

SMALL NAMBAS VENTURE OUT

For the first time in their obscure and unrecorded history, the Small Nambas, one of the New Hebrides' most primitive tribes, will venture into the world overseas—and that at the behest of the Arts Festival organisers.

The Small Nambas, whose home is on South Malekula, will send a team of dancers to Suva. They will take with them their colourful ceremonial masks and headdresses representing the best examples of New Hebridean primitive art, and will perform tribal dances never before seen outside their own villages.

The New Hebrides Cultural Centre, eager to show the condominium's own culture at its best, is combing the territory for examples of native art. It is expected that a wide selection of artefacts —masks, carvings, slit gongs, model canoes—will be collected at the centre, and there are high hopes that the best of paintings produced by the condominium's many artists will find their way to Suva.

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A paying-off pennant for the John Williams line

After 127 years the missionary ships named *John Williams* are no more. The last of them, *John Williams VII*, has been sold by the mission to the Gilbert and Ellice Islands Government and has had its name changed.

The end of the "line" had been foreseen 18 months ago, when the Congregational Council for World Mission (formerly the London Missionary Society, owners of the famous ships) decided that improvement in airways and shipping services within the Gilbert and Ellice Islands Colony made the present *John Williams* unnecessary.

The CCWM set July, 1972, as the date for the ending of the service. But instead it was decided to sell her to the GEIC Government earlier than this, and on Friday, December 31 last, she sailed to her old anchorage at Antebuka, where there was a short handing-over ceremony. She then became the *Nareau*.

The last message sent out from the *John Williams VII* was a telegram to London to Princess Margaret, who had christened her and the previous *John Williams*, saying all aboard were "grateful of the Princess' interest in the last two ships of a line now terminated after 127 years in the Pacific".

In January one of the tasks of the *Nareau*, ex-*John Williams VII*, was to tow to Tarawa the boat in which two people are attempting to row the Pacific, and which struck a reef.

The first *John Williams* was launched on March 20, 1844. She was built because she was sorely needed in the Pacific. The LMS had been making do with different vessels of other names from earliest times, the most famous of them being the *Messenger of Peace*, built by Rev. John Williams in 1827 on Rarotonga.

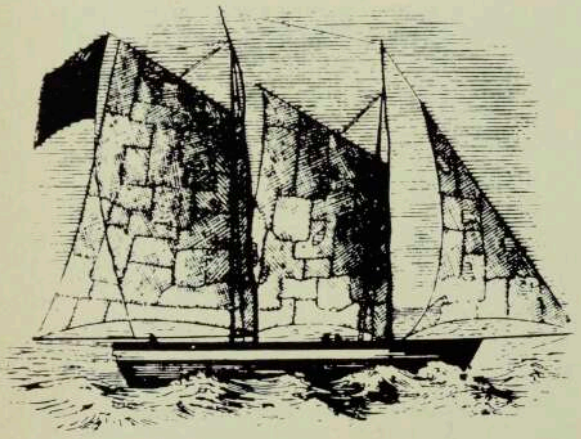
Of it, Williams said, "Although I knew little of ship-building, and had scarcely any tools to work with, I succeeded in about three months in completing a vessel between 70 and 80 tons burden, with no other assistance than that which the natives could render, who were wholly unacquainted with the mechanical art".

The project of making a ship of his own had been maturing in Williams' mind for some time. He had wanted it so he could extend his mission from the Cooks to the Samoas and to the New Hebrides.

Timber for it was cut in the mountains, and split by wedges. Bent planks were obtained from crooked



The martyr John Williams . . . seven ships were his memorial.





The "Messenger of Peace" was an ungainly vessel, but a triumph of heart and ingenuity when John Williams carved her out of the forests of Rarotonga in 1827. She is shown at left, and above is the last of the series of mission ships to bear the name of the pioneer shipbuilder, "John Williams VII".

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Mistaken for pirates

trees. For iron, the builders were mainly dependent upon rusty anchor chain, for oakum they used coconut fibre, for rope they used hibiscus fibre, for sails they used native mats, made up like a patchwork quilt.

She was a strange-looking craft, and after sailing thousands of miles in her, Williams said some people mistook the ship and her crew for "South American patriots, others for pirates, and others could not tell what to make of us".

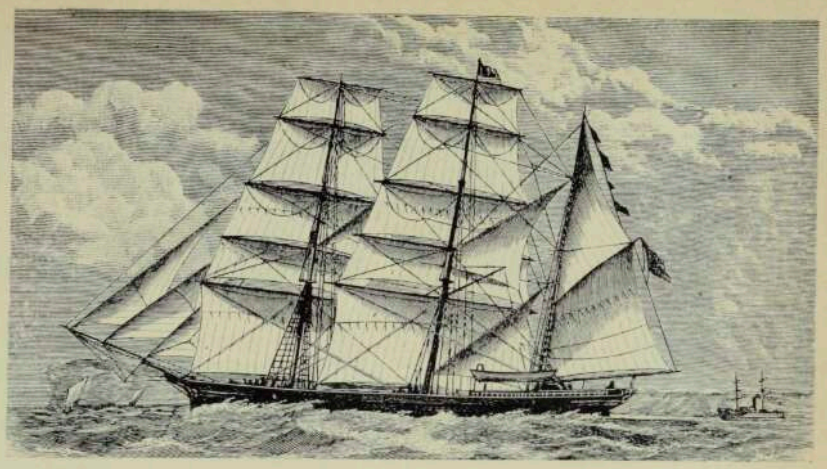
The *Messenger of Peace* was replaced with the *Camden*, a 200-ton brig bought in Britain, and it was the *Camden* which carried Williams to the New Hebrides where, on Erromanga in November, 1839, he was killed by the natives.

After five years' work the *Camden* returned to England in 1843, where the directors of the LMS decided they would build a better ship and to adopt a new method of fund raising to do it.

The new ship was to be called after the martyred Williams, and children in British Sunday schools were asked to contribute the money to build and operate her.

The initial appeal was for £4,000. But £6,237 was raised, and on March 20, 1844, the clipper-rigged, 103 ft long, 24 ft 8 in. wide, *John Williams* was launched in Harwich.

She was a fine three-masted barque of 296 tons, bearing as a figurehead a bust of John Williams, with open Bible in hand, preaching to the heathen of the South Seas.



The first John Williams . . . built by the children's pennies.

The children of Samoa raised £400 additionally so as to equip the new vessel with 29 canoes in which the preachers could make contact with the shore.

The *John Williams* sailed the South Seas for 20 years, and became famous. On May 16, 1864, she was wrecked on Pukapuka. She went down deep but everybody was saved, her first officer (and later master) Captain Turpie sailing 400 miles in an open boat to the Samoas to get help for the passengers and crew left stranded on Pukapuka. They were there a month before being rescued.

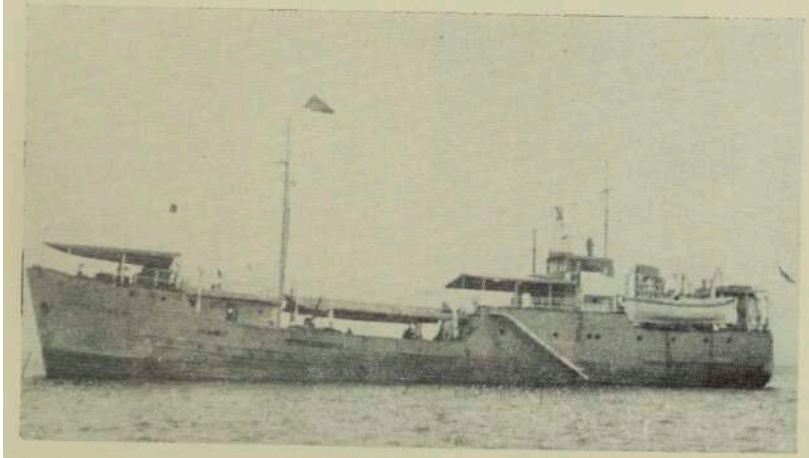
John Williams II followed in 1865, built with £11,000 raised in the same manner, from the children of Britain and Ireland.

She sailed in January, 1866, on what turned out to be her first and only voyage.

From London she went to Australia and on to the New Hebrides, where she struck a reef at Aneityum. She survived that, returned to Sydney for repairs, and then set off again for the New Hebrides, the Loyalty group and finally Niue.

In Niue in January, 1867, she was driven ashore and became a total loss. Captain Turpie was despatched to Samoa in a small schooner for help—his second experience of the kind. But *John Williams III* followed in 1868, and after this the famous "line" became established, with much better luck—the fourth, fifth, sixth and seventh vessels following at decent intervals. The children of Sunday schools outside of Britain also helped pay for these.

So now the line has ended, a little before its time and not with a bang but a whimper. But the John Williams line is not likely to be forgotten while there are still ships sailing the Pacific.



John Williams VI, as she appeared in PIM's pages in 1961, just prior to her retirement in favour of the last vessel of the line. Number VI had been in commission since 1948, when at two years of age she had been converted for the L.M.S. and "launched" by Princess Margaret.

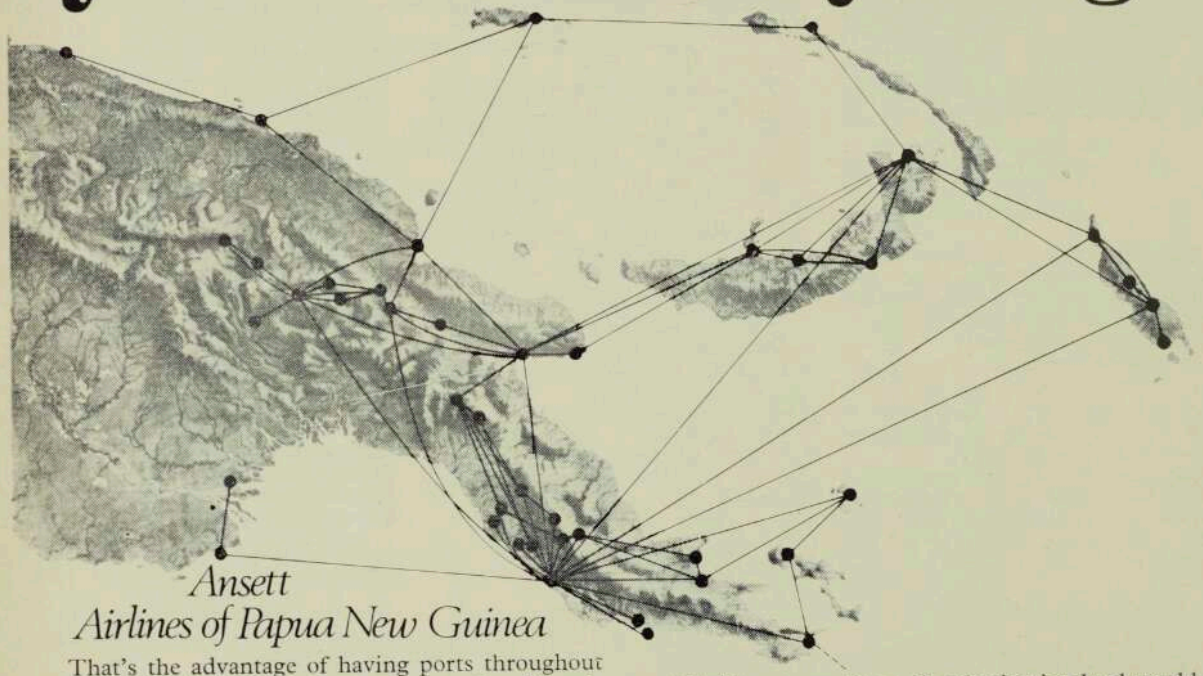
● Captain E. V. Ward, of the m.v. *Ninikoria*, said in Tarawa in February that he believed the London Missionary Society houseflag carried by the John Williams line was the oldest houseflag in the Pacific, and *John Williams VII* was the last of the oldest line of ships in the Pacific.

"The story of the LMS ships is a wonderful story of adventure and discovery," he said. "We who sailed in the John Williams ships are sad to see their passing, and an able pen could write a book about the line." *Nareau*, the new name of the *John Williams VII*, is the name of an old Gilbertese god—a change indeed for a line of ships sponsored by Christianity!

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AP046

Turning the 20-year-old pages of PIM, searching for material for YESTERDAY, we get the feeling that the Almighty—and we don't mean to be blasphemous—would feel the same as we feel when we look at the headlines and read the story underneath.

Something's pending; something's bound to happen; this has been planned and that will come about. Will it? Ah hah! We know the answer—20 years later. HE'd have known it at the time, before the time, so we are suitably humble. But the thought came when reading about "Minister and Samoans in lively debate on administration of territory", in PIM, March, 1952.

Yesterday

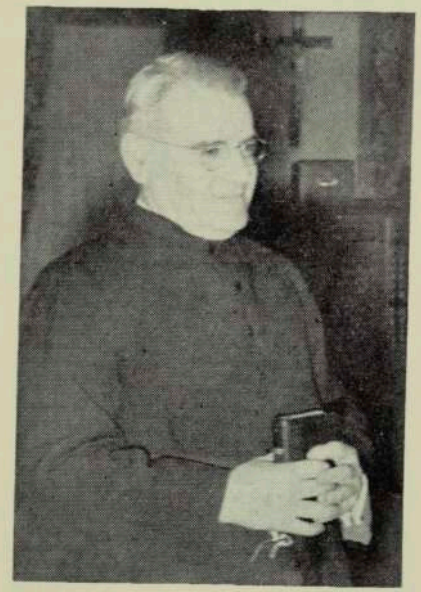
It was all to do with a meeting in Apia between the NZ Minister for Islands' Territories, the Hon. T. Clifton Webb—there was a film star called Clifton Webb, who used to stand on his head, but it couldn't be him—the Western Samoa Legislative Assembly, the Fono of Faipule and leading officials, "concerning matters affecting administration of Western Samoa". They talked about establishing an Executive Council, improving the judicial system, increasing food production and extending the observatory at Mulinuu Point. Samoans wanted Samoan members of the Executive Council elected by the vote of the Samoans in the Assembly but the High Commissioner, Mr. R. G. Powles, wouldn't agree.

And we thought, "Fancy, that's how it was then". Nine years later Western Samoa was independent and the Samoans could please themselves who voted for whom. That's what we mean about feeling like the Almighty. You think, "What a fuss they're making. They might have saved themselves the bother". By the way, Mr. Powles became Sir Guy Powles and the NZ Ombudsman who sees to it that Big Brother doesn't tread on the little man, like the Samoan who didn't want to be trodden underfoot.

We felt the same way about another item: "Big plan for new timber industry". It was a big story about the Commonwealth Government and Bulolo Gold Dredging Ltd.—the most successful gold-mining company in New Guinea, the story said—agreeing to form a joint company, Commonwealth New Guinea Timbers Ltd., to exploit in the Morobe section of New Guinea a stand of Klinkii Pine estimated to produce 500 millions of super feet. There were high hopes of success and also thoughts about conservation, a going thing today, and how they would replace the chopped-down timber with more trees. We know now how it went. It's doing fine and firmly in business. In fact, PIM's got an advert. about the company's products on page 118 of this issue—and that's not a free puff.

One group which had worried in the past but was cockahoop in March, 1952, was the copra planter fraternity. For ages, in Fiji, New Guinea, the Solomons and Samoa, they'd carried on about the villainy of the British Ministry of Food, which was paying them in devalued currency without making up the difference. Well, the British Government came good, upped the buying price of copra above the world price and brought tears of gratitude to the planters' agonised eyes. In a matter of months the MOF price shot up to £73 a ton in Fiji, from £61/7/-, and to £69 in PNG, from £57.

Planters in British dependencies were "sitting pretty" said PIM. Maybe, it was a good thing that the planter, in the midst of his rejoicing, couldn't see to what depths his morale and his copra, would descend in 1972!



Father Edward Tremblay, in the Islands for 30 years, most of the time at Haapai in Tonga, was reported by PIM in March, 1952, to be leaving Tonga for a new job as Vocational Director and Marist Mission agent for the US and Canadian areas, with headquarters in Boston. PIM's latest news of him was received about two months ago when he was said to be seriously ill in hospital in America.

Round about the same time, Fiji was licking its wounds after the disastrous hurricane which blew parts of Viti Levu and the Yasawas inside out on January 28. That 20-year-old PIM report said Fiji was courageously repairing storm damage. But it also reported that no end of a row was going on between the government, the Methodist Church and "The Fiji Times". Apparently, a Methodist minister in the Waidina Valley area had reported to his headquarters that some Fijians were suffering famine conditions, their gardens having been devastated by the hurricane. The Rev. A. Tippett, head of the Methodists in Fiji, told "The Fiji Times" which told the people and the British Empire. The government was furious and, said PIM, it became angry when its officials investigated and found that, "while some of the natives were distressed, there was nothing resembling famine conditions".

Perhaps as a kind of light relief, PIM printed an unusual story—unusual today maybe—about a European, a driver, who was gaoled for a month in Port Moresby for an offence under the new Native Women's Protection Ordinance. The man had "permitted" a native woman to reside in premises "other than those of a native" between 6 p.m. and 6 a.m. "without the prior written consent of the District Commissioner".

The man told the court he intended to marry the girl, but he was gaoled all the same. Surprising? It's not so long since such a law and others regarded as discriminatory, like the one which laid down what a native must wear, were wiped from the Statute Book.

There were plenty of other stories but, seeing that there has been mention lately about some bright ideas for exploring the possibility of establishing hydro-electricity schemes in Fiji, let's finish with one which was headlined "No hydro-electricity for Suva". The idea was to harness the Navua River and supply Suva and south Viti Levu with electricity. PIM said the experts had reported that such a scheme would cost £5 million and would still fall short of the ideal. The Fiji Government agreed with the Colonial Development Corporation that "this kind of hydro-electricity was not for Fiji." So, if anyone else starts another hare like it, maybe somebody will take out the report, dust it off, show it to those who matter and save all the expense of another feasibility study which would probably cost as much as the whole works would have cost 20 years ago!

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Book Reviews

SOME SOBER ADVICE ON THE NEED TO PRESERVE HISTORY

At the request of the Australian Council of National Trusts, a Historic Buildings Committee was set up a couple of years ago to report on Norfolk Island's historic buildings. The committee consisted of Cedric Flower, David Saunders, Richard Young, Philip Cox and John Morris.

They were all familiar with the island's architecture and restoration problems, but David Saunders and Philip Cox were especially so. For David Saunders was the architect responsible for the restoration of No. 9 Quality Row and Philip Cox and Associates carried out restoration on Nos. 5 and 8 Quality Row. Last year Philip Cox published *Building Norfolk Island* (reviewed PIM, Dec., 1971).

The committee's report *The Historic Buildings of Norfolk Island —Their Restoration, Preservation and Maintenance*, a 63-page study of the subject from all angles, has now been published by the Australian Council of National Trusts.

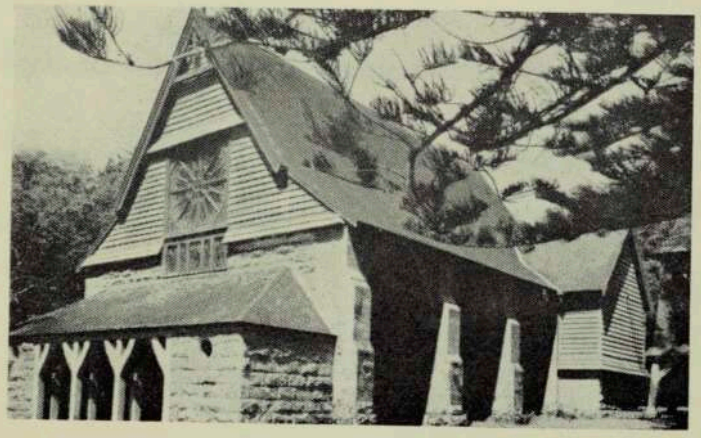
It is the most comprehensive and best-documented work on Norfolk's historic structures to date. It contains detailed information on every convict-era building and nearly every ruin on the island, and includes a chapter on the remaining Melanesian Mission buildings and one on the picturesque homes built by the Pitcairners. There are two important appendices and a short bibliography.

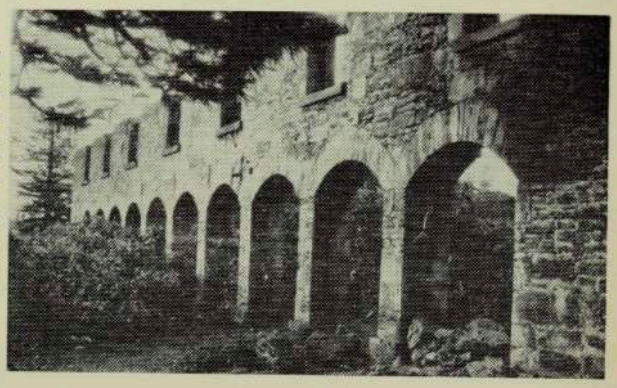
The report contains more than 60 black and white photographs (some are rather small, but all are distinct), two maps, and reproductions of two early Norfolk paintings and two architectural plans dating from the second convict settlement. Nothing seems lacking except an index; an omission that could be remedied in a second edition.

In simple and direct language the problems of restoration are explained, and followed by practical suggestions for their solution. The "Notes on Restoration" cover every phase of the work from the foundations to the roofs and include the landscaping of courtyards and siting of garages.

Restoration of the island's convict-era buildings has been going on since 1962 with the aid of annual Commonwealth Government grants. Last year a special grant of $100,000 was made for the restoration of the Officers' Quarters at Kingston, which were gutted by fire in 1970. As the report emphasises the outstanding historical and architectural importance of Norfolk's buildings it is just possible that the annual contributions from the Commonwealth will be increased in the future.

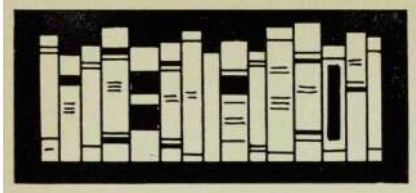
The committee's research into early plans and manuscripts has yielded all sorts of fascinating details about the buildings, and, incidentally, has thrown fresh light on the purpose of a couple of structures. The arcaded ruin at Longridge, traditionally known as The Stables, turns out to be the remains of a prisoners' barracks, and the Officers' Bath at Kingston was probably not used for bathing at all,





The Trust report reveals that the structure at right, for long known as The Stables, is in fact the remains of prisoners' barracks at Longridge. Above, the St. Barnabas' Church of the Melanesian Mission is another historic building discussed in the report.

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The old officers' quarters at Kingston is to be restored with a special grant of $100,000. It was gutted by fire in 1970.

but as a place for drawing water.

Appendix A is devoted to the redevelopment, by Travelodge, of the old Paradise Hotel into a 120-room establishment. And the report doesn't mince matters.

It calls the Paradise Hotel "the greatest intrusion into the historic environment of Kingston", and goes on to say "ideally, it should go". But as the Paradise Hotel has been purchased by Travelodge and the damage has been done, conditions for a covenant and guides for the Norfolk Island Administration in supervising the reconstruction and redevelopment of this hotel are set out quite plainly.

They will make sober reading for those concerned with the project, but will have the approval of preservationists on the island and elsewhere. For not everyone is enthusiastic about the Crown lease for the land occupied by the Paradise Hotel being transferred to Travelodge. Moreover, the Paradise lease had only 16 years to run before it expired, but on the transfer to Travelodge it was renewed for 50 years.

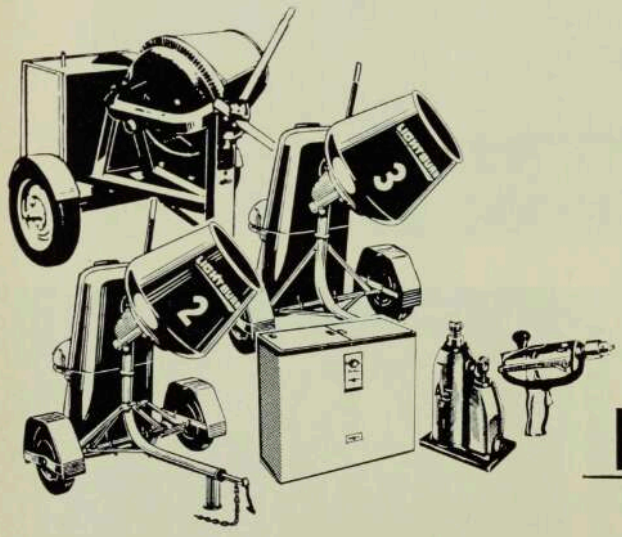
Appendix B deals with the Lions' Club, also at Kingston, which has been renovated in a modern style and is a bit of an eyesore at present. Fortunately the Lions, in conjunction with the Norfolk Island Administration, are already planning to bring their building into harmony with the rest of the Kingston complex. And, unlike Travelodge, they have only a 10 year lease.

The Australian Council of National Trusts has performed a considerable service in focussing attention on Norfolk's convict-era and late-19th-century buildings by publishing this report.

It should be read by everyone with an interest in the island's past, present or future. And Appendix A, in particular, should be required reading for members of the Norfolk Island Council, some of whom, at times, appear to have skipped their homework.—*Merval Hoare.*

(THE HISTORIC BUILDINGS OF NORFOLK ISLAND. Report of Australian Council of National Trusts. Our copy from the council, 123 Clarence St., Sydney. $1.95, or $2.20 posted).

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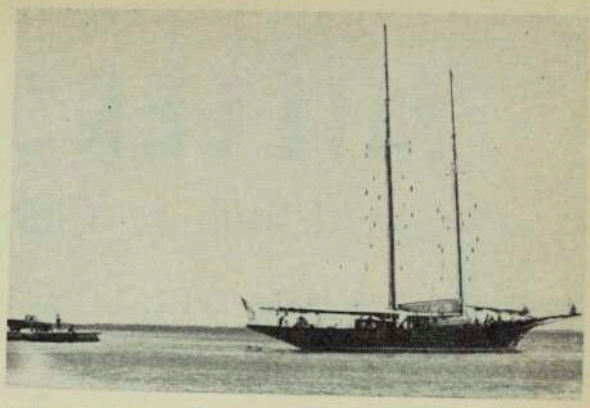
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It was a quick death for the schooner 'Valrosa'



"Valrosa", photographed at Rangiroa as she was leaving on her last fatal voyage, only a few hours before she became a total wreck.

In October, 1965, *Valrosa*, one of the best-known schooners in the South Pacific, a solid, 62-year-old, 99 ft two-master, hit a reef in the Tuamotus. She died in 100 minutes.

PIM told the story of her passing in December, 1965; of how she put out from Rangiroa, largest island of the Tuamotus, on a charter cruise with tourists and local people on board, encountered bad weather and, 10 hours after leaving Rangiroa, ran on to Tikahaou reef at 4 a.m. on October 25. Three crewmen risked their lives taking a steel cable from the ship to the reef, then ran a shuttle service in the lifeboat to get those on board ashore. Not a life was lost.

There were rumours current in Papeete that the ship was deliberately wrecked for the insurance; that she was rotten, a floating grave.

That was more than six years ago. Now meet the man who was at *Valrosa's* helm when she struck the reef—Australian Des Kearns, then a 21-year-old.

Valrosa was one of six craft which helped Kearns to sail round the world and then write a book on his six-year, 100,000 mile odyssey—*World Wanderer, 100,000 miles under sail.* This is how *Valrosa* died.

"I was alone with the helm, the sea and the long heaving deck. A faint white light threw life onto the brass compass and binnacle before me. A fraction west of sou-west was the course. The heavy rain made the varnish work and spars glisten. The air was swollen with freshness and the wind moaned aloft. Up forward the long forefoot snored along, while the foaming seas kept endless race.

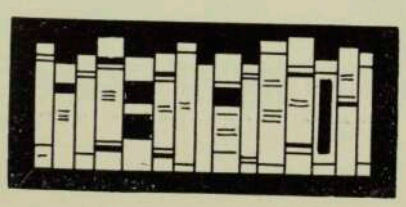
"At 4.25 a.m. Dick had just gone below after seeing nothing ahead, when suddenly there was the most incredible vision—a flash of white and the silhouette of a coconut tree directly ahead of the bowsprit. It was that same reef that for generations sailors had glimpsed before their destruction. In those few remaining instants you try and imagine what it is going to be like.

"I spun the wheel hard'a'starboard and, though I don't remember saying it, yelled to the skipper, Marc Darnois, who was sleeping just inside the after coachhouse, 'Marc, Marc, I can't believe it!'

"Next I remember the images of dark waves beside the ship, being picked up on the sea, and finally the agonizing crunching and grinding sounds as the vessel came to rest on the coral with the deck towards the shore and the keel to weather. The helm spun like a chocolate wheel as the rudder grounded, sheering off the wormgear steering and at the same time ejecting the magnificent scroll-work panel into the air like a champagne cork.

"At first Marc and I were the only ones on deck. A few streaks of light showed the outline of the stricken *Valrosa* lying over on her side. We knew she was finished."

The accusations that the ship was deliberately wrecked, Kearns dismisses in one line. Obviously, he had a clear conscience. And Pan-Am senior pilot Hugh Gordon seemed to have no doubts of his innocence, either. He signed Kearns up in Tahiti as master of the two-masted schooner *Monsoon*, to sail her to Honolulu. That voyage was uneventful.



Not so the trip he made in the Sydney-based 30 ft Carmen-class sloop *Carronade* around the Horn in the wake of Chichester. Not many yachties can boast of rounding the Horn and fewer still of being rolled in the process.

In his six years voyaging, Kearns sailed in three more ships — the famous Grand Banks fishing vessel *Bluenose II*—20 knots in a Gulf Stream battle — the three-masted barque *Carthaginian*, and racing champion *Ondine*.

He came home in *Ondine* and that story is still remembered. It was 1968. *Ondine* was on her way from Greece to Sydney for the Sydney-Hobart Yacht Race. She was driving at nine knots in the Southern Indian Ocean when her 99 ft mast cracked and went over the side. *Ondine*, racing against time in what seemed a forlorn hope of making Sydney for the race, made it with a jury rig with only four days to spare. A new mast was flown out from Germany. At noon on Christmas Eve *Ondine* had her new mast and a few days later was first over the line up the Derwent River. Kearns got married a few weeks later, to a girl he had met in Gibraltar, one of *Ondine's* calling places. He had $60 in his pocket proceeds of a sale he made—of *Ondine's* old mast stump!

Kearns, an ex-trainee executive is an experienced sailor. He is also a facile writer and an observant one and one doesn't need to be a yachting enthusiast to enjoy his yarn, although it helps. He is also a good photographer. The 88 photographs in the book—they're not all his, however—make his telling easier.—JC.

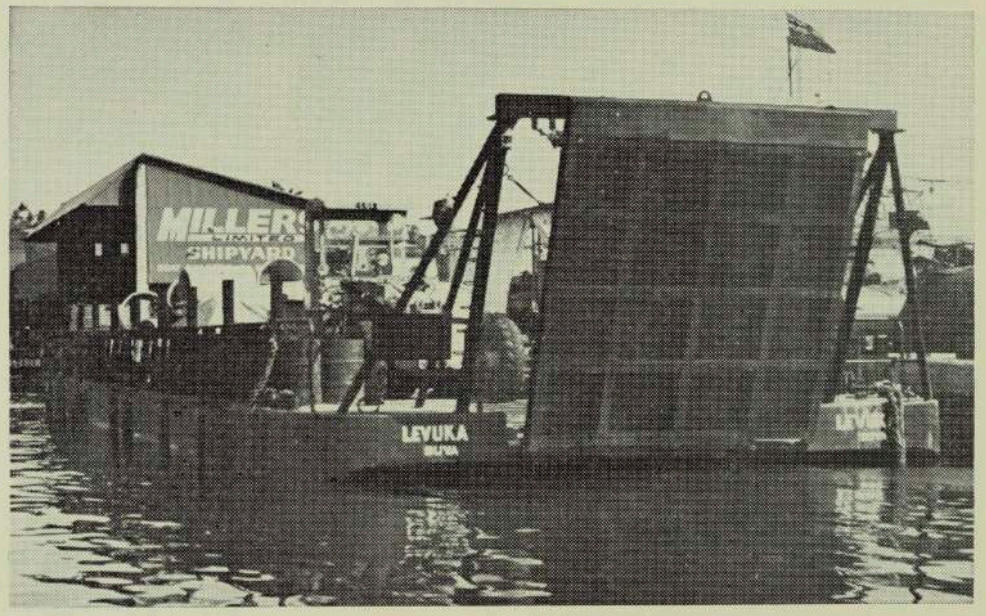
(WORLD WANDERER, 100,000 MILES UNDER SAIL. By Des Kearns. Angus & Robertson. $4.95.)

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Pacific Shipping

P & O takes a long, hard look

Recent events suggest that the whole business of passenger liner operation is under careful consideration by the top London management of the biggest people left in the field, P & O.

It would not be surprising if several of the line's well-known vessels were to disappear from the routes, without replacement, over the next year or two. The Cunard Line has set a precedent in disposing of its big liners which may bear strongly on the company's thinking.

Latest victim of the big passenger ship decline is the 30,000-ton *Iberia*, a comparative youngster which has been a worry to her owners, P & O, for some time. After the current South Pacific cruises end, *Iberia* will take her final farewell from Sydney on March 16, and on arrival in Britain will be withdrawn from service and disposed of.

Mr. Peter Parry, Chief Executive of P & O's Passenger Division, announced this on February 4, saying that the decision had been taken on commercial and technical grounds.

"Commercially the introduction into service of our new 15,000-ton custom built cruise liner *Spirit of London*, scheduled for later this year, has had a bearing on our decision," he said.

"The technical grounds are that, although still attractive from a passenger point of view, *Iberia* is less flexible to operate than the rest of the fleet in the sense that she is slower and has a more limited range. *Iberia* has reached the stage where she needs substantial sums spending on her, and we do not think this would be a good investment."

Mr. Parry did not mention the engine trouble that has plagued the ship contributing to her early retirement, but it's a fair bet that it did.

Because the *Iberia* is still so good looking, observers believe she is more likely to be "sacrificed" to a ship breaker than to be sold to a southern European or Asian line which, with lower crew costs, might sail her in competition with P & O's other passenger liners. *Iberia's* older sisters, the 28-year-old *Chitral*, of 14,000 tons, and 22-year-old *Chusan*, of 24,000 tons, may well be expected to follow her into retirement within the next two years.

Palmy days of the passenger liner trade have given way to days when cruises to palmy isles are all that can make a passenger liner pay. P & O announced increases in the cruise programmes for 1972 and 1973 at the same time as the *Iberia's* withdrawal was made known, and the spokesman declared forcibly that the company intended to develop this sector of its business.

Is is unlikely that the P & O line, will go back on this assertion willingly, with 7,000 jobs in a job-hungry Britain depending on its operations, but nevertheless the possibility of cheaper air fares and larger airline capacities eventually wiping out the profits of holiday cruising is not to be discounted.

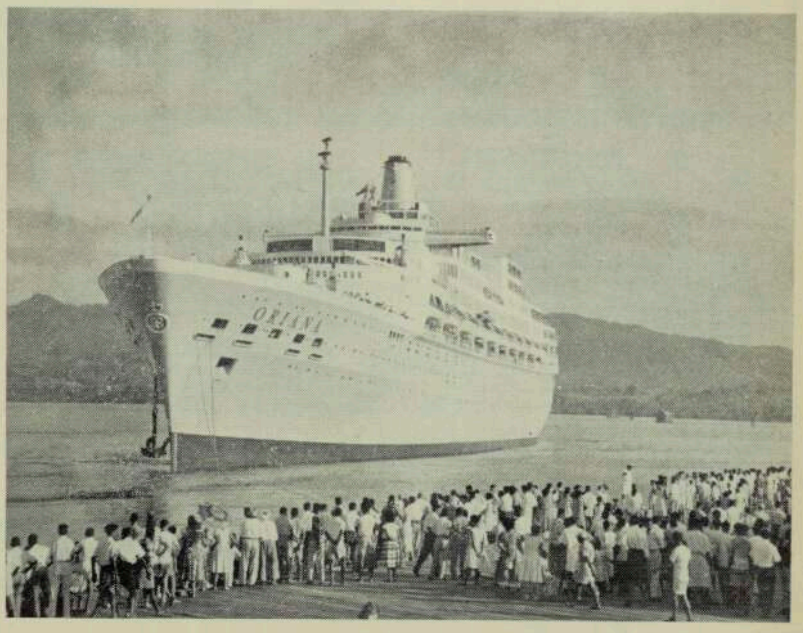
P & O gave some details of the new cruises a week or so later. The *Himalaya* will make more cruises this year, as will also the *Oriana* and the *Oronsay*, the net increase in cruises scheduled being six for the year, bringing the total to 38.

Himalaya will cruise continually for 8 months beginning in June and the other two ships for approximately five months and two months from November. The enlarged programme will offer 47,000 berths, an increase of 7,000 on the original plan.

This will apparently be at the expense of the Australia-UK route principally. Voyages projected for 1972 have been cut from 16 to 14, and the nine at present listed for 1973 may be further reduced.

CONTAINERS MAY YET REACH THE ISLANDS

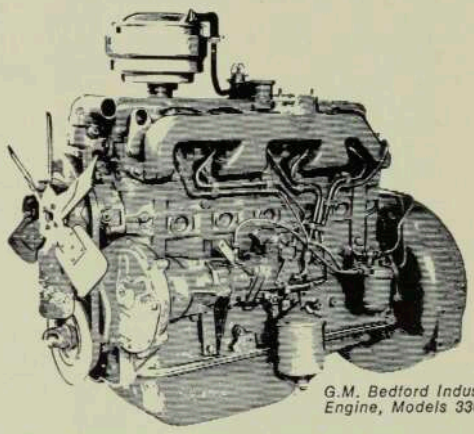
Interocean NZ Ltd. still held an option on a container ship under construction in Holland, Mr. T. Hallaraker, general manager of the com-



The 42,000 ton "Oriana" will show the P & O flag more often in the Islands this year, when together with "Himalaya" and "Oronsay", she takes part in an expansion of the company's cruise programme.

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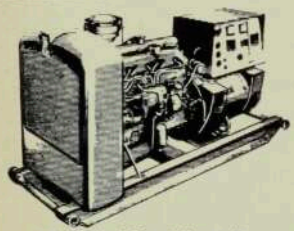
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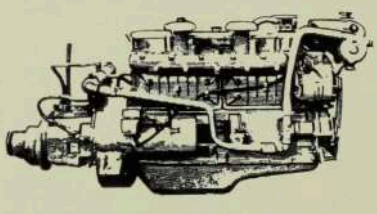
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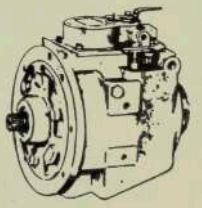
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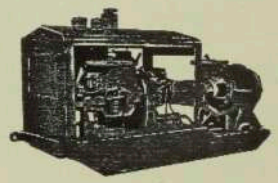
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pany, said last month. A previous option had lapsed because plans had not been completed when the ship was ready, but an option had been taken on another ship due for completion in July.

Plans for the service were "still cooking", and ports of call were not yet decided upon. "We are still working on the venture," he said.

CAPITALISM REACHES GEIC

The GEIC will have its first private enterprise shipping line this month with the start of a service between Suva and Tarawa. Cargo will be carried on a monthly basis by the Equator Shipping Company, which has acquired a 159-ton former Baltic Sea trader for the service.

ANOTHER ROUND OF ISLANDS FREIGHT RISES

The Union Steam Ship Company and the Holm Shipping Company both raised NZ coastal freight rates on January 31, by 8 per cent. and 7½ per cent. respectively. Both had been in difficulties with costs and facing further wage rises, so the increases came as no surprise. On February 12, USS rates to Pacific Islands went up by 7 per cent.

HYDROFOIL MAY SKIM FIJI WAVES

Plans for a hydrofoil service between the two main islands of Fiji, Viti Levu and Vanua Levu, became firmer with a visit to Suva at January's end by Captain Frank Walker, of Sydney's Port Jackson and Manly Steamship Company. He had talks with Mr. Charles Stinson, Minister for Communications and Tourism.

The company is believed to have in mind a regular service with hydrofoil craft capable of more than 40 knots, which would take passengers for a fare lower than present air fares.

GHOST SHIP OF THE WESTERN PACIFIC

A bizarre outcome of Cyclone Carlotta in January was the finding of the 39 ft motor launch *Hing Lee* 100 miles from Honiara, where she had been abandoned at the height of the storm.

She had been torn from her moorings by 70 mph wind and mountainous seas, and the crew of six had given up hope of making headway towards the shore, even with full engine power, so they abandoned her and took to a dinghy. It was soon swamped but five of them made it safely ashore. The sixth was found drowned three days later.

The motor had been left running as the launch disappeared into the open sea in the early hours of the morning. Three days later, the *Hing Lee* was seen drifting powerless 100 miles north-east of Guadalcanal. Villagers and people from a Malaita mission station went out and towed her to shore.

NOW TONGA HAS A 'NATIONAL' SHIPPING LINE

The Tongan Government has formed a national shipping line, to be called the Pacific Navigation Company. It has a share capital of $T2 million, subscribed by the government, the Tonga Copra Board and the Tonga Produce Board. The company will take over the services provided by the Tonga Shipping Agency, but a date for its beginning business has not been set.

Only the Ministry of Agriculture's fishing vessel *Ekiaki* will remain outside the control of the new company. Vessels the Pacific Navigation Company will operate are *Tauloto, Niuvakai, Aoniu, Hifofua, Olovaha, Kao, Pakeina, Ulufonua, Fonualei, Fanga'ilifuka,* and the pilot launch *Unga.*



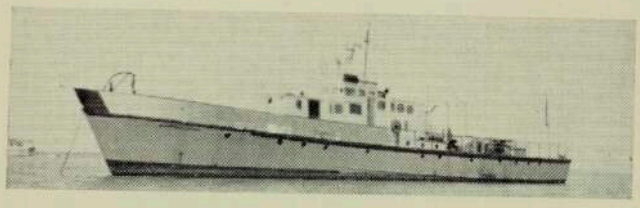
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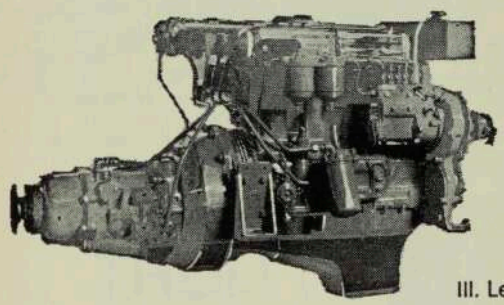
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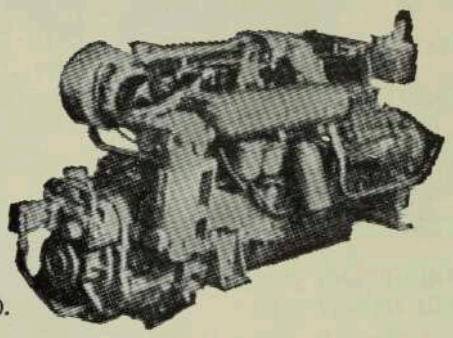
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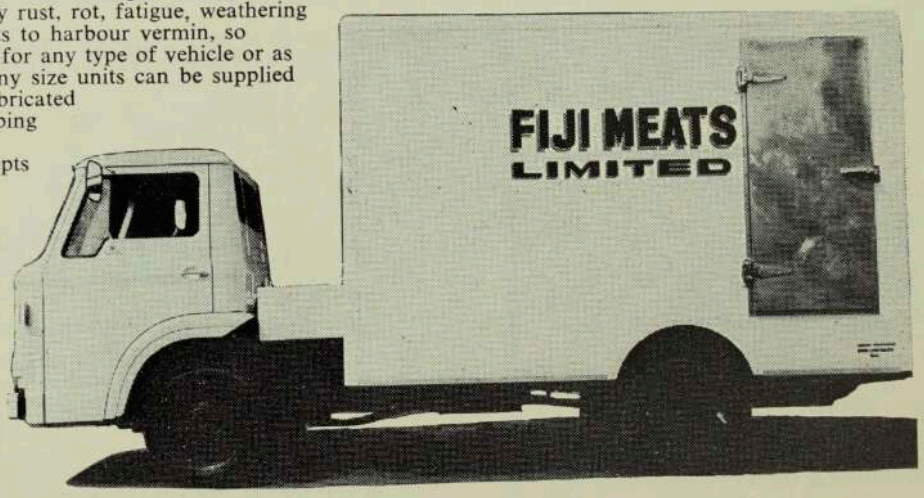
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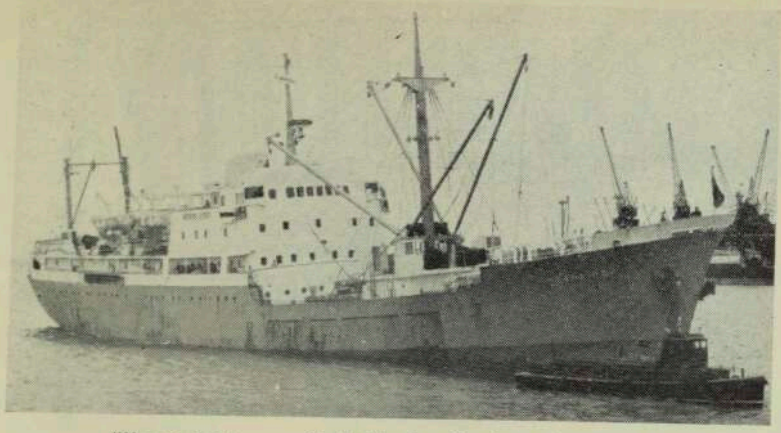


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"Moana Roa" . . . . Cook Islands will always be grateful.

FUTURE OF 'MOANA ROA' STILL IN DOUBT

What to do with the islands ship *Moana Roa* which had incurred a loss of $346,000 for her owners, the New Zealand Government, during the last financial year, was recently deferred pending a report by an inter-departmental advisory committee.

The Department of Maori and Island Affairs does not expect a decision to be made until the new airport at Rarotonga is completed. *Moana Roa's* trade has been with the Cook Islands.

Meanwhile, Cook Islands Premier, Mr. Albert Henry, says that because of its cost, *Moana Roa* should go, as soon as the second Cooks vessel is operational in June. A fast, efficient service with two smaller ships which could work the port of Avatiu would show a twofold benefit, the Premier thinks.

A timetable integrated with the ripening of the banana crop would enable better quality fruit to be landed in New Zealand, which would benefit both the consumer and the producer, he said.

Money spent by the Department of Maori Affairs to meet operating losses on the *Moana Roa* was listed as aid to the Cook Islands, but it was no direct aid to the economy.

He said that when the *Moana Roa* was brought into service, present economic conditions could not have been envisaged, as there was no talk then of an international airport. However, Mr. Henry said the Cook Islands would never cease to be grateful for the service provided by the *Moana Roa*.

BOAT-BUILDING IN THE MARSHALLS

Boat-building has been resumed in the Marshalls District of the United States Trust Territory under a scheme to supply the outer islands communities with copra boats.

The boats are part of a grant-in-aid programme designed to improve copra production by streamlining copra collecting in the outer atolls.

According to Marshalls Community Development Officer, Jina Lavin, Robert Reimers Enterprises has completed the first of 16 boats to be built under the scheme. The craft cost $US2,600 each. The government will pay 80 per cent. of the cost, and the individual community the remaining 20 per cent.

So far, boats have been ordered by Jaluit, Arno, Ebon, Mili and Rongelap.

"Any community can request a boat; pay the 20 per cent. and they'll receive one," said Lavin.

USS REDUCES ITS OPERATING LOSSES

Union Steam Ship Co. of NZ Ltd., recently sold by P&O to NZ and Australian interests, reduced its operating loss for the year ended September 30 last year. A loss of $NZ189,647 was reported, compared with a loss the previous year of $NZ1,315,911.

Depreciation was static at $4,045,931 ($4,084,989). Directors did not recommend the payment of an ordinary dividend.

The new chairman of USS, Sir Peter Abeles said that fuller control would be taken of subsidiary companies, among which is NZ's Holm Shipping Company. A review of all operations was in progress. It was possible, he said, that future services might be combined and include Pacific Islands interests. He had no doubt that island trade had to be built up, and there was great potential in the island cruise market.

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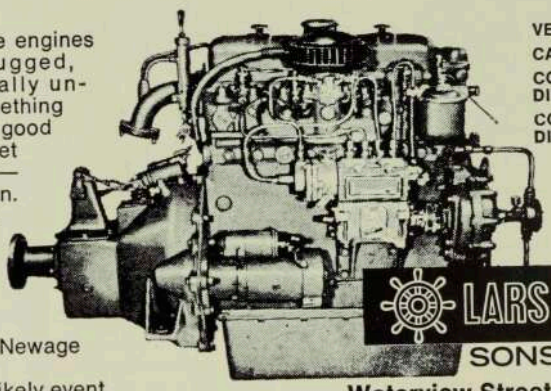
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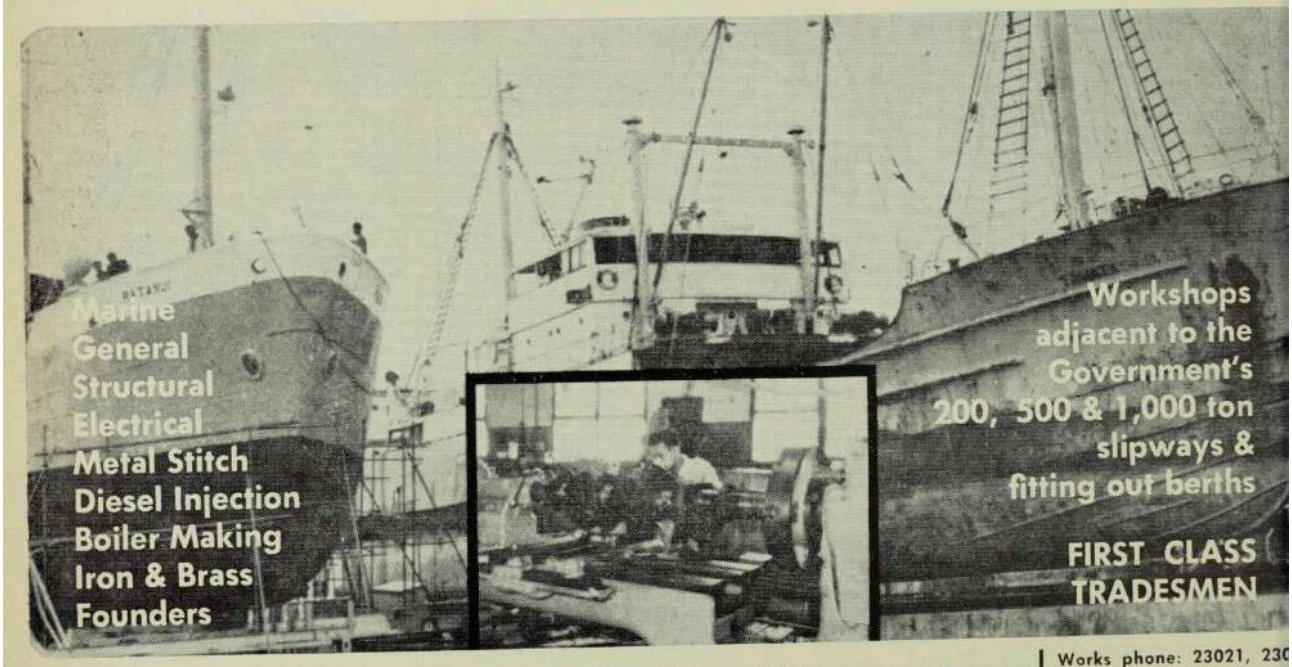
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'JACQUES DEL MAR' GOES TO PANAMA

The French-flag motor vessel *Jacques del Mar* (formerly Burns Philp's *Tulagi*), owned by Societe Maritime Caledonienne, Noumea, has been sold by Banks Brothers and Street, Sydney, to Gambela Enterprises Ltd., SA (Panama), and delivered.

About 2,746 tons gross and 2,360 tons dwt. she was built by Grangemouth Dockyard in 1955 and spent most of her days on the BP run to Norfolk Island, the Solomons and Hebrides, with occasional calls in the GEIC.

NAURU EXTENDS ITS AUST.-GUAM SERVICE

Nauru Pacific Shipping Lines has extended its Australia-Guam service, via Papua New Guinea ports, to take in Mindanao in the southern Philippines. In Mindanao it will pick up contract cargo for Guam.

As on the return journey from Guam to Australia the ship would be travelling virtually empty, it would be available to pick up cargo in New Guinea ports for Australia. The ship would also have sufficient space after loading the contract cargo for Guam, to pick up timber for Australia if such cargo is available.

The line has also extended its services from Australia to Nauru to take in Majuro in the Marshall Islands.

SHIPS IN TROUBLE THROUGH THE ISLANDS

The Islands had their share of losses and groundings of vessels in the last two months, with at least four losses and four groundings involving varying damage. In early January salvors in Suva and Pago Pago expressed no interest in salvaging the motor fishing vessel, *Korea 71*, aground off a Suvarov Island reef. *Korea 71* was holed in the engine room and port double bottom fuel tank, and any salvage would have necessitated the discharge of 75 tons of rotten fish aboard.

In mid-January, the motor vessel *Fumiho* sank in 36 fathoms five miles south-west of Tree Point, near Kamarai, Papua. Heavy seas shifted her cargo and capsized the vessel. As PIM reported last month, all 21 aboard were picked up after abandoning ship.

Fuji Maru No. 1, 89-ton fishing boat out of Tokyo, was surveyed in Suva early January, and emergency repairs were recommended for her diesel fuel pipes. The Rabaul hydrofoil *Ermes* was grounded in the NG Islands area and extensively damaged. All foils were knocked out of position, port and starboard drain pipes were broken and rudder and the forward bulkhead bent.

In the Honiara area, of Guadalcanal, the 23 ft fibreglass fishing boat *Cleopatra* was sunk during Cyclone Carlotta, on January 17, and refloated, extensively damaged, on January 20.

On January 25, the motor liquified gas carrier *Guinea Gas* was refloated after grounding south of Shortland Light, Shortland Reefs, Samarai. The tug *Vanapa* helped her refloat and *Guinea Gas* proceeded under her own steam to Samarai.

Work boat *Jean R* successfully refloated the 437-ton steel motor fishing vessel *Satsu Maru No. 7* off Mackenzie Shoal, Rabaul. There was no apparent hull damage to the Tokyo-registered vessel.

Veronique, a 75 ft landing craft on a delivery voyage from Brisbane to Vila, New Hebrides, sustained engine damage en route on January 14 and was assisted to Noumea, New Caledonia. She underwent repairs in Noumea and left on January 25, arriving at Vila on January 28.

Willowbank, the Bank Line copra collector, went aground on the River Humber, UK, for a brief 32 minutes on January, with no hull damage.

New Taiwan Marine Transportation Co. Ltd., of Taipei, issued a statement on January 13 saying that nothing had been heard of the 147-ton Taiwan-registered tunafishing vessel *Wan Chi No. 1*, for four months. With a crew of 21, *Wan Chi* left Pago Pago on July 27 last year for fishing "in the South Pacific".

She gave her last reading to NTMT on August 8. Lloyd's Agents reported that she was spoken to by another vessel in September, but since then no reports had been received.

KARLANDER GETTING NEW SHIPS FOR NG

The two ships with which the Karlander line opened its service between Australia and New Guinea six years ago, *Sletholm* and *Sletfjord*, have been withdrawn from service and sold to interests in Singapore. The company proposes to replace them with more modern vessels, because the 20-year-old pair were no longer economically worthwhile.

One of the replacements is the *Safia*, sister ship of the *Sariba*, already on the run. *Safia*, like *Sariba*, has been on the Australian coastal trade. *Safia* will go on the run in March. A second ship is expected to go into service later this year.

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(Advertisement)

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I've tried to be an attentive mother but so many times I've felt at a loss to know just how to comfort my little one.

Baby, having arrived so much later than Tim and Jen, I'd really forgotten the distressing symptoms that come with teething troubles. Then, in desperation I remembered Fisher's Teething Powder.

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By giving your baby a Fisher's Teething Powder as needed, you not only keep the little one happy and well, but save yourself all those upsets and nervous tensions that beset a mother when her baby suffers distress. Be sure to get a supply of Fisher's Teething Powders from your chemist or store. Only 30 cents for 20 powders, **write direct to Fisher & Co., Manufacturing Chemists, 17 May St., St. Peters, N.S.W. Postcode 2044.**

Cruising Yachts

● *CHALLENGE*, 30 ft sloop sailed by solo yachtsman Henri Cordovero was one of several resting in Sydney in February, awaiting the end of the cyclone season before taking to the blue water. Following a voyage down through the Pacific to Auckland, *Challenge* is expected to visit Port Moresby next. *KALEWA*, a 36 ft sloop from Canada, with Glen and Joan Reid also passed through Auckland to Sydney on a cruise that began in Vancouver. *ORIENTAL LADY*, Jon and Karen Ebbing's 40 ft ketch rigged trimaran, was in from New Guinea. PIM last reported them waiting out a cyclone in Rabaul in February, 1970. *STARDRIFT*, 30 ft cutter from England via the Bahamas, the Pacific and Auckland with Nicholas and Fairlie Clifton was also in Sydney.

● *AQUARIUS*.—A 41 ft CT-41 ketch carrying Felix Cramer and his family is back in Kwajalein, Marshall Islands after a three-month voyage from Taiwan via Guam and Ponape. Various mishaps including engine failure and the loss of a forestay, required repairs en route. Felix has now returned to his job at Kwajalein missile range.

● *MEI MARU*, 30 ft ketch owned by Dr. Earl Hansen of Oakbank, California, is based for this year at least in Kavieng, New Ireland. After a trip through the South Pacific and a period in New Zealand, Dr. Hansen headed north and in New Guinea he ended up with a job in the Public Health Department. Now he is District Health Officer at Kavieng, and on completion of his term, aims to continue a round-the-world cruise, with first port of call in Indonesia.

● *NEXUS*, the 33 ft sloop, which has been carrying Chuck and Frances Harris around the Pacific for the last four years, with appearances in Sydney, on the Barrier Reef, in New Guinea, New Zealand and a dozen other islands, belongs to the Harris family no longer. Chuck and Frances sent PIM a card recently saying that they reached Honolulu, sold *Nexus*, continued on to California and are now building a 45 ft cutter. In their four years cruising they logged 30,000 miles.

They sailed home to California on the 61 ft New Zealand ketch *Tyrant*, with John and Maureen Guzzwell and their sons, James and John. The new owner of *Nexus* is Tom Welch.

● *SEA HAWK*, ketch formerly owned by Bob Rowley, has been sold in Honolulu after 4½ years and 9,000 miles of cruising, and he is now at Opua, Bay of Islands, NZ, newly married to Deidre, and concentrating on building a new cutter. It is to be of William Atkins design, Tally-Ho Major, 34 ft 6 in. overall, and will carry a lofty rig with 800 sq. ft of working sail and 1,200 sq. ft for light weather.

● Lloyd's Register of Shipping has introduced a new certification scheme for Glass Re-inforced Plastic yachts, an aid yachties will find useful when building new craft. GRP yachts are universally accepted in the United States now, and while wooden-hulled yachts make up the majority of cruisers in the Pacific, GRP's are appearing in increasing numbers in this region, according to Lloyds.

GRP's were first made as general craft in 1943, but it has been only in the last 10 years they have come into their own, as have the slower ferro-cement yachts. Today they vary between 22 ft and 50 ft.

Lloyds says the new scheme will ensure proper quality of construction of GRP's and enhance safety requirements. Inquiries should be directed to the Secretary Lloyds Register, 77 Fenchurch Street, London, EC3.

● *STORNOWAY*, British auxiliary yawl which extensively cruised the South Pacific in the late 1960's, was laid up at Palma, Canary Islands, off North Africa, awaiting repairs, in January. The yawl was dismasted in gentle winds, en route to the West Indies, and her rigging had to be cut to prevent sinking. Rails and upper boards on *Stornoway's* starboard side were subsequently damaged.

She was sailed to Palma under jury mast and is awaiting a new mast, plus a possible major engine repair.

● *HISPANIA*, French yawl on a five-year global cruise, with solo yachtsman Max Graveleau, was at Pitcairn just before Christmas. The weather allowed him ashore only once in the six days that *Hispania* was anchored in the lee of the island, but the hospitality was good, as usual.

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BOAC PACIFIC JET NEWS

THE VC10 IS MY DELIGHT

By Captain NORMAN BRISTOW, Flight Training Manager, VC10s, BOAC.

The VC10—which BOAC operates through Fiji providing services to the USA and UK in one direction and to New Zealand and Australia in the other—is undoubtedly a pilot's aircraft.

I first flew it during its development trials. I still think, as I thought then, that it is the best aeroplane I have ever flown. It is a delight to handle. Despite its size and the enormous power available it is extremely docile under all flight conditions.

The first impression the crew has on entering a VC10's flight deck is that, compared to other aircraft, it is spacious, has good instrument layout and generous window areas.

From our large, individual seats we find it easy to operate all the controls —in particular the much-used autopilot and radio switches—without continually having to reach up to the roof as in some other types.

To the layman the mass of controls and dials must seem, at first sight, too complex to understand. They are, in fact, in carefully planned and logical sequence around the flight deck, depending on who uses them—the captain, first officer or engineer.

From the flight deck we hear the engines only as a remote hum. In fact, when we start up engines on the ground we have to rely on the starter and ignition lights to tell us that we are actually "alight".

The power of the VC10's four Rolls-Royce Conway engines—and the design of the cleanswept wings—enables the aircraft to take off at speeds some 20 mph slower than comparable types, and after a shorter run.

She lifts easily to 30,000 feet in eight minutes, enabling her to stay well within the very precise noise abatement restrictions imposed at most airports.

Despite this very high rate of climb the pressurisation system is so good that neither we nor the passengers ever experience any sensation in the ears.

All our flying control surfaces — elevators, rudders, ailerons, flaps and air brakes—are powered and have either duplicated or even triplicated systems. We believe in belt as well as braces—and safety pins too!

As is normal in a modern aircraft the electrical systems are also duplicated or triplicated. In point of fact something like 70 separate functions would have to fail simultaneously to make the aircraft unmanoeuvrable.

When I land a VC10 anywhere in the world it is at a speed about 20 mph less than my colleagues in other types. That is a valuable margin of advantage to me.

Some of the first crews to come to me for training on VC10s were cautious when they heard veteran pilots eulogise its virtues. One senior pilot said to me soon after completing his training: "I took their talk with a pinch of salt at first, but this really is a wonderful aircraft".



Captain Norman Bristow.

BOAC forges link between the orient and East Africa

B O A C is to introduce the world's first air service linking Tokyo and Hong Kong with Nairobi through Colombo and the Seychelles, a group of islands in the Indian Ocean.

The new service which will start operating at the beginning of April will continue from Nairobi to London.

Flights will be by VC10s twice weekly in each direction and will provide the most direct and quickest link between the Far East and East Africa.

It will give island people the opportunity to stopover in Hong Kong for shopping and then on to East Africa to see the wild life and join in safari holidays. Alternatively they can join the service at Colombo.

(BOAC Supplement — Advertisement)

BOAC PACIFIC JET NEWS

The British Tourist Authority and BOAC have co-operated to produce an exciting set of unusual holiday suggestions titled 'Special Interest Britain'.

BETTER HOLIDAY IDEAS FOR '72

IN conjunction with Supertravel, one of Britain's leading tour companies, visitors can be met at London Airport, transported to a leading London hotel, and the following day begin one of the different touring holidays that last for two weeks.

They range from specially-planned visits to the finest of English country homes, to a rural holiday tour that takes in the best of English farms and famous country fairs.

There are tours for the literary minded covering everything from Chaucer to Churchill, and for the sportsman a chance to play on some of the famous British golf courses.

Perhaps you prefer to make your own holiday plans. If so, there is the BTA information desk in the arrival hall at the BOAC Victoria Air Terminal.

Or, from your London hotel you can dial the Teletourist Information Service for full details of "what's on", highlights of the London scene, for starters. This service received more than a million calls in 1970.

For the family on a budget there is an excellent new publication by the BTA entitled "LONDON—a guide to inexpensive accommodation".

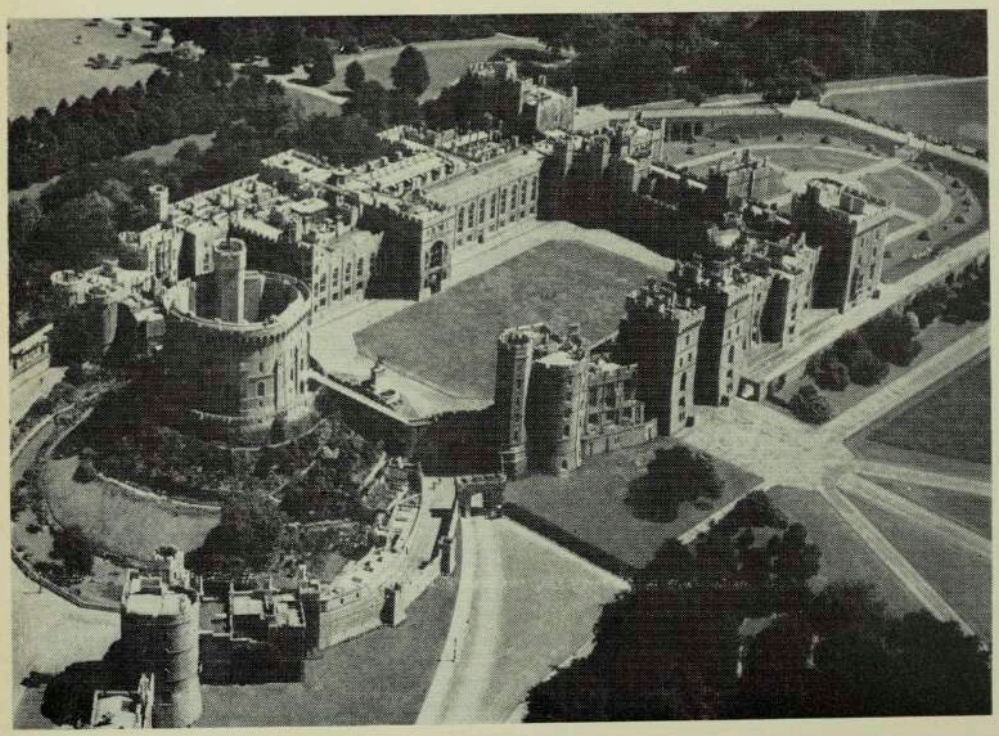
For the visitor not seeking expensive establishments and who prefers the smaller hotels, there is a fund of precise information on hotels below £3 per person per night for bed and breakfast.

For instance—from the over 300 hotels listed, we take one random example:

The Shalimah Hotel, 25 Nottingham Place, W.I. (one could hardly be more central in London). It has 20 rooms, among them singles, doubles, and "family" with reductions for children. All modestly priced from £2.50 to £3 per night, including breakfast.

Limited copies of the guide may be obtained from BOAC, Box 1361 Suva, Fiji.

Discuss with them your requirements and once in London you will discover that there is in Britain, throughout every day of the year, something to interest you. Be it an evening of ballet or a day at a building exhibition, be it farming or fashion or the Brigade of Guards or, indeed, the Bard of Stratford-on-Avon. It is all there waiting for you in Britain—the landmark of your 1972 holiday of a lifetime and you travel from Fiji by BOAC's famous VC10.

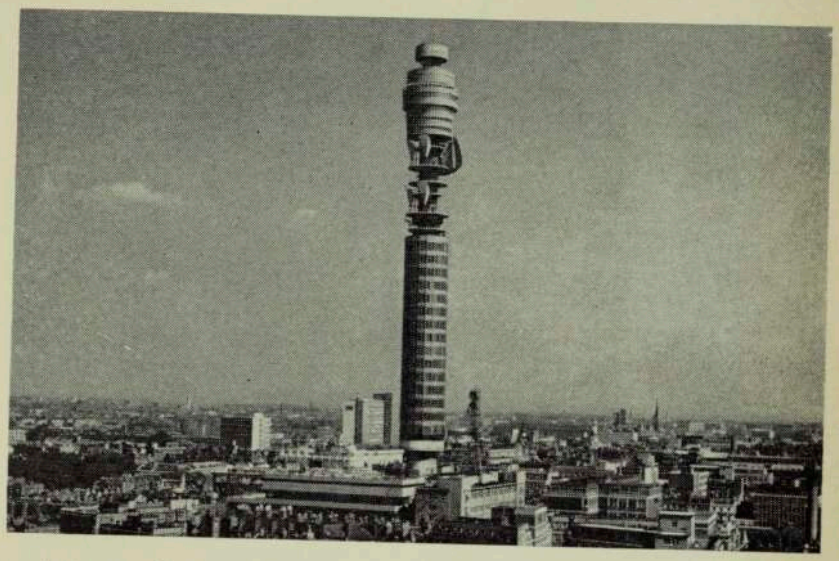


Windsor Castle, which (depending on which runway at London Airport is in use during the time of your landing or take-off) can be seen from the window of your VC10.

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BOAC PACIFIC JET NEWS

London: it's everyone's city



One of London's more recently constructed landmarks is the 620-foot high Post Office Tower. A restaurant, which slowly revolves at the top of the tower, gives diners an ever-changing view of the capital.

ALTHOUGH the British rightly regard London as their capital city, today, as never before, the rest of the world claims London as its own.

For London, straddled across the River Thames, hub of BOAC's world-wide air network, belongs to everybody.

From all quarters of the globe, visitors in their hundreds of thousands flock there every year.

Nowhere else in the world are there so many places and so many people of interest concentrated in such a small area—from Leicester Square, with its gay theatre-land, and Lambeth and its ecclesiastics, to Petticoat Lane, (the cheapjack-market) on Sunday mornings and Piccadilly in the rush hour.

London is full of palaces and parks, royalty and Wren architecture, tycoons and tradition, pomp and pageantry.

And for the visitor who cannot find time for the real thing, there is the biggest waxworks in the world, Madame Tussaud's, which, in any case, is well worth a look.

It is a city of lovable Cockneys—that is what the real Londoners are called—and colour. Of red double-decker buses, sleek silver underground trains, and green long-distance coaches. Its black taxicabs are unique.

And there is nothing like Piccadilly Circus by night—though Tokyo's Ginza is a very close runner up. Or the elegance of Mayfair.

Central London's square mile, known as Soho, contains more night-life—real nightlife—than any other square mile in the world. And, despite restrictive British licensing hours, it is possible to drink alcohol right round the clock in London, by making use of special concessions available in the areas of the markets—Covent Garden (fruit and vegetable), Smith-field (meat), and Billingsgate (fish).

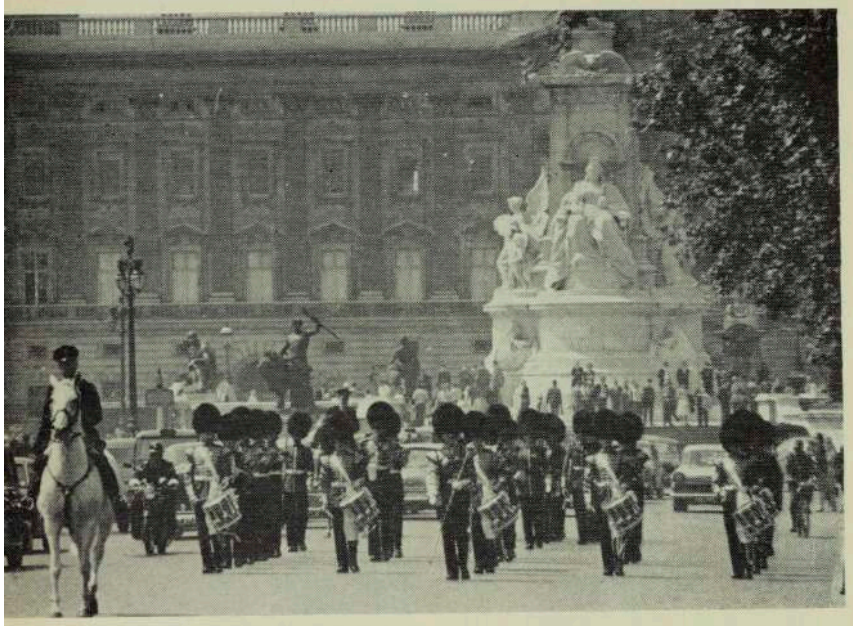
There are more licensed premises, newspapers, magazines and news agencies concentrated in Fleet Street than in any other street in the world.

London has its own very special mediaeval fortress—the Tower of



The Yeomen Warders of the Tower of London are often known as Beefeaters because of their large appetites for meat in Tudor times. Although at one time the only men permanently under arms, today their duties include acting as guides for the thousands of people who visit the Tower each year. The Beefeater here is seen with Tower Bridge in the background.

BOAC PACIFIC JET NEWS



The Guards (of which there are five regiments, the Scots, the Welsh, the Irish, the Coldstreams and the Grenadiers) marching along the Mall, with Buckingham Palace and the Queen Victoria memorial in the background.

London—which contains the Crown Jewels guarded by uniformed men called Beefeaters. They earned their name in Tudor times.

And, at Buckingham Palace, where Queen Elizabeth lives when she is in London, as well as St. James's Palace just around the corner, there are the colourful ceremonies of Changing of the Guard.

Some of the world's most fashionable shops are situated in Piccadilly, Bond Street, Knightsbridge and Oxford Street.

And, for entertainment, there are cinemas, theatres and museums by the dozen—one of the biggest zoos in the world (at Regent's Park and one of the finest gardens in the world (at Kew).

Nearly 11 million people of every race, creed and colour have been peacefully and happily absorbed by this great metropolis. Everybody loves London, but nobody really knows it all—not even the Londoners themselves!

And it's not much more than a day's travelling time away from Fiji. There are VC10 services five times weekly via Honolulu, Los Angeles and New York.

And, if you want to go the other way around, you can join BOAC's services over Singapore or Hong Kong and through India and the Middle East, at Sydney.

USA SHOWCASE FOR BRITAIN

B O A C's new airport terminal at New York is developing into a showcase not only for the airline but also for British industry.

The terminal at John F. Kennedy Airport, opened 19 months ago, is the first and only one built by a non-US airline and has won several design awards.

Its facilities include its own health, immigration and customs agencies with the normal shopping facilities, hairdressing salon, restaurants and cocktail lounges—including an English pub.

Many British firms were involved in building the terminal and the list of British-made goods involved ranges from computer equipment to public address systems and from tiles to TV sets screening flight information. Inside the terminal there are showcases in the shopping arcade and arrivals area and more showcases and display units in the main passenger concourse. All in all they provide a permanent exhibition of British export goods.

TV teach in for BOAC reservation staff

BOAC reservations staff in Britain, Europe and the United States are using the airline's £50 million Boadicea computer complex to teach themselves how to make computerised hotel bookings.

Within a few months, information on hundreds of hotels in Europe, Britain and the United States will be instantly available through Boadicea, just as today it stores details of BOAC and partner airline flights and enables flight bookings to be made in a matter of seconds.

The beauty of the training scheme is that the students can work alone using Boadicea's TV-type display terminals as teaching machines. The only other aid they need is a simple instructional booklet. No conventional classrooms, blackboards or lecturers are required.

The programmed hotel booking course is the first practical application of CAESAR (Computer Activated Education System to Airline Requirements) which has been developed by BOAC.

(BOAC Supplement — Advertisement)

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Republic of Minerva says 'it means business'

From SUE WENDT in Suva

The first positive response to letters addressed by the "Secretary of State for the Republic of Minerva" (PIM, February, p. 104) has come from the Sultanate of Ocussi-Ambeno, a territory which is part of the island of Timor in the Indonesian group. It has offered to enter into diplomatic and consular relations with the Republic of Minerva.

Other sovereign states throughout the world have been more cagey. Fiji had received a letter signed by a person designating himself by the above title. Prime Minister Ratu Sir Kamisese Mara admitted this but was not enthusiastic about any official response.

Spokesman for the Ocean Life Research Foundation, Mike (he has been called Mark) Oliver, 43-year-old Lithuanian-born US electronics engineer, hopes that Tonga, at present rather hostile to the idea of the republic on its doorstep, will eventually appreciate the peaceful intentions of the new nation and recognise it officially.

He stresses that the Minerva idea is not some sort of super-unique land development seeking publicity in order to attract finance. He is only interested to show that the Republic of Minerva means business, he says.

For the uninitiated, it's rather difficult to grasp Mike Oliver's concept of how the Ideal Society might work (though those who've read the hefty novels by authoress Ayn Rand may detect an echo of a philosophy they've heard somewhere before) but he has a certain persuasiveness about him.

He digresses a lot into lengthy illustrations of injustices perpetrated against individuals by governments ("For example . . . but don't quote this") but somehow succeeds in half-convincing one that it just might be possible—if the rest of the world allowed it—for a determined band of financially-independent people to conjure up a whole new nation out of nothing. And live in it, governed by nothing but their own concepts of how they *ought* to be governed.

Pinned down, Mr. Oliver describes himself as a believer in the "non-initiation of forced principle". At the same time, he asserts that he's "no milk toast either". In other words, if you don't like what's being forced down your throat, get up, get out and create an alternative.

It's not as simple as throwing off the shackles of civilisation and returning to nature. Minerva is envisaged as a sophisticated, technologically-oriented community.

"We are not revolutionaries, we are not militarists. Nor are we fugitives from anything. But we have had enough of certain things and we don't want them any more," he declares.

"It is no use being an ivory-tower philosopher—the trick is to make things work. We make no promise of Utopia, because that is not possible, but we believe we can build a better society than exists elsewhere."

During the Ocean Life Research Foundation's long search for a suitable place to build a "sea city", says Mr. Oliver, many thousands of people have shown interest in the principle of creating a new nation, based on the premise that no government should be allowed powers that infringe on the freedom of individuals or entities. "We believe that governments should not be delegated rights that are denied to individuals," he explained.

Primarily, the aim was to create a society from which "economic facism" had been eliminated. "Just as 300 years ago we separated Church from State to the everlasting benefit of people in the Western world, we must go one step further and separate government from the economic sphere," said Mr. Oliver.

"Governments today act to create rather than avoid monopolies. Why should there be control of commerce? The Republic of Minerva will operate on the principle of free trade, with no duty and no taxes.

"The elected government will act as an arbitrating agency when an act of force or fraud is performed. It is envisaged that people will make a voluntary contribution for the running of a small police force and courts of law. They will be under no compulsion to contribute, but it is expected that they would wish to do so for the success of the project."



Mr. Mike Oliver . . . dreams of a new nation, a new society, a new republic. The emblem shown above is in the centre of the "republic's new flag. It's a gold Olympic flame. — Photo: Prasidh.

While Minerva could not become self-sufficient in food, said Mr. Oliver, it could be economically viable with the production of technological equipment, chemicals, electronics, etc. British sovereigns minted before 1932 had been considered as a possible currency for the republic, because there were enough of these coins available for the purpose.

The republic already had a constitution, he said. Provisional president was Mr. Maurice C. Davis of Orange, California, an electronics project engineer who was also one of the directors of the Ocean Life Research Foundation.

The third director, and provisional vice-president of the republic, was a London businessman "with varied interests", Mr. Richard King, of Westminster.

Mr. Oliver would himself hold no government office. "Any person who has contributed funds to this project, or who is actively involved in its development, is automatically dis-

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Building "sea city"

qualified from government," he said.

He claimed that there would be no problem in obtaining money to finance the building of a "sea city". Nor did he foresee any construction or engineering problems that could not be overcome.

Initially, pole-construction dwellings would be erected on the reclaimed land. "It will look like any other island community, with trees, gardens, houses and a sea wall," he said. "All the land will be for sale to individuals."

Among those who share Mr. Oliver's hopes for a "better society" are Canadian couple Matthew and Betty Burpee, who sailed their 65 ft trimaran *Triptych* into Fiji waters last year. They had hoped to start a charter business in Fiji, but were prevented from doing so because of local restrictions (see last month's PIM, p. 96).

In January they said they were now hoping to help pioneer the Republic of Minerva — and the *Triptych* would prove very useful in carrying representatives of the Ocean Life Research Foundation between Suva and the Minerva Reefs.

Meanwhile, Tonga was not taking it all lying down. She raised the question of the Minerva Reef take-over at the Canberra Forum (see p. 21) and, at about the time that Prime Minister Prince Tu'pelehake asked the forum for assistance in establishing sovereignty over it, the Tongan fishing vessel *Eliaki* was actually at South Minerva Reef and her crew was erecting a survival kit for shipwrecked mariners.

This was stated to be a gesture by the Tongan government both for strong sentimental and practical reasons, to contribute to the welfare of wayfaring seamen who may be in need by providing the nucleus of fishing equipment, medical supplies and provisions. It is intended that these should be replenished from time to time.

In Canberra, the Prime Minister talked to PIM about the move. Yes, it was to indicate to the world—and, no doubt, to the Republic of Minerva —that Tonga had an interest in the reef.

HRH smiled and his eyes twinkled an affirmative to the query as to whether it was a kind of take-over act.

The forum is backing Tonga for sovereignty and the Geneva Conference on Law of the Sea will be told so.

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Keeping killing out of politics

Fiji will hold a referendum this year on the question of retaining or abolishing the death penalty. A Bill providing for the referendum was approved by the House of Representatives, despite opposition from the Deputy Speaker, Mr. R. D. Patel, on the grounds that taking a referendum was a derogation of the sovereignty of Parliament.

The House also decided that the current suspension of the death penalty in Fiji should be continued until the end of this year, pending the holding of the referendum. Except for certain categories of murder, capital punishment was suspended for five years in 1965. This period was later extended until May this year.

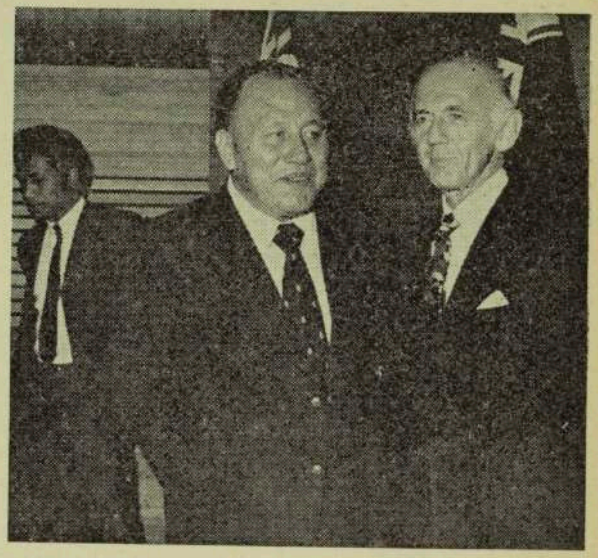
The Attorney-General, Mr. J. N. Falvey, said the referendum would not be taken until after the forthcoming general elections in April/May, because it should be kept out of the hurly-burly of political campaigns.

Only citizens of Fiji would be allowed to vote in the referendum and the issue would be determined on the basis of numbers and not communities, he said.

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Business and Development

Island leaders move towards free trade



Two people whose interest in a free trade may be considerable are Prime Minister Tamasese of Western Samoa and Australia's Prime Minister Mr. W. McMahon. Mr. McMahon opened the forum session.

The South Pacific took a step further towards forming itself into a Free Trade Area as a result of discussions at the Second South Pacific Forum in Canberra in late February.

The forum countries—Australia, NZ, Fiji, Western Samoa, Tonga, Nauru and the Cook Islands—decided to carry out full investigations into the possible development of free trade among themselves. It will be one of the matters to be handled by the newly-formed South Pacific Bureau for Economic Co-operation. The bureau is to have its headquarters in Suva.

The next meeting of the forum, also to be held in Suva, in September, will hear a report on progress on the free trade plan.

It's not likely, however, there will be quick progress, because there are many difficulties to be resolved before such a scheme is possible, even though most of the member countries are in favour of it.

The idea has been mooted for some time, but it became a live issue only last November when the member countries of the forum met in Wellington to discuss South Pacific trade matters generally.

This meeting, of the Committee of South Pacific Trade, had before it a report from the Cook Islands Government recommending the immediate establishment of a South Pacific Islands Free Trade Association, with the aim of getting free trade between the forum countries under way by the middle of this year.

The Cooks suggested that Fiji be encouraged, as "the Pacific island more industrialised than any other," to develop a role as trading hub of the islands, and that regional trade in manufactured goods and in some agricultural products be developed.

The Cooks submitted that revenue from duties and tax on regional exchange of commodities among the forum countries was "so small that any movement to abolish tariffs will not cause any noticeable depletion in the general revenue account of the territories concerned".

The Cook Islanders also proposed that the Islands combine in a bulk ordering scheme for goods they all use, as one way of keeping prices down. It commented on the development of inflation throughout the Islands in recent years, and said that Island territories that were dependent on one or two countries for their imports were at the mercy of inflationary pressures which developed in those countries.

The Wellington meeting was wary about rushing into a free trade scheme, especially after hearing from Australia that economic integration had in the past posed many problems for countries attempting to achieve it. But it felt something could be done meanwhile about rationalising investment, and about closer co-operation in planning.

Fiji pointed out that even expanded Island markets would not be large enough to support inter-island trade, and that in the long term it would be best for Australian and New Zealand manufacturers to set up plants in the Islands to make component parts for re-export into the dominions or for export to Island and world markets.

This would help give work to Islanders and at the same time raise their purchasing power.

The bulk purchasing scheme recommended by the Cooks was not seen as a significant suggestion, and it was proposed that such an idea might best be suited to purchases for government use. This is another of the matters that will be the responsibility of the new Bureau for Economic Co-operation.

The new bureau will also act as a clearing house for information on trade and economic matters, carry out statistical studies on trade, identify opportunities for the widening of Pacific trade, plan rationalisation of manufacturing and processing industries, and generally promote regional trade co-operation in the region.

One thing which is weighing heavily on the side of inter-Island co-operation is the knowledge that a co-ordinating body will save money and effort wasted through duplication. All the forum countries are selling the same things, copra, bananas, produce. Any development they might make will be along identical lines with wasted effort resulting if they plan separately and then find themselves cutting across plans already made by their neighbours.

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West Samoa content with growth rate

A preliminary report issued by the Department of Economic Development indicates a rise in the value of exports in 1971 of 33 per cent., i.e. $4,502,098 against $3,387,888 in 1970. Copra accounted for most of this, exports being up 85 per cent. at 17,781 tons (9,619 tons) but only 48 per cent. up in value because of the drop in copra prices ($2,018,756 against $1,366,241).

Imports were down 5 per cent. at about $9.2 m., bank deposits were up 18 per cent., tourists came in greater numbers, and retail sales in Apia were estimated to be 20 per cent. better than the previous year. Cocoa exports were worth $1,276,998 against $1,036,437, bananas were steady at $535,323, but the first year's export of timber by Potlatch reached only $200,000, a fifth of that hoped for. Non-completion of dredging of Asau Harbour prevented ships entering to pick up the timber scheduled for milling.

Western Samoa's accumulated trade deficit was reduced from $6,389,888 to an estimated $4.7 m. The year's surplus is attributed to foreign inflow in the form of remittances by Samoans living overseas (now nearly $2 m. annually), foreign loans and investment, donations by church groups and tourist spending.

Government revenue receipts rose 13.7 per cent. for the first 10 months of the year to $6,303,213, with expenditure in the corresponding period up only 8.1 per cent. at $5,913,453. The Bank of Western Samoa reported greater activity, and this was reflected in the generally brighter pattern of business in Samoa.

Loan for Tonga

In addition to continuing British technical aid in the form of training in Britain and the provision of experts and equipment for the kingdom, the UK government has made an interest-free loan of £250,000 to Tonga. In an agreement signed in Nukualofa on February 2, the Overseas Development Department undertook to support with the loan a wide range of projects in Tonga's development programme during the financial year 1972-73.

Suva-based Australian Trade Commissioner for SW Pacific, Mr. L. J. Martin has completed his first visit to Tonga together with a familiarisation sweep of Western and American Samoa and Tahiti. He said in Nuku'alofa that the establishment of a Fiji office showed the importance his government attached to the area.

Overall he thought Tonga was heading in the right direction, with good possibilities in shipping, fisheries and the wide range of vegetables she was able to produce. But it was important to study the requirements of the export market and fit local industry to supplying. He instanced as a possibility the canning of pulp tomato which he said could be exported to Australia and many other countries during their off season.

20 million dollar loan for New Caledonia

New Caledonia is to receive a loan of approx. $A20 million from the French bank Banque de Paris et des Pays Bas (PARIBAS). Governor Louis Verger said the loan is expected to finance projects which will provide mainly for building up the territory's infrastructure, principally roadworks. These loan funds will thus be in addition to the $A14 million worth of investment and equipment expenditure which the Territorial Assembly recently approved in the Territory's budget for 1972.

The PARIBAS bank, which is providing the loan at ten per cent. interest, is the fourth and latest bank installed in New Caledonia. It is expected to be officially opened this month.

Japanese in Fiji land deal

Sole rights for the sale in Japan of sites at Pacific Harbour, the $32 million resort and residential project at Deuba, on Fiji's Viti Levu have been granted by Pacific Hotels and Developments Ltd. to a major Japanese development firm, the Nomura Real Estate Company of Tokyo.

The Fiji firm's managing director, Mr. Ralph Grierson, told PIM the Nomura organisation was expected to open a major sales campaign in Japan in February, depending on receipt of final approval from the Bank of Japan to remit foreign currency. Application for the bank's approval was lodged in January.

Mr. Grierson commented: "Increased trade links between Fiji and Japan, which supplies a large proportion of duty-free goods for Fiji's tourist trade, plus the growth in numbers of Japanese visitors to Fiji, makes Japan a logical place for an extension of our activities."

Pacific Hotels and Developments Ltd., have established major sales centres in the USA, Australia, New Zealand, Thailand and Hong Kong, as well as Britain and Japan.

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This photograph illustrates three fishing firsts for Fiji. It's the first blue marlin ever caught by a woman in Fiji (in January); the first really big catch for American visitor Mrs. Shari Givens; and the first marlin caught in Fiji in 1972. Joni, a crew member of the game fishing vessel "Bobbie Dee"—operated from The Fijian Hotel by Marlin Investments Ltd.—poses with a delighted Mrs. Givens and her 175 lb marlin. An all-tackle and 80 lb Fiji women's record is being claimed for the big fish.

New directors for Polynesian Airlines

Mr. E. Annandale, manager of the O. F. Nelson Company in Apia, has been appointed chairman of the Board of Directors of Polynesian Airlines. He was already a member of the board and had been acting as chairman during the illness of the late Mr. E. F. Paul.

As majority shareholder, the Western Samoa Government has nominated for board membership Mr. Tofilau Eti, a member of parliament and former Minister of Health, and Mr. Lew Taylor, New Zealand Director of Civil Aviation.

To fill the vacancy caused by the death of Mr. Paul, Mr. Alan Grey has been appointed to the board.

GEIC goes into an uncommon market

Islanders of the GEIC have moved into the world of commerce. Once they bartered or sold their produce privately, but now marketing has caught on—ever since February when villagers on Nabeina stocked four canoes with produce and paddled to Bikenibeu where they set up a stall in the *maneaba* (meeting house).

Trade was brisk and within two hours they'd disposed of the lot, for $40. It was a successful experiment in marketing which will be repeated, with Radio Tarawa announcing the opening of GEIC's second market in its history.

Maybe, it won't be long before the middle-man makes his appearance on the scene and the Gilbertese get really into the world of commerce.

Some BSIP farmers planted rubbish

In terms of acres, copra planters in BSIP's Central District have gone to town over the subsidised new coconut planting programme. Total new planting in all parts of the district last year was 1,786 acres, of which 1,400 acres belonged to the small landowners. Total planting in 1970 was only 490 acres under subsidy.

But agricultural field officer for the Central District, Mr. J. Janke, isn't satisfied. Too many of the seed nuts used were rubbish, he complained. The department had plenty of improved seed nut for new plantings, and these were being offered at 5c each, delivered free. Yet, few planters had taken advantage of the offer.

Among sub-districts, Santa Ysabel planted 221 acres compared with 29 acres in 1970; Guadalcanal South planted 456 acres (120 acres in 1970), Guadalcanal East, including Gela and Bellona, 381 acres (215 acres), and Guadalcanal West, including Russells and Savo, 728 acres (126 acres).

● The people of Niue will pay more for best cuts of meat but less for gravy beef although the Niue Development Board has increased the price of its meat sold to Burns Philp Ltd. by more than a third. Announcing a rise of $6—from $16 per 100 lb dressed weight for steer or prime beef to $22—the board said the new price allowed for the largest portion of the carcass, which is sold as gravy beef, to be retailed at 26c a lb against the previous 34c lb. The retail price for dearer cuts had been substantially increased, but was still considerably below that for imported meat.



The high c.o.l. of Fiji's c.i.f.

The Fiji Government, which is now having some sort of trauma about the rate of local inflation, might first look at its own contribution to this.

Its incredibly high rate of import duty, for instance.

Based on c.i.f. values that rise every time overseas shipping companies up their freight rates, it is all augmented by a Port & Service Tax loaded on top of everything else.

Recently a woman we know bought a discontinued line of Japanese stoneware at bargain rates in a Sydney department store for the kitchen of her house in Fiji. It cost her $25, was packed in a case and despatched from Sydney by sea.

Surprise, surprise—and no little consternation—at the Suva end to find a bill from the customs agent for over $30, making that bargain crockery now worth, landed, $55. Serves her right, of course. Why shouldn't she eat her victuals off a banana leaf and drink her tea from one of those plastic cups manufactured in Lautoka?

People have been howling about Fiji's c.i.f. system of import duties for years and are always answered by a stream of official gobbledegook. But even without a c.i.f. basis, the dominion has the highest rate of duty in the Pacific. As an example, the duty on crockery in Papua New Guinea is 5 per cent.; in Western Samoa it is 25 per cent. Commonwealth and 37½ per cent. foreign; in the New Hebrides you can choose between paying 15 per cent. on the c.i.f. value or 16½ per cent. on f.o.b. value.

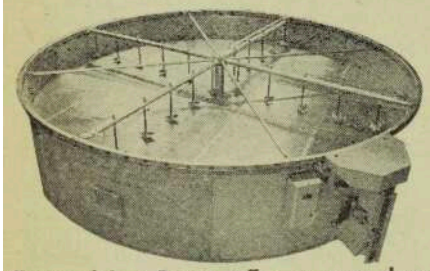
But Fiji levies a rate of 25 per cent. preferential and 50 per cent. general, plus all the trimmings of freight, insurance, port and service tax, etc.

Fiji's high rate of import taxes should stimulate local industry and, to an extent, this has been the case. But all too often the local product is geared not to local wage costs, which are still low, but to the imported article which is manufactured in a high-wage country and has to pay freight and Fiji duty.

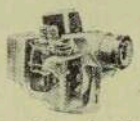
The end result of this is that Fiji is becoming the most expensive place in the Pacific in which to live.

Nor does this affect only the person who fancies eating off a Japanese stoneware breakfast set, but filters right down to the most menial of Fijian labourers who increasingly depend on store food and market vegetables. It takes a lot to fill a Fijian stomach and with dalo at 20 cents per miserable tuber, it's an expensive business these days.

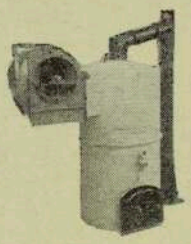
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Population explosion or drift to towns?

The population of urban areas in Papua New Guinea increased spectacularly in the five years between the 1966 and 1971 censuses. According to preliminary figures of the 1971 census, there were increases of more than 100 per cent. in Lae, Rabaul, Goroka, Mr. Hagen and Kieta.

The 1971 census figures for the various urban areas, with the increase on the 1966 census in brackets, are:

Port Moresby, 66,244 (24,396); Lae, 34,699 (18,153); Rabaul, 24,778 (14,217); Goroka, 10,756 (5,930); Mt. Hagen, 9,609 (6,294); Kundiawa, 2,056 (468); Kieta, 2,402 (1,647); Wewak, 12,154 (3,209).

Other towns also had major and minor increases in population.

● Fiji's airline, Air Pacific, joined giant Pan American World Airways, Continental/Air Micronesia and Japan Airlines for talks at Saipan in the Marianas at the end of January. On the agenda were the proposed regulations for charter flights to Saipan and use of Saipan's Klobler airfield.

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Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Australian dollar equals $1.00 New Zealand; 96 cents Fiji; 81 sene Western Samoa; $1.00 Tonga, 45.8 new pence UK, 110 French Pacific francs, 1.19 $US.)

COPRA

Copra industries are controlled through copra boards in NG, the Solomons, the GEIC, both Samoas, Fiji, Tonga and the US Trust Territory. New Hebrides, the Cooks, French Polynesia and New Caledonia don't have boards and copra is either sold individually by growers to overseas buyers or used for local making of soap, etc.

The boards were born after World War II and their functions, which vary among territories, include orderly selling overseas, maintaining stabilisation funds, raising government revenue and developing copra on long-term bases.

NEW GUINEA: — The board, with planters' reps, directs distribution and sales and pays planters. Shipments are made to UK, European markets and to Australia and Japan, and coconut oil mills on New Britain.

Latest prices, delivered main ports, were: hot-air dried, $110 per ton; FMS, $107 per ton; smoke-dried, $105 per ton.

FIJI:—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Prices recently were: 1st grade, $F77.75; 2nd grade, $F67.75, CAS, $F47.75.

WESTERN SAMOA: — The board makes payments to producers through its agents—local firms—and sells the copra on the open market with a portion to Abels Ltd., NZ. Recent prices: 1st quality, $84.10; 2nd quality, $70.40.

TONGA: — All copra is sold to the board which sends it to Europe and the open market. Recent prices to growers were T$70 1st grade, and T$58 2nd grade, per ton. Per coconut 1.2c.

SOLOMON IS.:—All production through board at prices based on Philippines rates. Output goes to the UK, Japan, Australia and the rest to the open market. Recent prices were: 1st grade, $95; 2nd grade, $91; 3rd grade, $81 per ton, BSIP ports (Honiara, Yandina and Gizo).

GILBERT AND ELLICE—2½c per lb (1st grade); 2c per lb (2nd grade).

NEW HEBRIDES: — Copra sold direct by planters to France and Japan. Official market price on Jan. 24 for $37. Marseilles 68 French francs (per 100 kilos) Feb. 16.

EXCHANGE RATES

FIJI.—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National City Bank. Sterling £ on Fiji $, buying £1 = $F2.085; selling £1 = $2.11. Aust. $ on Fiji $, buying $A1.0117 = $F1, selling $A1.0288 = $F1.

WESTERN SAMOA.—Through Bank of Western Samoa, controlled from NZ, seller $A1.2470 to $WS Tala 1.

NORFOLK IS., PAPUA NEW GUINEA.—Australian currency used; no exchange payable in transactions with Australia.

FRENCH PACIFIC COLONIES.—Pacific francs (CFP) are used in New Caledonia, New Hebrides (Jointly with Australian dollars), Wallis and Futuna Is., and Fr. Polynesia. French Bank, Sydney, on Feb. 23, quoted: Selling, Noumea and Papeete, 109.24 Pac. francs to the $Aust.; Paris-London: Buying, 13.2275 francs to the £ (commercial—export and import transactions). 13.22 francs to the £ (financial—nearly all other transactions). Also £ equals 240.1363 (buying), 240.3181 (selling) Pac. francs; 5.50 CFP to 1 metropolitan franc.

Banks should be approached for daily quotes.

COOK IS.:—Copra goes to Abels, Ltd., of Auckland, who operates NZ's copra crushing mill. Prices for Jan. 1 to Mar. 31, packed, shipping weights f.o.b., were fixed at $NZ123.55 1st grade, hot air dried, $NZ121.48. 1st grade, sun dried, and $NZ119.92 standard grade.

US TRUST TERRITORY: $122.50 (grade 1), $112.50 (grade 2), $102.30 (grade 3), delivered district centres; $110 (grade 1), $100 (grade 2), $90 (grade 3), picked up outer islands.

OTHER PRODUCE

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote 45c (4 in. to 10 in.).

Honiara.—Live slugs, over six inches, black —six for 10c, other colours—12 for 10c.

CHILLIES.—Solomons, Honiara, Tabasco, grade one, dried 22c per lb; long red, grade one, dried, 12c per lb.

COCOA.—Islands rates are based on Ghana prices. Ghana price on Feb. 22 (Jan./Mar. shipment) was spot £stg205.50 ton, c.i.f., UK, Continent.

Feb. 22, Quote No. 1: In store Rabaul, export quality, $345 per ton, delivered ex wharf Sydney, $425. Quote No. 2: Best quality ex wharf Sydney $421 (Apr./May shipment), $429 (June/July shipment); in store NG ports, $341 (Apr./May shipment), $349 (June/July shipment).

W. Samoa.—No recent quotes.

Solomons.—4 cents a lb delivered to a fermentary, 3 cents a lb at buying points

COFFEE.—PNG: Feb. 22, good quality, A grade, 36c per lb; B grade, 33½c; C grade, 31c; Y grade, 30½c (ex-store Sydney).

W. Samoa.—Recently, WSTEC ground and dried beans, 49 sene per lb (wholesale).

CROCODILE SKINS.—Honiara: $1.89 to $2.25 per sq. in.

GREEN SNAIL SHELL.—$350 a ton f.o.b. (nominal).

PAPUAN GUM.—Graded gum $215 per ton, f.o.b.

PASSIONFRUIT.—Cook Islands, Islands Foods Ltd. pays growers NZ2.5c per lb for good fruit.

PAPAW.—Cook Islands, Island Foods Ltd. pays growers NZ2c per lb for good fruit.

PEANUTS. — P-NG: Sydney agents reported recently f.o.b., Lae; Kernels—white Spanish 17.25c lb.

PEARL SHELL.—Torres Strait Pearlshellers' Assn. has no recent quotes. **Solomons.**—Honiara, mother of pearl blacklip 14c-16c lb, goldlip 18c lb. **Cook Islands.**—Penrhyn, 20-25c per lb, del. Rarotonga 33-35c per lb. **French Polynesia.**—Tuamotu, Gambier shells, to $1,000 per ton, Papeete.

PYRETHRUM.—NG growers 17c lb. flowers

RICE (Aust.):—**PNG:** Dried brown, 112 lb bags, $123 a ton, 40 lb bags, $133 a ton; vitamin enriched white, 56 lb bags, $136.50 a ton; all f.o.w. Sydney/Melbourne. **Pacific Islands:** Calrose med. grain, white, 56 lb bags, $A128-$A133 a long ton. Kulu long grain white, 56 lb bags, $A164-$A167 a long ton. All prices f.o.w. Sydney/Melbourne.

RUBBER.—PNG prices is based on Singapore rates which on Feb. 4 were: No. 1 RSS (Malayan cents a kilo fob), Mar. 88.75-91.25; Apr. 90-92.75.

SANDALWOOD.—New Hebrides, landed on the beach, Vila and Santo, no recent quotes.

SHARKS FINS.— Chang Sing Loong Co., Suva, offers 75c per lb for 1st quality, 45c for mixed quality.

TROCHUS.—BSIP 4c (uncleaned), 5c (cleaned) per lb.

TURTLE SHELL.—BSI: 20c to $1.20 per lb, depending on size and quality.

VANILLA BEANS. — Prices recently were: White and yellow label processed standard packs, $7.50; green label $7.40, c.i.f., Sydney. **Tonga.**—$T4.20, f.o.b., Nukualofa; $T4.50, Melbourne.

RUBBER.—London, No. 1 RSS spot (per kilo), Feb. 4, prompt shipment, 13.83 p (c. and f.)

UK, US QUOTES

COPRA.—LONDON, Feb. 21, Philippines, in bulk, $US135 (Mar. reseller) per long ton, c.i.f., UK/North European ports; US Pacific coast, b $US111, s $US111½.

COCONUT OIL—LONDON, Feb. 17, £stg105 (Feb./Mar. reseller).

STOCK MARKET

SYDNEY SELLERS

	Jan. 25	Feb. 22
ANG Hold. 1.00	1.04	1.10
Bali Plantations .50	.40	b.34
Burns Philp 1.00	3.00	4.30
Burns Philp (SS) 2.05	3.97	3.50
Carpenter .50	2.47	2.63
Choiseul Plntn. 1.00	3.00	3.00
C.S.R. 1.00	5.00	5.18
Dylup Plntn. .50	.64	.61
Fiji Industries 1.02	b1.90	2.25
Kerema Rubber .50	b.10	b.10
Koitaki Rubber .50	b.52	.48
Lolorua Rubber .50	b.15	b.15
Makurapau Plntn. .50	.62	.60
Mariboi Rubber .50	.08	b.08
PNG Motors .50	.45	.52
Plantation Hldgs. .50	.80	.85
Queensland Ins. 1.00	4.00	4.25
Rubberlands, .50	b.07	.07
Sogeri Rubber, .50	.52	.49
Sth. Pac. Ins., .50	1.75	.28
Steamships Tdg., .50	.72	.72
Territory Brewery, .50	.30	.35
OIL AND MINING	SHARES	
Bougainville .50	2.42	3.15
Buka Min. .10	.02½	.02½
C.R.A. .50	6.00	b6.24
Cultus Pacific .25	b.13	.20
Emperor .10	.48	.38
Highland Gold .20	.10	.10
NG Gold Ltd. .35	.42	.42
Oil Search .50	.20	.19
Pacific I. Mines .25	.06	.06
Placer Dev.*	b24.00	b26.50
Southland .25	.62	.60

* No par value

Sydney Stock Exchange share price index for ordinaries on Jan. 25 was 494.44. On Feb. 22 it was 518.41.

Papuan drill can go ahead now

The hostile reception met with in Papua New Guinea by Australia's decision to ban further off-shore gas and oil exploration in the Gulf of Papua pending a report from the Barrier Reef Royal Commission on the effect of drilling, resulted in late February in the government having to ease restrictions.

The government has now agreed that an exploratory well can be drilled by Phillips in Deception Bay. However, drilling of a well at Pasca will have to wait until receipt of the commissioner's report.

Mr. Andrew Peacock, new Australian Minister for External Territories, said the government's decision would allow "the important work of oil and gas exploration to continue in Papua."

Nationalising PNG's archives!

PNG's archives branch of the Department of Social Development and Home Affairs will in future be known as the National Archives of Papua New Guinea. However, it will remain a branch of the department. At present housed in the House of Assembly, it will soon be moved to permanent premises.

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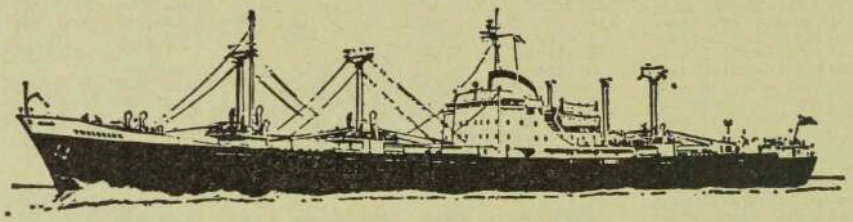
THE BANK LINE

MONTHLY SERVICES

U.K., CONTINENT to PAPUA-NEW GUINEA & SOLOMON ISLANDS
PAPUA, NEW GUINEA to NORTH AMERICA & U.K., CONTINENT
SOLOMON ISLANDS, FIJI, TONGA, SAMOA AND TARAWA to U.K., CONTINENT

☆

U.S. GULF/AUSTRALASIA VESSELS CALL AT FIJI WHEN REQUIRED



FOR PARTICULARS APPLY:

THE BANK LINE (AUSTRALASIA) PTY. LTD., SYDNEY, N.S.W.

nedlloyd Koninklijke Nedlloyd nv

REGULAR SAILINGS BY FAST, MODERN, CARGO VESSELS

from CONTINENTAL PORTS via PANAMA to
PAPEETE, APIA, SUVA, LAUTOKA, NOUMEA and
NEW ZEALAND

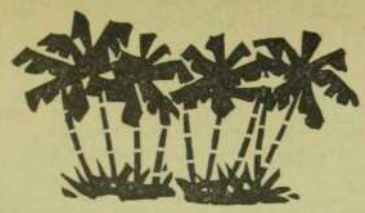
other ports called at subject to sufficient inducement

heavy-lift facilities—refrigerated space—cargo deeptanks

For further particulars apply to agents

Ets. Donald Tahiti, Papeete.
Russell & Sommers (Wellington) Ltd., Wellington, N.Z.
Carpenter's Fiji Ltd., Suva.
Interocean Australia Services Pty. Ltd., Sydney.
Morris Hedstrom & Co. Ltd., Lautoka.
O. F. Nelson & Co. Ltd., Apia.
Agence Maritime Pentecost, Noumea.

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Shipping & Airways Information

SHIPPING

SYDNEY - WEST IRIAN - INDONESIA

P.N. Djakarta Lloyd Shipping Company operates a six to seven weeks' cargo service from Indonesia to Sydney, Melbourne and Fremantle; there are inducement calls at Brisbane.

Details from John Manners and Co. (Aust.) Pty. Ltd., 4 Bridge Street, Sydney (27-9164).

AUST. - WEST IRIAN

Karlander New Guinea Line with Slembe operates cargo service every nine weeks from Sydney to Djayapura.

Details: Karlander Aust. Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301).

SYDNEY - NZ - FIJI/TAHITI - UK

Chandris Lines, with Australis, Britanis and Ellinis, maintains a twice-monthly passenger service from Sydney via NZ, Suva (Australis), via NZ, Tahiti (Britanis and Ellinis).

Details from Chandris Line, 135 King Street, Sydney (28-2451).

Sitmar Line, with one liner, the Fairstar, operates a 10-weekly passenger service from Sydney, Melbourne or Brisbane to Southampton, UK, via NZ, Papeete, Panama and Lisbon.

Details from Sitmar Line, 22 Bridge Street, Sydney (27-4521).

SYDNEY - LORD HOWE IS. - NORFOLK IS. - NEW CALEDONIA

Karlander operates 19-day service from Sydney to Lord Howe, Norfolk and New Caledonia.

Details from Karlander Aust. Ltd., 19-31 Pitt Street, Sydney (27-6301).

Chargeurs Caledoniens, with the Port de France operates two-weekly passenger/cargo service Sydney-Noumea.

Details: Hetherington Kingsbury Pty. Ltd., 4 Bridge Street, Sydney (27-1671).

SYDNEY - GEIC - HONOLULU

Columbus Lines operates monthly passenger-cargo sailings from West Coast, US to Australasia, returning via Tarawa, GEIC and Honolulu to Nth. America.

Details from Columbus Overseas Services Pty. Ltd., 333 George Street, Sydney (29-2101).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES

Polynesie maintains three-weekly passenger sailings—Sydney, Noumea, Vila and Santo.

Details from France Australia, 261 George Street, Sydney (27-2654).

SYDNEY - BRISBANE - NOUMEA

Sofrana, with Capitaine Scott, operates a fortnightly service.

Details from France Australia, 261 George Street, Sydney (27-2654).

AUST. - FIJI - N. CALEDONIA

Fiji-Australia Line's MV Taiyuan offers a regular three-weekly passenger/cargo service from Brisbane and Sydney, to Suva, Lautoka, and Noumea.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522), Morris Hedstrom Ltd., Suva and Lautoka.

SYDNEY - NZ - FIJI - HAWAII - CANADA - US

P and O Liners call regularly at Auckland, Suva and Honolulu on eastbound and westbound voyages between Sydney and the US; occasional calls at Pago Pago and Tonga.

Details from P & O Lines of Aust. Pty. Ltd., 55 Hunter Street, Sydney (2-0317).

SYDNEY - NZ - FIJI - AM. SAMOA - HAWAII - COOKS - TAHITI

Shaw Savill's Northern Star and Ocean Monarch make round-the-world voyages each year, and also cruise in Pacific. They sail from Southampton, alternately via South Africa and Panama, calling at Sydney, Wellington, Auckland, Suva, Pago Pago, Honolulu, Rarotonga and Papeete.

Details from Shaw Savill and Albion, 8a Castlereagh Street, Sydney (28-1481).

AUSTRALIA - FIJI

Nauru Pacific Shipping Lines operates regular passenger/cargo service from Melbourne and Sydney, to Suva and Lautoka.

Details from Nauru Pacific Shipping Lines, Wales Corner, 227 Collins Street, Melbourne (654-4977); Interocean Australia Services, 261 George St., Sydney (2-0573).

AUSTRALIA - FIJI - US - NZ

Karlander (Aust.) Pty. Ltd. operates three-weekly cargo services from Melbourne and Sydney for Suva, Lautoka, Los Angeles, San Francisco and Auckland with sideport door ships, Woolgar, Slevik and Wyvern.

Details from Karlander (Aust.) Ltd., 19-31 Pitt Street, Sydney (27-6301); F. H. Stephens Pty. Ltd., 554 Flinders Street, Melbourne (62-3333); Burns Philp (SS) Co. Ltd., Suva and Lautoka.

AUSTRALIA - NEW CALEDONIA - FIJI - NEW HEBRIDES

Messageries Maritimes Line with Gange operates monthly cargo service from Adelaide, Melbourne, Port Kembla (occasional), Sydney, Newcastle (occasional), and Brisbane (occasional), to Noumea, Suva, Lautoka, Port Vila and Santo.

Inquiries from France Australia, 261 George Street, Sydney (27-2654).

AUSTRALIA - PNG - BSIP

Conpac Pacific Express (Burns Philp and AWP Line) operates three-weekly passenger-cargo service from Sydney and Brisbane to Lae with Tenos, and to Port Moresby with Nimos.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

New Guinea Australia Line's vessel Coral Chief operates every 17-18 days from Sydney to Brisbane, Port Moresby and Samarai (alt. voyages); Island Chief operates every 20/22 days from Sydney to Brisbane, Lae and Rabaul, calling Kavieng alt. voyages; Papuan Chief operates every 21 days from Sydney and Brisbane to Honiara, Kieta and Gizo; New Guinea Chief operates every 21 days from Sydney and Brisbane to Rabaul and Madang. All are cargo services.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

Amplex NG, with Jette Bue, operates monthly cargo service Sydney-Rabaul-Lae, Fulleborne, Wilelo and Bakada.

Details: Hetherington Kingsbury, 4 Bridge Street, Sydney (27-1671).

New Guinea Express Line with two ships operates three-weekly (**Moresby Express**), Melbourne, Sydney, Port Moresby, Lae; (**Lae Express**), Sydney, Brisbane, Lae.

Details from New Guinea Express Line, 37 Pitt St., Sydney (241-1396) and 72 Eagle St., Brisbane (21-9333), Westralian Farmers Transport Pty. Ltd., 459 Collins St., Melbourne (35-4366).

AUST. - PNG - BSIP - NEW HEBRIDES

Karlander New Guinea Line's five cargo vessels call at Brisbane, Lord Howe, Port Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kieta, Honiara, Gizo, Manus, Vila, Santo, Norfolk Island. One carries passengers.

Details from Karlander Aust. Ltd., 19-31 Pitt Street, Sydney (27-6301).

AUSTRALIA - PNG - NAURU - PHILIPPINES - GUAM - GEIC

Nauru Pacific Shipping Lines operates regular passenger/cargo service from Melbourne and Sydney to Port Moresby, Lae, Rabaul, Kieta, Nauru, the Philippines, Guam and Tarawa.

Details from Nauru Pacific Shipping Lines, Wales Cnr., 227 Collins Street, Melbourne. (654-4977); Interocean Australia Services, 261 George St., Sydney (2-0573).

AUSTRALIA - GUAM

Karlander New Guinea Line operates a five weekly cargo service from Sydney, via Brisbane, to Guam.

Details: Karlander Aust. Ltd., 19-31 Pitt Street, Sydney (27-6301).

AUSTRALIA - PNG - FAR EAST

Austasia Line, with Malaysia, runs six-weekly cargo/passenger service from Australia to PNG and Malaysia.

Details: Macquarie Travel, 183 Macquarie Street, Sydney (221-3799).

E. and A. Line passenger ships, Cathay and Chitral, make monthly round voyages from Melbourne, Sydney and Brisbane calling at Port Moresby, Manila, Hong Kong, Keelung, Kobe, Nagoya, Yokohama, Tokyo and Rabaul.

Details from P. and O. Lines of Aust. Pty. Ltd., 55 Hunter Street, Sydney (2-0317).

FAR EAST - FIJI - NEW ZEALAND

China Navigation operates a three-weekly cargo service from Hong Kong to Lautoka, Suva, NZ ports, Manila, Kaoshiung, Keelung, Hong Kong.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

Royal Interocean lines operates monthly passenger/cargo service with three ships from NZ to Djakarta (alt. months), Bangkok, Pt. Swettenham, Singapore to Suva, Lautoka and NZ.

Details from Interocean Australia Services, 261 George Street, Sydney (2-0573); Burns Philp (SS) Co. Ltd., Suva and Lautoka.

FAR EAST - PNG - BSI

China Navigation operates regular cargo service from Hong Kong to Wewak, Madang, Lae, Rabaul, Kieta, Honiara, Port Moresby.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

FAR EAST - NEW GUINEA - S. PACIFIC

China Navigation Co. Ltd. operates monthly cargo service from Japan to NG and South Pacific ports.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

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

Nedlloyd Lines operates from Europe three-weekly cargo service via Panama to Tahiti, Apia, Fiji and New Caledonia; every alternate month from the Continent to Tahiti, New Caledonia and NZ.

Details from Interocean Australia Services, 261 George Street, Sydney (2-0573).

NORTH EUROPE - NEW CALEDONIA

Hamburg/Sued operates monthly cargo services from Dunkirk and Le Havre to Noumea, via Panama.

Details from Columbus Overseas Services Pty. Ltd., 333 George Street, Sydney (29-2101).

EUROPE - TAHITI - NEW CALEDONIA

Messageries Maritimes operates five cargo services a month from north and Mediterranean European ports to Papeete and Noumea, one returning direct from Papeete, two returning direct from Noumea, one returning via Japan (after Noumea) and one returning via NZ (after Noumea).

Details from Messageries Maritimes, 332 Pitt Street, Sydney (61-6664).

JAPAN - GUAM - FIJI - SAMOA - N. CALEDONIA - N. HEBRIDES

Daiwa Line runs a monthly cargo service from Japan via Guam to Suva, Lautoka, Pago Pago, Apia, Vila, Santo and Noumea.

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

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JAPAN - NEW GUINEA

Mitsui and China Nav. vessels provide fortnightly cargo services from major Japanese cities to major NG ports and return.

Details from Swire and Gilchrist, 8 Spring Street, Sydney (20-522).

NEW ZEALAND - COOK IS.

NZGS Moana Roa (40 passengers) makes monthly trips from Auckland to Rarotonga, with calls at Niue and lower Cook Islands when cargo warrants.

Details from NZ Department of Maori and Island Affairs, Wellington (71-846) or any office of Union SS Co. of NZ Ltd.

Lorena, on charter to CI Shipping Co. Ltd., operates three-weekly freight service from Auckland to Rarotonga and calls at Aitutaki alt. voyages. Also calls at Lyttelton.

Details: Silk and Boyd, Box 131, Rarotonga, or CIS Co., Box 448, Auckland.

Jeane Philippe, on charter to Gammon-Milne, calls monthly at Whangarei and other NZ ports en route to Rarotonga.

NZ - COOK IS. - TAHITI

Holm Shipping Co. Ltd. operates a 24-day service from NZ to Rarotonga and Papeete.

Details from Holm Shipping Co. Ltd., John Bates Building, 10 Customs St. E., Auckland (33-946).

NZ - FIJI - TONGA - SAMOAS - NIUE IS.

Union Steam Ship Co. of NZ Ltd. operates three vessels from Auckland. Tofua (passenger-cargo), calls at Suva, Pago Pago, Apia, Vavau, and Nukualofa, Suva, Auckland, every four weeks. Taveuni (cargo only) calls at Lautoka, Suva, Pago Pago, Apia, Nukualofa, Suva, Niue, Auckland, also every four weeks to provide with Tofua a regular alternate fortnightly service. In addition, Waimea (cargo only) leaves Tauranga and Auckland at approximately six weekly intervals on the route followed by Taveuni.

Details from any office of Union Steam Ship Co., Fiji, Tonga, Samoa, Auckland.

NZ - NORFOLK - N. CALEDONIA - AUST.

Holm Shipping Co. vessel, Holmburn, operates 26-day passenger-cargo service Auckland (Onehunga), Norfolk Is., Noumea, Brisbane, Lyttelton, Auckland.

Details from Holm Shipping Co. Ltd., John Bates Building, Customs St. E., Auckland (33-946).

NZ - N. CALEDONIA - N. HEBRIDES - FIJI - WALLIS IS. - NG - BSIP - TAHITI

Sofrana, with four ships, operates cargo service from Auckland and Tauranga (NZ) to Noumea, Vila, Santo, Suva, Lautoka, Futuna, Wallis, New Guinea, BSIP ports and Tahiti.

Details from Sofrana, 42 Customs Street, Auckland (37-2228, 36-4521), P.O. Box 3614.

NZ - FIJI - US

Crusader cargo ships call at Levuka and Honolulu on NZ-US west coast trips.

Details from Crusader Shipping Co. Ltd., P.O. Box 3649, Wellington (46-439).

TONGA - SAMOA - FIJI - AUSTRALIA

Pacific Navigation Company Ltd. (formerly Tonga Shipping Agency) operates monthly cargo service between Nukualofa, Apia, Pago Pago, Suva and Lautoka with Tauloto, to Melbourne and Sydney.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service, cargo only, is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka.

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

UK - PNG - BSIP - GEIC - N. HEBRIDES - N. CALEDONIA

Bank Line operates a monthly direct cargo service from Europe, via South Africa, to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, Vila, Santo, Kieta, Djayapura and Yandina. Each alternate month vessels sail via Panama and call direct at Noumea before Pt. Moresby.

Details from Bank Line (A'asia) Pty. Ltd., 269 George St., Sydney (27-2041).

US/JAPAN - MICRONESIA

MILI, with several inter-island passenger cargo ships, operates regular services out of the US west coast and Japan, via Honolulu and Guam to all major Micronesian ports, including Saipan, Yap, Koror, Ponape, Truk, Kusaie, Kwajalein and Majuro.

Details from MILI, PO Box 468, Saipan, Mariana Islands.

US - HAWAII/SAMOA - AUSTRALIA

Pacific Far East Line operates monthly service from Los Angeles with the Samoa Bear, Korea Bear, and America Bear to Sydney, Brisbane, Melbourne, Burnie, Auckland, Pago Pago, Honolulu, Los Angeles and San Francisco. All carry passengers.

Details from PFEL, 50 Young Street, Sydney (27-4272).

US - FIJI/TAHITI - AUSTRALIA

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

Details from Bank Line (A/asia) Pty. Ltd., 269 George Street, Sydney (27-204).

Pacific Far East Line cruise ships, Mariposa and Monterey operate regularly from San Francisco, Los Angeles, Moorea, Papeete, Rarotonga, Auckland, Sydney, and return via Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Details from PFEL 50 Young Street, Sydney (27-4272).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport's Thorsgaard, Thorsisle and Thor I operate three-weekly cargo services from North American west coast ports to Papeete, Pago Pago, Apia, Suva, Lautoka, Noumea and occasionally Santo, Vila.

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

COOK IS. - TAHITI

Silk and Boyd Ltd. operates service from Rarotonga to Tahiti with Bodmer, Akatere, and Manutai, for general cargo and passengers.

Details: Silk and Boyd, Rarotonga, Ets Donald, Papeete.

AIRWAYS

TRANS-PACIFIC SERVICES

US - HAWAII - BRISBANE - SYDNEY

Qantas, with 707s, operates via Brisbane, leaving Sydney on Thurs., departing from San Francisco on Thurs.

SYDNEY - FIJI - TAHITI - MEXICO

Qantas, with 707s, operates twice weekly out of Sydney on Tues. and Fri. and return out of Mexico City on Tues. and Sat. Stops at Acapulco.

SYDNEY - FIJI - HAWAII - CANADA

CP Air, with DC8s, operates weekly services out of Sydney on Sat. and Vancouver on Thurs.

SYDNEY - NZ - HAWAII - US

Air-NZ with DC8s, operates from Sydney to Los Angeles, via Auckland and Honolulu on Mon., Fri., and Sat. and returns Mon., Wed., and Sat.

SYDNEY - NZ - TAHITI - US

Air-NZ, with DC8s, operates from Sydney to Los Angeles, via Auckland and Papeete on Sun. and returns Fri.

SYDNEY - FIJI - HAWAII - US

Qantas, with 707s, operates daily services between Sydney and San Francisco via Fiji (except Thurs.) and Honolulu with 747B's, Mon., Wed., Sat. Additional services between Aust. and Fiji on Fri., Sat. and Sun.

BOAC, with VC10s, operates from Melbourne and Sydney to Los Angeles on Tues., Thurs., Fri., Sat. and Sun., and Los Angeles to Sydney and Melbourne daily except Mon. and Sat.

American Airlines, with 707s, operates three daylight flights from Sydney to Nadi and Honolulu (Sat., Sun., Mon.), returning from Honolulu to Nadi and Sydney Thurs., Fri. and Sat.

SYDNEY - FIJI - HAWAII

American Airlines, with 707s, operates daylight flights Sat., Sun., Mon., returning Thurs., Fri., Sat.

SYDNEY or NOUMEA - US (via FIJI, NZ or TAHITI)

UTA, with DC8s, operates out of Sydney on Tues. and Fri. and Noumea on Mon., Wed., Thurs., and Sun., NZ on Thurs.

SYDNEY - US (via N. CAL., FIJI, or HAWAII)

PanAm, with 747s, arrives Sydney from Los Angeles, via Honolulu and Nadi, on Sun., Tues. and Thurs. and leaves on return flight the same days.

PanAm, with 707s, operates four days a week return trans-Pacific service out of Sydney and Los Angeles; Mon., Wed. and Fri. flights to Australia go to Melbourne and return to Sydney the same day. Mon. Sydney-LA flight is via Noumea and Honolulu. Jets connect with services to London, Europe and Far East. Jets fly Sydney-Hawaii non-stop both ways Wed., Fri. and Sat.

MELBOURNE - FIJI

Qantas with 707s operates Fiji, Fri., Sat., and Sun. (Sun. flight via Sydney).

MELBOURNE - FIJI - US

Qantas, with 707s, operates from Melbourne to San Francisco via Fiji on Tues. , Fri. and Sun.

MELBOURNE - FIJI - HAWAII

American Airlines, with 707s, operates daylight flights from Melbourne Tues. and Thurs., leaving Honolulu on return Tues. and Sun.

MELBOURNE - NZ - HAWAII - US

Air-NZ, with DC8s, leaves Melbourne for Los Angeles via Auckland and Honolulu, on Sat. and returns Wed.

MELBOURNE - NZ - TAHITI - US

Air-NZ, with DC8s, operates from Melbourne to Los Angeles via Auckland and Papeete on Wed., returning on Sun.

NZ - AM. SAMOA - TAHITI or HAWAII - US

PanAm, with 707s, operates out of Auckland, via Tahiti, on Mon. and Wed., and via American Samoa and Honolulu on Thurs. and Sat. Los Angeles and San Francisco.

American Airlines, with 707s, operates out of Auckland to Honolulu, via Nadi on Wed. and Fri. and from Honolulu to Auckland, via Nadi on Mon. and Wed.

NZ - FIJI - HAWAII - US

Air-NZ, with DC8s, leaves Auckland for Los Angeles, via Fiji and Hawaii on Thurs. and leaves on return same day.

FIJI - HAWAII

American Airlines, with 707s, operates out of Honolulu to Nadi daily (Mon. and Wed. flights via Pago Pago), and from Nadi to Honolulu daily (Wed. and Fri. flights via Pago Pago).

CANADA - FIJI

CP Air with DC8s, operates from Vancouver to Nadi on Mon., returning Wed.

AUSTRALIA-FAR EAST

SYDNEY - PNG - FAR EAST

Qantas, with 707s, operates services out of Sydney on Mon. to Port Moresby and Hong Kong, and returns from Hong Kong on Tues. and Sun. via Manilla.

AUSTRALIA-NEW ZEALAND

Qantas, Air-NZ, BOAC and UTA operate regular trans-Tasman services. Qantas and Air-NZ link major NZ cities with Australian east coast cities.

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AUSTRALIA-PACIFIC ISLANDS

(For other schedules touching these islands see also trans-Pacific services.)

MELBOURNE - NOUMEA - TARAWA AND MAJURO

Air Nauru operates, on a temporary basis, a twice-weekly service, Melbourne-Brisbane-Noumea-Honiara-Nauru and return (with extra services Nauru-Majuro, Nauru-Tarawa), using a Fokker 28 jet.

Details: Nauruan Government Office, 227 Collins St., Melbourne.

SYDNEY - FIJI

Air-India, with 707s, operates weekly services to Nadi on Tues., returning to Sydney on Wed.

SYDNEY - LORD HOWE IS.

Airlines of NSW, with flying-boats, operates four times weekly, return services from Rose Bay, Sydney, to Lord Howe. Extras on holidays.

SYDNEY - NEW CALEDONIA

Qantas and UTA operate Sydney to Noumea Mon., Tues., Wed., Fri., Sun.; and Noumea to Sydney on Mon., Wed., Fri., Sat. and Sun.

SYDNEY - NEW ZEALAND - FIJI

BOAC, with VC10s, operates services out of Sydney on Mon. and Sat., and out of Nadi on Tues. and Sun. NZ call is at Auckland.

SYDNEY - NORFOLK IS.

Qantas, with DC4s, operates three times weekly. More in holiday periods.

AUSTRALIA - PNG

TAA and Ansett, with 727s or DC9s, operate 14 times a week from Brisbane, Sydney or Melbourne to Pt. Moresby.

TAA Fokkers operate Townsville, via Cairns, for Port Moresby on Mon., returning same day by same route. Tues., Townsville via Cairns to Port Moresby, and Port Moresby to Brisbane, via Cairns, Townsville, on Thurs.

Ansett, with Fokkers, operates Wed. service Cairns-Port Moresby-Cairns-Townsville, and a Thursday service Port Moresby-Cairns.

NEW ZEALAND-PACIFIC IS.

(See also trans-Pacific services.)

NZ - AM. SAMOA

PanAm, with 707s, operates from Auckland to Pago Pago on Thurs. and Sat., and returns on Wed. and Fri.

NZ - FIJI

Air-NZ, with DC8s, operates daily return services from Auckland to Nadi.

NZ - FIJI - AM. SAMOA

Air-NZ, with DC8s, operates services out of Auckland on Tues. and Sat. and from Pago Pago on Tues. and Fri.

NZ - TAHITI

UTA, with DC8s, operates weekly from Auckland on Wed. and Fri. and returns Mon. and Wed. Air-NZ, with DC8s, operates weekly from Auckland on Sun., returning Sat.

NZ - NEW CALEDONIA

UTA, with Caravelles, operates weekly from Noumea on Wed. and returns same day.

Air-NZ, with DC8s, leaves Auckland Sundays for Noumea and returns same day.

NZ - NEW CALEDONIA - NEW HEBRIDES

UTA, with Caravelles, operates weekly from Auckland to Vila, via Noumea, on Wed. and returns Mon.

NZ - NORFOLK IS.

Air-NZ, with chartered Qantas DC4s, operates once weekly, leaving Norfolk Is. on Sat. and Auckland on Sun.

NZ - FIJI - HAWAII

Air-NZ with DC8s, operates out of Auckland to Fiji and Honolulu on Thurs., and out of Honolulu to Fiji and Auckland on Thurs.

American Airlines, with 707s, leave Auckland for Honolulu, via Nadi, on Wed. and Fri. and return over same route Mon. and Wed.

INTER - TERRITORY SERVICES

TAHITI - EASTER IS. - CHILE

LAN-Chile, with 707s, operates weekly, leaving Santiago Thurs., arriving Papeete Thurs. evening, dep. Fri. evening, arr. Santiago Sat. Stopover Easter Is. each way.

Details LAN-Chile, 11th floor, Carlton Centre, 55 Elizabeth St., Sydney (28-9629, 28-5621); 95 Queen St., Auckland (375-840).

FIJI - GEIC

Air Pacific, with 748s, operates from Suva to Tarawa via Nadi and Funafuti on Saturdays and returns to Suva via Funafuti and Nadi on Sundays.

GEIC - NAURU

Air Pacific and Air Nauru each operate fortnightly between Nauru and Tarawa (weekly service).

NAURU - MARSHALL IS.

Air Nauru makes a fortnightly flight Nauru-Majuro and return.

FIJI - WESTERN SAMOA

Air Pacific, with 748s, operates one service a week from Nadi to Apia via Suva, leaving Fiji Thurs. Return service from Apia to Nadi via Suva, leaves Apia Mon.

Polynesian Airlines, with 748s, operates one service a week from Nadi to Apia, leaving Nadi on Mon. Return service from Apia to Nadi, leaves Apia on Thurs.

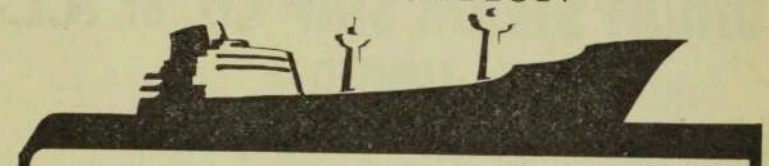
WESTERN SAMOA - TONGA

Polynesian Airlines, with 748s, operates a twice weekly service from Apia to Tonga, leaving Sun. and Wed. from Apia, arriving Tonga on Mon. and Thurs. respectively. Return service leaves Tonga on Tues. and Fri., arriving Apia on Mon. and Thurs. respectively.

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Air Pacific, with 748s, operates from Suva on Wed., Fri. and Sun., via Vila and Santo, to

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Honiara. Planes leave Honiara on Tues., Thurs. and Sat. for Suva. On Mon. 748s fly direct to Pt. Moresby from Honiara and return to Honiara same day, staying overnight before flying to Fiji Tues.

FIJI - TONGA

Air Pacific with 748s operates from Suva to Nukualofa four times a week.

FIJI - WALLIS/FUTUNA

Fiji Air Services operates weekly services to Wallis and Futuna Is.

Details: Fiji Air Services, P.O. Box 1259, Suva (22-666).

FIJI - AM. SAMOA - HAWAII

American Airlines, with 707s, operates out of Honolulu to Nadi daily (Mon. and Wed. via Pago Pago), and Nadi to Honolulu (Wed. and Fri., via Pago Pago).

FIJI - AM. SAMOA - COOK IS.

Air Pacific (chartered by Air-NZ) with HS748s, operates fortnightly service from Nadi to Rarotonga, via Pago Pago (technical stop), returning via Aitutaki and Pago Pago. Service leaves Nadi on Thurs. and returns on Fri.

HAWAII - AM. SAMOA

PanAm, with 707s, operates from Honolulu to Pago Pago on Wed., Thurs., Fri. and Sat.

HAWAII - AM. SAMOA - TAHITI

PanAm, with 707s, operates to Tahiti, via Pago Pago on Thurs. and Sat. and to Tahiti on Tues. and Sat.

HAWAII - MICRONESIA - OKINAWA

Continental-Air Micronesia with 727s operates from Honolulu, Wed. and Sun. via Midway (fuel stop only), Kwajalein, Majuro, Ponape, Truk, Guam and Saipan; Tues. to Okinawa from Guam and Saipan. Return to Honolulu Wed. and Sat.

NEW CALEDONIA - NEW HEBRIDES

UTA, with Caravelles, operates five return services a week, out of Noumea on Mon., Wed., Thurs., Fri. and Sat. to Vila. Returning Mon., Wed., Fri. (2 flights) and Sat.

NEW CAL. - WALLIS IS. - NEW CAL.

UTA, with Caravelles, operates a twice monthly service, leaving Noumea on the second and third Tues. of the month.

NEW GUINEA - WEST IRIAN

TAA operates DC3s Madang to Djayapura and return ait. Tues.

PNG - SOLOMONS

TAA operates Fokker and DC3s three times weekly. Wed. aircraft leaves Pt. Moresby for Honiara, returning Thurs. Tues. and Sat. aircraft leave Rabaul for Honiara via Buka, Kieta, Munda, Yandina, returning Wed. and Sun. A daily Fokker also leaves Pt. Moresby direct to Kieta, returning next morning.

TAHITI - US

UTA, with DC8s, operates on Sun., Tues., Wed., Thurs., Fri., Sat. (non-stop from Papeete to Los Angeles), and returns the same day.

PanAm, with 707s, operates to San Francisco, via Los Angeles on Mon., Tues. and Fri.; to San Francisco, via Honolulu on Tues. and Sat.; and to San Francisco, via Pago Pago and Honolulu, on Sun. and Thurs.; from San Francisco via Honolulu and Pago Pago, to Tahiti on Sat., and from San Francisco, via Los Angeles, to Tahiti on Mon., Wed. and Sat.

Air-NZ, with DC8s, flies to Los Angeles from Papeete on Sun., leaves Los Angeles Fri.

W. SAMOA - AM. SAMOA

Polynesian Airlines, with DC3s, operates between Apia and Pago Pago (four services, Fri.; three Mon., Thurs., Sat., Sun.; two Tues., Wed., all flights 45 min.).

TONGA - NIUE - W. SAMOA

Polynesian Airlines, with 748s, operates weekly service from Tonga to Niue, leaving Tues., arriving Niue Mon., leave Niue Mon., arrive Apia same day.

TAHITI - COOK IS.

Air Tahiti with Piper Aztec, operates charter service from Papeete to Rarotonga.

INTERNAL SERVICES

FIJI

Air Pacific, with HS748s, DC3s and Herons operates regular services to Labasa, Matei, Nadi, Nausori and Savusavu.

Fiji Air Services, with Beech Baron and Norman Islander aircraft, operates to Ovalau Is., Korolevu, Natadola, Deuba and Castaway Island resort.

Details: Fiji Air Services, P.O. Box 1259, Suva (telephone 22-666).

FRENCH POLYNESIA

Air Polynesie, with DC4s, Twin Otters and Islanders, operates to Bora Bora, Huahine, Moorea, Rangiroa, Raiatea, Manihi and Marquesas.

Details from Air Polynesie, P.O. Box 314, Quai Bir Hakeim, Papeete, and UTA offices.

Air Tahiti, with light aircraft, operates shuttle service from Papeete to Moorea and charter service to Raiatea, Bora Bora, Huahine, Rangiroa and Manihi.

GILBERT AND ELLICE ISLANDS

Air Pacific, with Herons, operates regular services between Tarawa, Butaritari, North Tabiteuea and Abemama.

GUAM - US TRUST TERRITORY

Continental-Air Micronesia with 727s and DC6s operates regular service connecting Honolulu, Okinawa and Guam with Saipan, Rota, Yap, Palau, Truk, Ponape, Kwajalein and Majuro.

Details from Air Micronesia, Saipan.

Air Pacific Inc. (not connected with the Fiji-based Air Pacific) with Piper Navajos, operates regular services linking Guam, Saipan, Tinian, and Rota, and charter services are available to other Trust Territory islands.

Details, Air Pacific Inc., Saipan.

Lagoon Aviation Inc. with Grumman Widgeons, operates charter services for the Marshalls district, based on Majuro.

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Hagen, Chimbu and Mendi to Highland and coastal centres.

Macair operates throughout the territory.

Bougainville Air Services operates charter and fare services daily throughout Bougainville, in Cessna and Britten-Norman Islander aircraft. Details: Arawa, Phone 956-159; Buka, Phone 16. Box 298, PO, Kieta.

NEW CALEDONIA

Air Caledonie, with Twin Otters, and Islanders operates regular services to Houailou, Isle of Pines, Isle Ouen, Kone, Koumac, Lifou, Mare, Noumea, Ouvea Touho, Mueo, Belep, Tiga.

Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesiae with Britten-Norman Islanders operates to Santo, Malekula (Norsup and Lamap), Aoba (Walaha and Longana), Pentecost (Lonorore), Erromanga, Tongoa, Aneityum, Tanna and Vila. Twenty-one direct flights connect with all UTA flights Noumea-Vila and return.

Details from Air Melanesiae, P.O. Box 72, Vila.

SOLOMON ISLANDS

Solair, with Beech Barons and Islanders operates to Auki, Avu Avu, Barakoma, Bellona Is., Fera Is., Gizo Honiara, Kira Kira, Marau, Munda, Parasi, Sege, Yandina, Santa Cruz, Mono, Rennell Is. Choiseul Bay and Ballalae.

Details from Solomon Islands Airways Ltd., Box 23, Honiara, BSIP.

PITCAIRNER HOME.—On a 76-day Pacific cruise, the American President Lines cruise ship *President Wilson* dropped anchor off Pitcairn Island and was tickled pink to do so. It was a special call—to take off a descendant of two *Bounty* mutineers, Mrs. Melva Evans, who had been back home from the United States for the first time since leaving the island with her new husband in 1968. Born on the island she met her husband, David Evans, when he was stationed on Pitcairn with a US Government satellite tracking station in 1968. Mr. Evans, a geophysicist, took his wife home to McMinnville, Tennessee. They returned to Pitcairn, via New Zealand and a freighter, in December for a month's stay but this time there was a party of five, Mrs. Evans, who numbers Fletcher Christian and Midshipman Edward Young among her ancestors, her husband and their three children. During her stay at Pitcairn, the *President Wilson* held open house for the islanders.

SWEET SAMOAN AIR?—A small but highly sophisticated scientific laboratory may be established in American Samoa to test the quality of air before it is polluted by moving over a land mass. The US National Oceanic and Atmospheric Administration proposes a site at the eastern tip of Tutuila for a Southern Hemisphere link in its chain of similar laboratories in Hawaii and other northern regions. The scheme could provide overseas training in science and employment in the laboratory for a few young Samoans.

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Deaths of Islands People

Dr. R. Nayacakalou

One of Fiji's most distinguished scholars, Dr. Rusiate Nayacakalou, OBE, died suddenly in Suva on February 6, aged 45. Dr. Nayacakalou, who died in an ambulance taking him to the Colonial War Memorial Hospital after he had suffered a heart attack, had a distinguished academic career in anthropology. He played an important role in establishing reforms within the Fijian administration. He had been manager of the Native Land Trust Board since 1969 and was the first Fijian appointed to this post.

Dr. Nayacakalou graduated B.A. with honours at Auckland University in 1956 and subsequently lectured and did research work there. Two years later, he was appointed to assist Professor O. H. K. Spate in his investigation into the economic problems and prospects of the Fijian people. He then went to the University of London, where he was awarded a Ph.D. in 1963.

In 1964, after appointment to the lecturing staff of Sydney University, he was released to undertake the implementation of a report by a Council of Chiefs committee, which had examined the Fijian administration and Fijian regulations.

Dr. Nayacakalou was awarded the OBE in the Queen's Birthday Honours last June. His citation said: "The general acceptance and successful implementation of the important reforms of the Fijian administration are largely the work of Dr. Nayacakalou and in this achievement he has made a significant contribution to the future of his people and the dominion."

Dr. Nayacakalou leaves a widow and six young children.



Dr. R. Nayacakalou.

Mrs Florence Binskin

The death of Mrs. Florence Binskin of the Island of Dreams, Vella Lavella, occurred on January 27th. She was 78.

One of the well-known identities of the Western Solomons, she was the eldest child of Norman Wheatley, the early trader, and was born on August 5, 1893. She was educated in Sydney, but otherwise spent the whole of her life in the Western Solomons. In 1910 she married Joseph Binskin, who began his career in the Solomons working for her father, and whose home on a small island off Baga was the scene of the "Binskin massacre" the year before, when the first Mrs. Binskin, Unga, and her two children were killed in a raid on the island while her husband was away on a trading voyage.

Despite the grisly history of the island, Florrie preferred it to anywhere else in the world. It was she who gave the island its name, from a popular song at the time of her wedding. She and Joe lived happily on the Island of Dreams and had three children — Florence (1912), Josie (1914) and Bill (1915).

Joseph Binskin died in 1941, just before the Japanese invaded the Solomons, and at about the same time Bill went off to join the Australian Army. Florrie turned down the opportunity of evacuating to San Cristobal, and was soon plunged into the war when the enemy occupied her home. She took refuge in various villages in the interior of Vella Lavella for the remainder of the occupation, assisting the coastwatchers and other allied personnel and evading capture.

On her return home after the fighting, Florrie discovered that she had lost everything. Among items looted or destroyed by the enemy were the stock of the trade store valued at £12,000, the 40-ft ketch "Alice" and 5,000 head of cattle on the plantations. The plantations themselves were a mass of overgrown bush.



Mrs. Florence Binskin.

Undeterred, Florrie set to work to make a living, and for the first three and a half years lived all by herself on the island. In 1952 she formed a partnership with Jeff from Malaita and they were able to get the plantations operating sufficiently to scrape a bare living from them.

Always cheerful and with wide interests, there was nothing Florrie liked better than for a visitor to call on her at her Island of Dreams and to have a cup of tea and a good chat. She was related to the Wheatley, Wickham, Palmer and Talasasa families of the West and had many tales to tell of the old days which were still so vividly retained in her memory.

Her grandson Paul Scobie was with her at the time of her death, and her funeral was attended by her son Bill and about 50 people, mainly from Vella Lavella. She was buried, as she wished to be, in a grave beside her husband on the Island of Dreams.

Elder Kaltosak Sokomanu

A well-known personality of south Efate in the New Hebrides, Elder Kaltosak Sokomanu, died in the Paton Memorial Hospital on February 9. Elder Sokomanu was 80 years old. He served in the British Police and later in the Condominium Post and Telecommunications Department, retiring in 1957.

Elder Sokomanu was awarded the Western Pacific Certificate and Badge of Honour in June, 1962. He is survived by his son, A. G. Kalkoa and three daughters.

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Cook Islands elections

Continued from p. 24

he was confident that his party would gain the majority of seats. He based his forecast on "the very apparent swing of voters away from the Cook Islands Party as demonstrated by the significantly larger crowds attending the Democratic Party rallies, and the outright support of the Ariki (chiefs) and other influential members of the community.

Premier Albert Henry seemed unconcerned. He said he expected membership of the CIP to increase and that the CIP's campaign was proceeding as planned in a peaceful and orderly manner, and that it was "not yet in top gear".

CIP supporters in the Arorangi district of Rarotonga have nominated their two candidates for the general elections. They are Messrs. Taru Moana and Tamataia Pera, both previous CIP members of the Legislative Assembly. At a meeting convened by the Ariki and Island Council of Mitiaro it was unanimously decided that Mr. Raui Pokoati would again be the island's CIP candidate and the CIP supporters on Mauke Island had made it clear that their candidate will be the present Minister of Internal Affairs, Mr. T. A. Henry, who won the Mauke seat, unopposed, in the May, 1968 elections. Reports say that 98 per cent. of Mauke's population will vote CIP and that the remaining two per cent. are 'non-political'.

On February 14, the Premier addressed the largest political gathering seen in the Cooks in recent years. The Victory cinema, in Avarua, was packed with people and others stood outside near the loudspeaker.

When asked if it was true that the Government owed $1 million and was "out of money", the Premier gave an indirect reply that implied that a government never went broke and could always raise more finance by borrowing. He said the Cook Islands people owed the government $1,700,000 in housing and economic development loans, electric power accounts, and so on. He denied allegations that he and his ministers had interfered with the Cooks' judiciary—that they had tried to influence the court's judges.

It's believed that the Democrats will accuse the government of exploiting the people because local salaries have fallen behind the increasing cost of living. Public Servants had been promised salary increases of 15 per cent. Last November they received a 10 per cent. increase and were told the remaining five per cent. would be paid when funds were available.

The government had got itself into serious financial difficulty by using up all its cash reserves and by accumulating liabilities in excess of its immediate cash resources.

According to the interim report by the Audit Office of New Zealand "this unsatisfactory liquidity position arose despite borrowings over the period (December 31, 1969 to October, 1971) of approximately $1,000,000 from the Post Office Savings Bank and by bank overdraft."

The Democratic Party is expected to advocate land law reforms, the liberation of the Public Service from political interference, private ownership of Press and radio services, and other undertakings.

It is too early yet to predict what the outcome of the elections will be, but it is certain that Premier of the Cook Islands and leader of the CIP, Mr. Albert Henry, faces the greatest challenge to his and his party's political dominance.

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THIS TIME FOR THE BANABANS?

Continued from p. 27

the end of the decade Arthur Grimble as Resident Commissioner tried to negotiate an agreement for the transfer of further land with one of the conditions being that worked out lands would not be replanted. Negotiations broke down. Pressure was brought to bear and the Mining Ordinance of 1928 was the outcome. Under the Ordinance land rights were declared to be surface rights only, and all phosphate rights were said to rest with the Crown (a condition which was applied only to certain precious metals in most other countries).

The Crown could, in the 'public interest', purchase such lands and place them at the disposal of a licensee for exploitation. Compensation for surface rights was to be determined by the Government and any additional payments, whether royalties or not, were to be paid by grace and not by right.

It is hardly surprising that the Banabans feel cheated. In effect, they have spent the past 40 years playing a team that not only made the rules but also acted as referee.

Over the past decade or so the Banabans, looking to the example of the Nauruans, have stepped up their campaign in the Press and by approaching the United Nations. They have received minor additional benefits but even now the financial surplus on the Ocean Island operation is divided between the GEIC and the Banabans in an approximate ratio of 85 : 15. To this point the arguments have focussed on *need*—the need of the GEIC with its marginal economy compared with the relative wealth of the Banabans who live on the fertile Fijian island of Rabi.

Now the Banabans are asking that the matter be decided on the basis of *right*. By implication they are suggesting that the United Kingdom, and not phosphates, should foot the bill for the GEIC.

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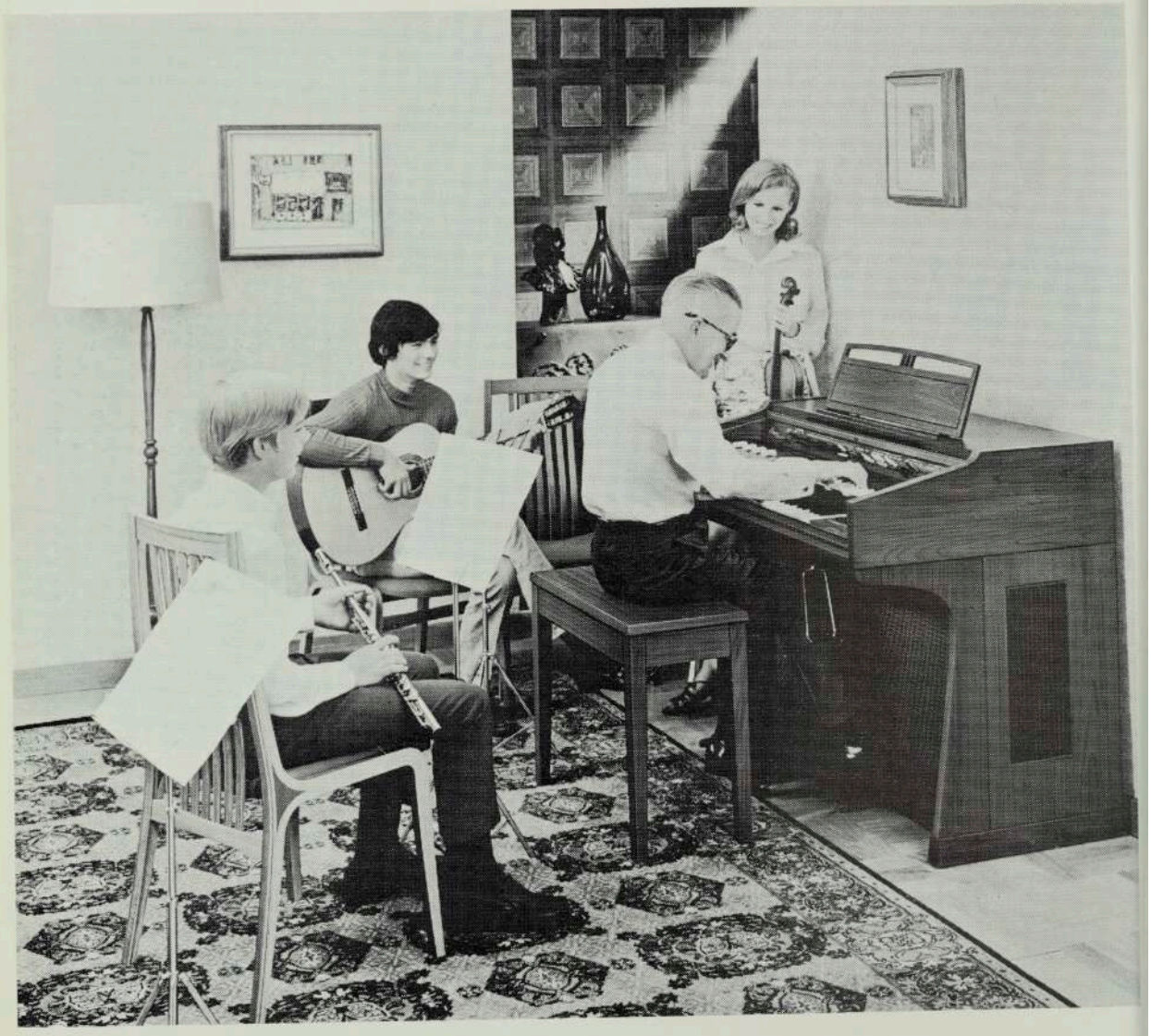


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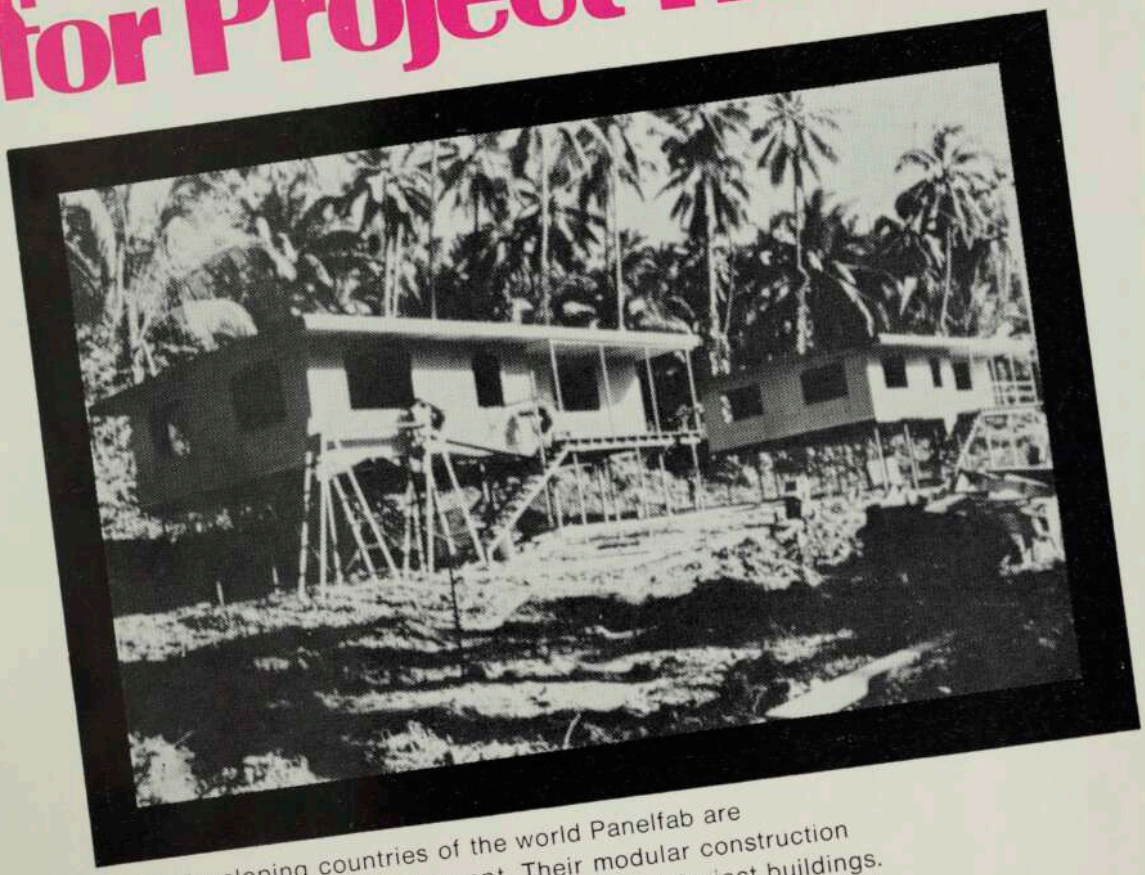


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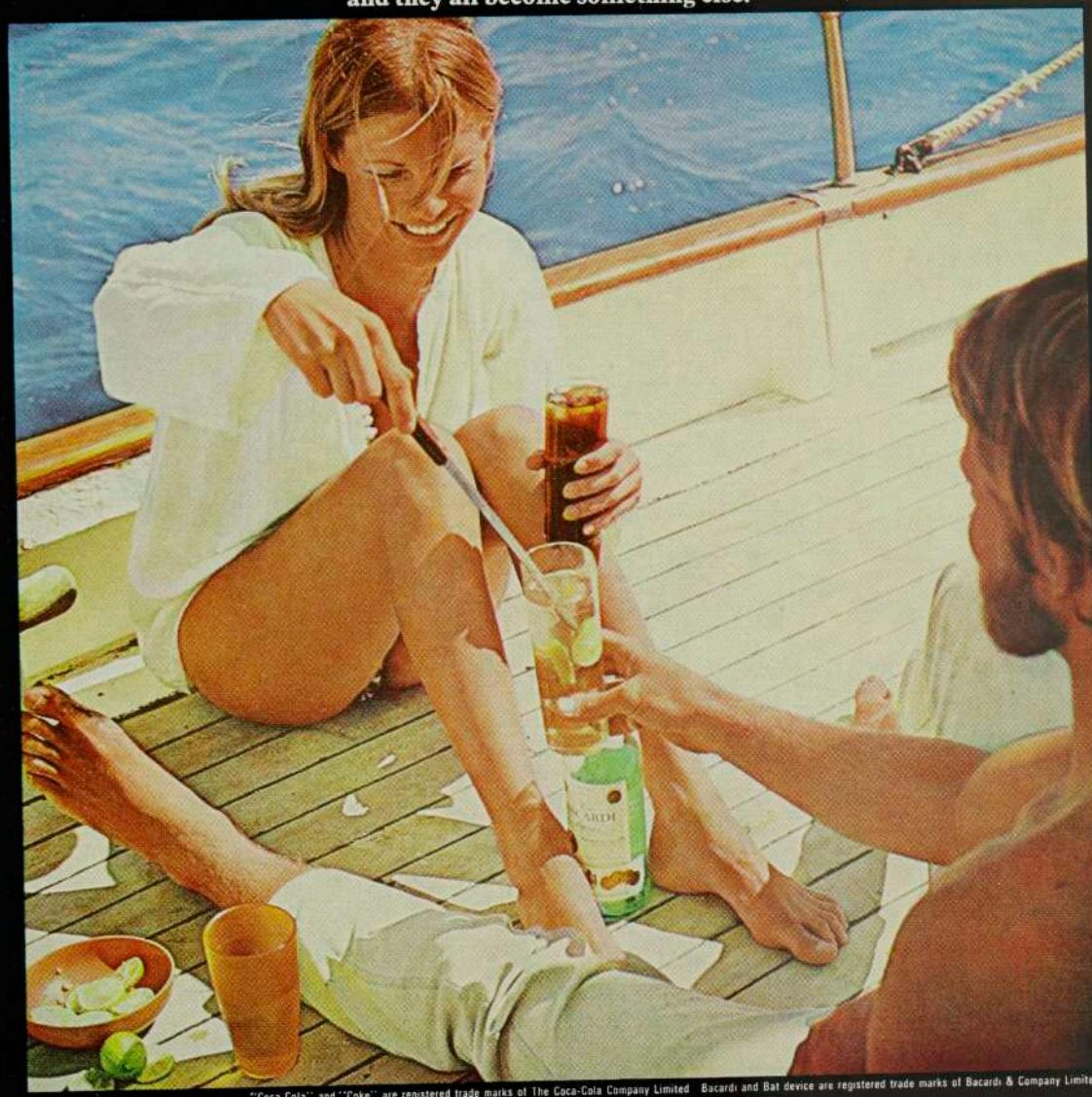
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O'er mountain, thru jungle and swamp, it's been hard going for PNG's politicians



Mr. Simon Kaumi. . . . As Chief Electoral Officer he has 1,001 problems to overcome.

By DONALD WOOLFORD in Port Moresby

The timing of self-government and independence, the nominal major issue in Papua New Guinea's third general election now in progress, is being largely forgotten as candidates encounter the realities of village politics.

Despite the development of political parties and the imminence of major constitutional change, the election, like its predecessors in 1964 and 1968, is primarily a "roads and bridges" affair.

Three major parties are contesting the election—the United Party, the People's Progress Party and the Pangu Party. The United Party is the only one with any real prospects of winning a majority in the 100-member House.

It draws the bulk of its support from the densely-populated, relatively unsophisticated Highlands. It enjoys substantial support from white business and planter interests and can afford a more lavish campaign than its rivals.

Its main aim is to delay self-government as long as it can. It also emphasises the need for tougher law and order measures and wants an Australian-style, private enterprise economy.

People's Progress is in the middle. It largely agrees with the United Party on constitutional change, but takes a more critical attitude towards Australian Government policies and tends to attract the better-educated minority.

On the left is Pangu, which for the last four years has been demanding immediate self-government and which emphasises the need for special help to boost indigenous participation in the economy.

In a nutshell, the United Party argues that more time is needed for the territory to develop with the help of Australian skills and money while Pangu maintains that PNG people can only learn to govern themselves by actually doing it and the time for starting is overdue.



Mr. Oala Oala-Rarua, Assistant Ministerial Member for the Treasury, has resigned and dropped out of the race, to become a member of PNG's Conciliation and Arbitration Tribunal. A timely move, perhaps. His head could have rolled in the elections.

It stresses that self-government and independence will not mean the flight of Australians and their capital, but also makes clear that only a certain sort of Australian—the one with the special skill or the willingness to adapt his life to local standards—will be welcome.

In the big towns, especially Port Moresby, the self-government issue looms as the major one. But in the bush, where the great majority of votes are to be gleaned, such considerations mean virtually nothing. Despite the parties' national campaigns, what will determine the fate of many of the 611 candidates will be religion, tribal affiliation, "big man" status and personality.

A new road, bridge, school or aid post is worth all the constitutional theory in the world.

Most candidates, however, are wary of making promises, even parochial ones. In previous elections many pledges were made and many of them were not kept. Villagers have long memories for broken promises.

"I think candidates are aware now that it's dangerous to make too many promises," the chief electoral officer, Mr. Simon Kaumi, commented.

Furthermore, the concept of political parties is still misunderstood and many villagers reject the idea outright.

The parties are adapting to the realities.

They have all allowed their candidates to decide for themselves whether to campaign on a party platform or to let their allegiance be

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Party squabbles

quietly forgotten. Many have chosen the latter course.

Joe Langro, the sitting member for West Sepik regional has struck so much anti-party feeling he has publicly resigned from Pangu. Party officials in Port Moresby are certain he will, if re-elected, immediately join up again. There is confusion in some electorates over which candidate belongs to which party.

The United Party claims more than 300 candidates are its men—in some electorates virtually everyone running is said to be a member—but has refused to publish a complete list. Pangu has divided its men into endorsed candidates, party members and sympathisers.

Only People's Progress has announced a firm list of 25 candidates.

Several candidates are being claimed by more than one party. The United Party is confident it can win a majority. It expects to sweep the Highlands and most of the less-developed areas of the other mainland districts. It would then need to pick up only the odd seat on the coast and in the islands to get home.

But, even if it gains a majority, many observers doubt its ability to mould all its members into a cohesive, well-disciplined governing party.

Pangu expects to dominate the towns and do well right along the coast. It hopes the National Party, a splinter Highlands movement with which it is loosely associated, will win a few seats from the United Party.

Furthermore, it expects regional movements like the militant Mataungan Association on the Gazelle Peninsula and Napidakoe Navitu on Bougainville to do well and generally support it in the House.

People's Progress, which is probably strongest in the islands, aims to win the balance of power and join the United Party in a governing coalition. The election should also clarify such regional issues as the Gazelle Peninsula crisis. It will provide the first real test of the popular support enjoyed by the Mataungans and their opponents, the Gazelle Council.

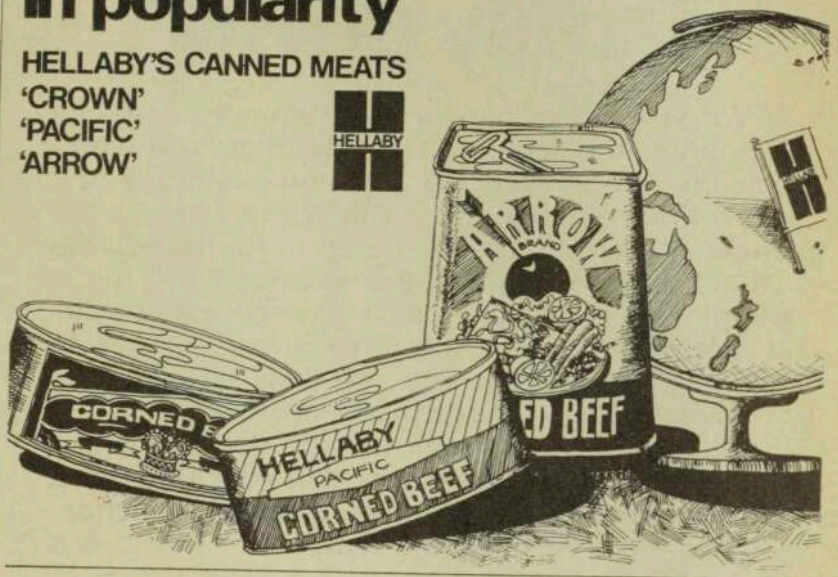
On Bougainville, it should indicate the strength of secessionist feeling. What many observers fear is that there will be a political split along regional lines. If the Highlands go one way and the more sophisticated areas the other, the regional suspicions that already trouble Papua New Guinea politics will be worsened.

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2,000 polling places

that of ensuring that all the 1,500,000 eligible electors have the chance to cast their vote. This is the significant challenge which is now being met by Simon Kaumi, the young Papuan chief electoral officer.

Unlike most countries, in PNG the polls must go to the people. There are about 2,000 polling places, most of them mobile and some having to reach almost inaccessible villages.

Voting has been going on since February 19 and ends on March 11, and to collect the votes, polling teams, comprising nearly 5,000 people drawn from all government departments, are using light planes, helicopters, launches, canoes and, most frequently, their feet, to reach the voters in this land of 800 islands, 14,000 ft mountains, almost impenetrable jungle and swamps.

They patrol into areas where Western life has, as yet, made no impact, into, for example, the wild upper reaches of Papua's Western District where only a few months ago an unknown tribe was discovered.

"We have patrols that walk for four days just to reach one small village," Kaumi said, "and when they get there they'll get perhaps 60 votes."

Such patrols require a team of carriers for their supplies, portable polling booths and blood-red ballot boxes.

Even in areas of relative sophistication, the problem of illiteracy is still widespread. Hundreds of thousands of voters may know who they prefer, but will be unable to read the ballot paper. In the two previous elections they had to tell a polling official who they wanted so he could mark the paper.

To reduce this "whisper" vote—widely criticised because of its potential for abuse—ballot papers this time also carry the photographs of all candidates.

However, many are expected to still vote verbally.

The government has budgeted $500,000 for the election. Kaumi has no idea if it will be enough.

One of his chief fears is heavy rain during the voting period which would disrupt patrolling and force him to rely more on planes and helicopters.

Accidents are always possible. In the 1968 election a canoe carrying a box of ballot papers overturned on the Sepik River, and a government official's wife spent the following night operating a hair-dryer over the box to dry out the papers.

Kaumi, 35, is determined the com-

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The candidates

plex operation will be successful. He sees it as the most important test an indigenous public servant has yet faced.

The balding father of four from Popondetta he was deputy to an Australian officer in 1968. He became chief electoral officer in 1970. A man who admits to having once had political ambitions himself, he is now content to direct the machinery that will decide so many other political fates. He said, "It's a tough job that's being run for the first time by local people. I know many people say we aren't capable of doing this sort of job yet.

"So I'm very aware how important it is for the image and self-confidence of all local public servants that it goes off well."

What of the candidates? According to the campaign manager of one candidate, villagers are "saying that politicians are like pigs. They only come snuffing round when they're hungry".

As the candidates have campaigned, they have found the most common village reaction ranges between apathy and downright hostility.

The villagers have now had eight years' experience of being represented in the House of Assembly. They tend to be sceptical of its value.

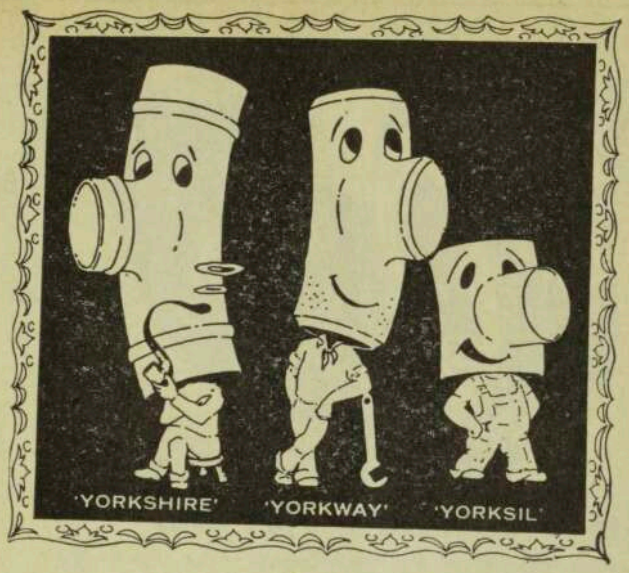
All over the country they have been accusing politicians of deserting them once elected. A frequent reaction has been: "We haven't seen you since you came asking for our vote four years ago. Why should we vote for you again?"

This attitude works against sitting members and few observers will be surprised if more than half the faces in the House which opens on April 20 are new.

The ministerial and assistant ministerial members, whose work has kept them in Port Moresby and away from their electorates for much of the last four years, will be particularly hard hit.

The candidates vary as much as the country and the people they wish to represent. Many candidates, particularly in the Highlands, are illiterate subsistence farmers. At the other end of the scale are men like Dr. Reuben Taureka, one of the territory's first medical graduates and a senior officer in the Public Health Department, and Paul Pora, an economics graduate and Reserve Bank research officer.

On the whole, Mr. Kaumi said, the candidates are markedly younger and better educated than those of 1968. The majority are indigenes but there



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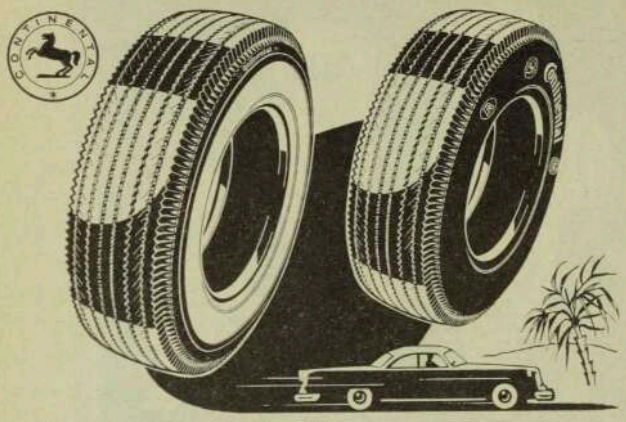
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Young voters 'unknown'

are 39 Europeans and a handful of mixed race and Chinese.

There are also four women and one of them, Papuan health officer Miss Josephine Abaidjah, is given a fair chance of ending the complete male dominance of the House.

There is, in many areas, the beginning of anti-white feeling. There were 20 Europeans in the old House, but few will be surprised if that number is sharply reduced this time despite the addition of 16 new seats.

Kevin Fletcher, the assistant general secretary of the Public Service Association, who is running for Central Regional, says he has met anti-Australian feeling.

"I ploughed through mud up to my knees for half a day to get to a village in the Mekeo," he said. "When I got there an elder told me I should go back to Australia if I wanted to be a politician.

"Right then I reckoned it was the best advice I'd ever had."

Candidates are finding that patience is the quality they need most. Gavera Rea, an Australian-educated personnel officer and trade union leader, said he usually has to wait in a village for several hours before a group gathers.

"You go in and pass the word around that you want to talk to them," he said. "Then there's nothing you can do but sit down and wait until they're ready."

And once the speech has begun, the candidate has to compete with the village children, pigs, dogs and fowls.

One of the big unknowns is how the estimated 225,000 18 to 20-year-olds, enfranchised for the first time, are voting.

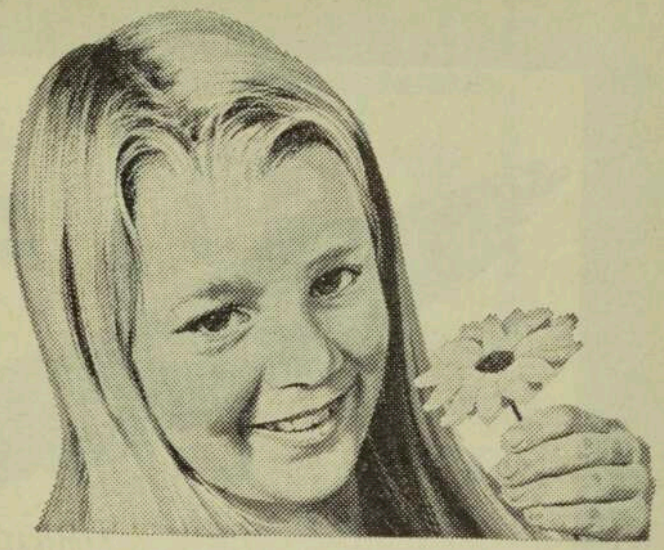
As they represent the best-educated sector of the country, there is a general assumption that they tend to favour the young, well-educated and more radical candidates, but some candidates are reporting trouble reaching them.

In many areas, candidates are bound, by village protocol, to speak in the village's ceremonial meeting house. In some areas, youngsters are forbidden entry to these houses.

It works similarly for women. In some villages Miss Abaidjah is reported to have met hostility from men and been unable to contact the women. Some candidates doubt if there is much point trying to preach to the women.

"They'll vote the way their men tell them," said one candidate.

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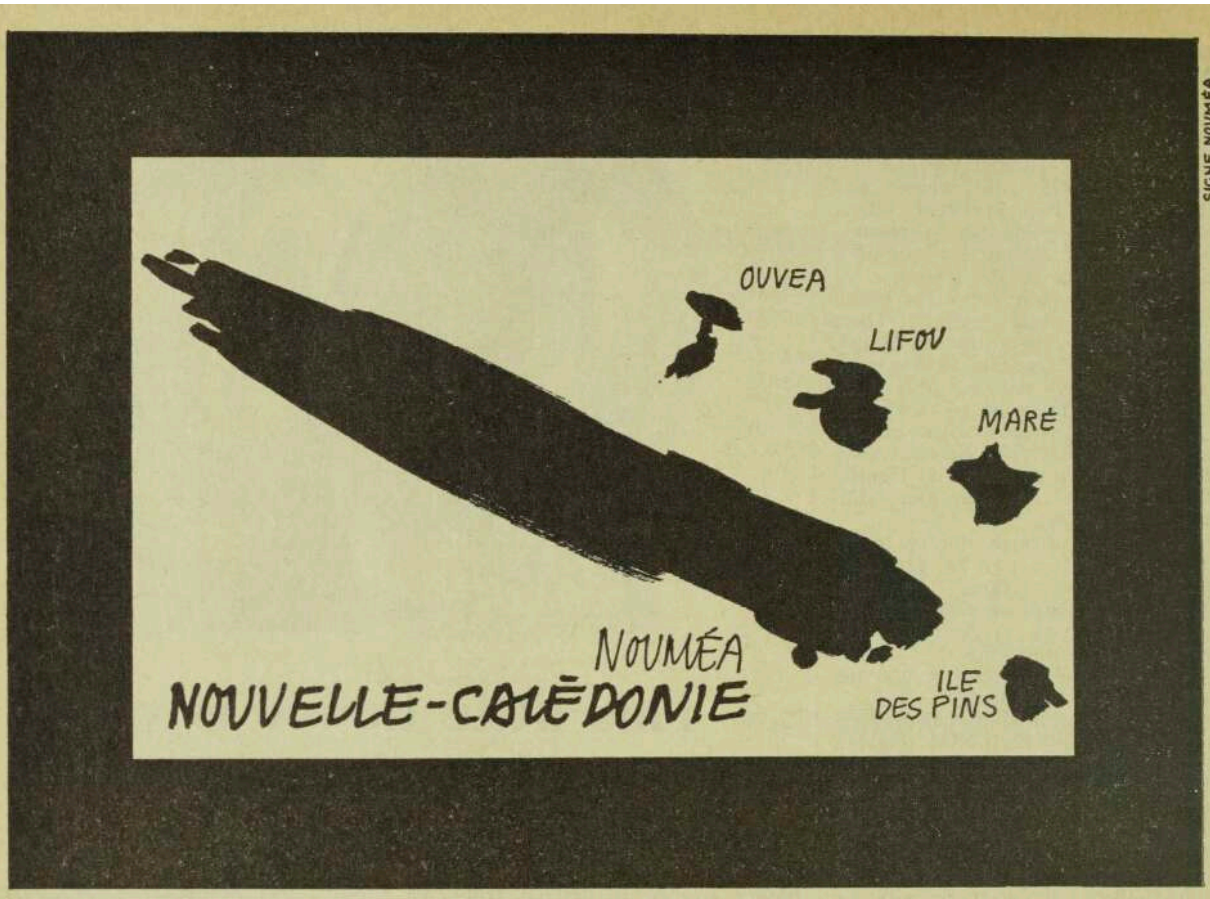
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Postscripts

Black Sunday

January 30 was Black Sunday for seven motor cyclists on Rarotonga. Four were brought to grief in one big pile-up which ended with three going to hospital. The remainder were in separate accidents.

The pile-up came near Avarua when three machines were travelling in "convoy". One attempted to overtake the leader and collided with it. Both crashed and a third joined the melee.

An oncoming Honda 50, with rider and pillion passenger, ploughed into the heap.

In the other incidents, a motor cyclist collided with a car; another ran into a parked motor cycle and one was brought down by a dog which ran into his path.

Hunts grows

The Hunts group of companies continues to prove itself one of the fastest-growing organisations on the Fiji tourism scene. Following expansion of its operations to include Australia, New Zealand and the Solomon Islands, the group has now consolidated all of its shareholdings in Fiji under the control of one company—Hunts Holdings Ltd.

Coinciding with this announcement on February 1, managing director Mr. Dick Warner revealed that an agreement had been reached in principle for the international merchandising company of Jardine Matheson to take a substantial minority shareholding in Hunts Holdings Ltd. "The partnership will bring considerable strength to the Hunts Group," he said. "Jardines is a company with a very long trading history, mostly in SE Asia and the Orient, particularly through its activities in shipping and the tour and travel business."

Good Samaritan

The 30-year-old Anglican cathedral of Saints Peter and Paul at Dogura, in Papua's Milne Bay District was in danger of falling down and nobody was interested.

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the cathedral authorities cast around for someone to do the repairs and for funds to foot the bill. Big contractors and church organisations weren't interested but a Lutheran, private enterprise builder Mr. Werner Pieru, has come to the rescue.

A 48-year-old German immigrant to Australia, Mr. Pieru is doing the work at cut-price rates with the assistance of a team of locals. The bill will be about $12,000, but an appeal for donations has brought in only $2,000 — a "disappointing response" said the cathedral authorities who, however, have been assured of the remaining $10,000 from the Australian Board of Missions.

Two extra pillars are being built into the 170 ft long building to support the west end which is sinking under pressure from the rest of the building. The outside walls, which are flaking badly, are being replastered and covered with a special preservative paint.

The scaffolding is local bamboo lashed together with stripped cane known as "bush string".

Epic voyage

A courageous mercy mission was carried out in Vila Bay at the height of the hurricane Carlotta. Boatswain Ernest of the British Marine Department, captain of the touring launch Keo, undertook to transfer a doctor from the hospital on Iririki Island to Fila Island where a young girl had had her leg broken by a falling door. As the crow flies, the distance is only a little over half a mile, but in a 30 ft launch, at the height of a hurricane, the voyage was of almost epic proportions and deserves to be put into song. It probably will.

Immigrant peals

A church bell, which was in the tower of St. Andrews Church, Cranleigh, Surrey, has been sent to Betio in the Gilbert Islands to be used in the Protestant Church built there a few years ago.

The bell, weighing 1¾ cwt, was cast in 1898, and the church being about to be demolished, the Cranleigh postmaster, Mr. H. Sparrow, who had served a term as Chief Postmaster at Tarawa, arranged for the bell to be given to the GEIC and for its recovery and transport to Betio to be paid for by a firm and the local Rotary Club.

The Rotary Club also collected over 200 books to be sent as a gift to the Betio children.

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Tongans for NZ

New Zealand employers were so pleased with their 61 Tongan workers who were employed in the Hutt Valley area last year, that more will be welcomed there this year.

Eighty-one men were due to arrive in the valley last month, the employers, Ford Motor Company, Todd Motors, Austin Distributors Federation, Alex Harvey Metal Containers, the NZ Railways and W.D.& H.O. Wills, having increased the accommodation.

Another contingent will leave Tonga in July and will be back home for Christmas with their wages.

According to Mr. E. C. D. Watson, chairman of the immigration committee of the Hutt Valley Chamber of Commerce, the first group of Tongan workers—61 of them—was very successful.

"Their conduct was first class," said Mr. Watson. "They set a high standard for the next group to follow."

Workers from Fiji have also been in New Zealand, but their work has not been as congenial as that in the Hutt Valley. They have been on the laborious job of tussock grubbing in Canterbury and there has been some criticism of their accommodation and conditions.

Companies "black"

Companies in Papua New Guinea and Fiji are named, with others, on a black list which is being compiled by a self-described "anti-racist" movement within Australian universities called The Anti-racist Movement.

The list appears on a typed letter which is going the rounds of the universities and which proposes a reorganisation of all anti-racist movements within the universities.

The letter, which is unsigned and carries only one address—a proposed information exchange c/- the Union, Monash University, Clayton, Victoria—appeals for concerted action from groups "such as the Anti-Apartheid, pro-Papua Niugini and left wing groups."

The first action planned is a national campaign to "deny all university facilities to companies and institutions which our research designates as racist", and defines racist companies" as those which don't give equal wages and conditions to their workers of different races; operate on land on which blacks live and have traditional rights of ownership, particularly if there is strong black opposition to the com-

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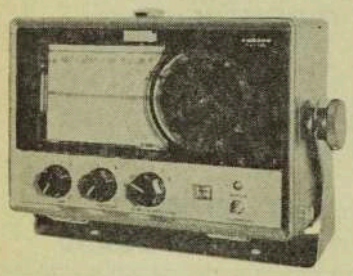
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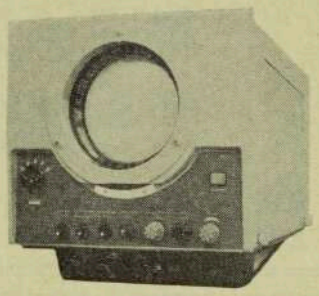
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pany; deny their services on grounds of race."

The list of "companies for research and further action" includes, in PNG, Burns Philp, Steamships Trading, CRA, Bechtel-Pacific, W. R. Carpenter, Harrison and Crossfield, Dillingham Corporation, Kennecott and Mt. Isa Mines, Rothmans and Gulf Oil, and, in Fiji, Burns Philp, Travelodge and newspapers.

"This is a brief, tentative list, by all means add your own villains," the letter reads.

The letter names Nabalco in Gove, CRA in Bougainville and South African Airways as "ideal initial targets" for action which, it is proposed, should include, "Strong pressure on students not to take jobs with them on graduation; the total exclusion of company reps. on campus for recruitment; a total ban on all their advertising in student papers; pressure to cancel all contracts and research agreements currently existing between them and university personnel, regardless of whether this research relates directly to their racist activities; intense research into all their activities, and a campaign against them outside the universities, such as attendance at board meetings and other actions."

Cooks battle

The Cook Islands politicians are clearing the decks for action and announcing their candidates for the Legislative Assembly elections scheduled for April 11.

Dr. Tom Davis, who came home from the United States, where he was a research physician, has found more support for his new Democratic Party with which he hopes to unseat Premier Albert Henry and his ruling Cook Islands Party. He has been joined by the United Cook Islanders Party, the members of which have decided to sink their own identity and join forces with Dr. Davis.

Indefatigable Mr. Albert Henry has been quick off the mark with his campaign and, by the end of January, had held three meetings in the main districts of Rarotonga.

At one of the meetings, Mr. Henry announced that Dr. Joseph Williams, Director of Health, had decided to relinquish his Aitutaki seat which will now be defended by Mr. Geoff Henry, who is external affairs officer in the Premier's Department. Mr. Teaukura, who represented Teau-o-Tonga, has also resigned and is replaced by Mr. J. Browne, a Rarotongan businessman. Other candidates waving the IP banner are Terii Samatua

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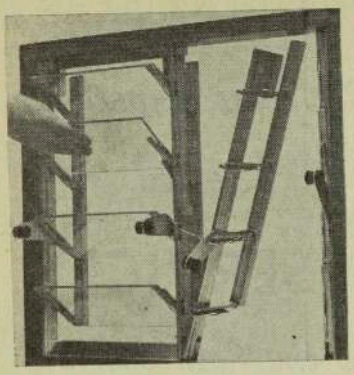
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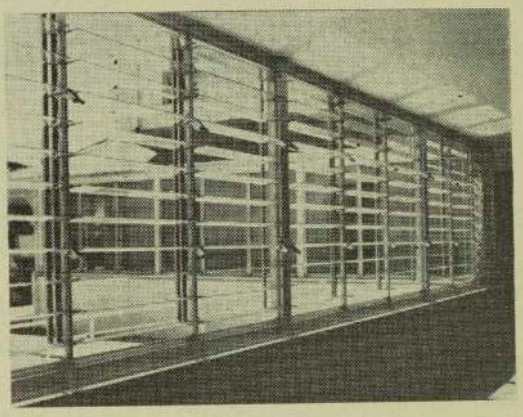


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Candidate Mr. Joe Browne, who has been an "underground" supporter of the Cook Islands Party for several years, confessed that before 1966 he had sat on the fence, "observing which side to support". After the second election, although he never made it known, he fully supported the present government.

"If the people are prepared to carry me, I'm ready" he told a cheering audience.

Millions for TT

United States President Nixon has agreed to the full amount asked by the Trust Territory for its 1973 budget, a matter of US$60 million with another $1 million for the Economic Development Loan Fund.

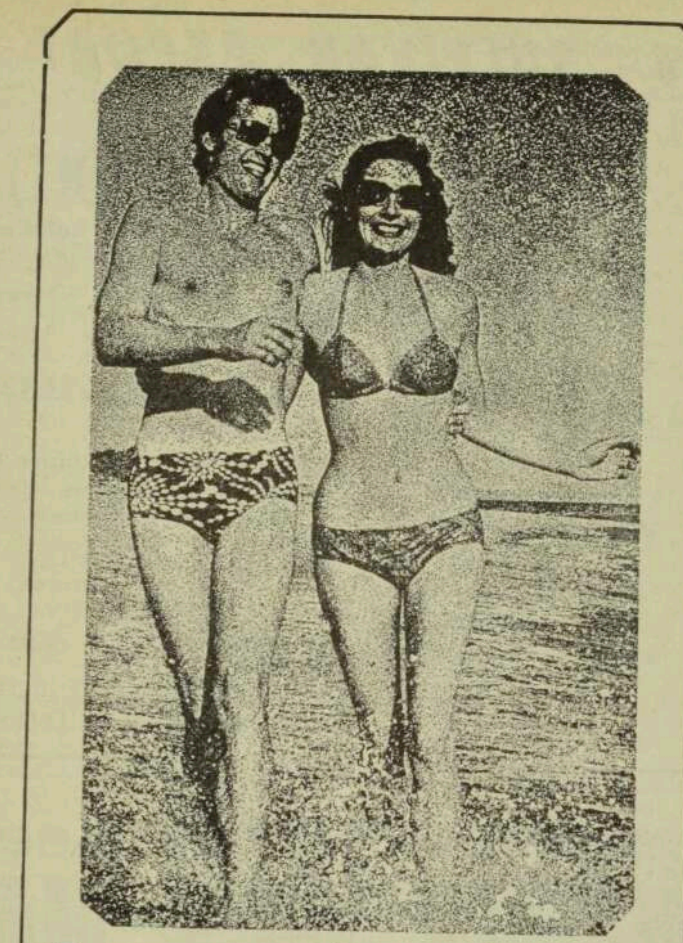
That's the first hurdle cleared. The second, and final one is the United States Congress which must also agree before the $61 million begins to flow into Micronesia.

More than $16 million is for capital improvement projects and $43 million is for operating costs including big grants for education, health and public services, with health taking nearly $7 million and education $11.2 million.

The bill for capital improvements includes $2.4 million for the first phase of the new teaching hospital at Ponape—total cost $5.7 million—$500,000 for the rehabilitation of Bikini Atoll, $4.8 million for water and sewerage projects on Sa'pan, Truk and the Marshalls, and $500,000 for the first part of the new Micronesia Community College at Palikir on Ponape.

Fishy tale

In an annual fishing contest between the three villages of Pukapuka in the Cook Islands in January, fishermen caught an estimated five tons using outrigger canoes—making the best recorded catch for the island. A total of 422 big fish was caught—'ai (tuna), maimai, ono, dolphin, and paara. Roto village won the contest with 164 fish, Ngake came second with 143, and Yato third with 115. Ngake entered eight boats, Roto seven and Yato only four. The fish was shared among the people. It was estimated that if the fish had been sold at 30c a lb the catch would have been worth $3,360. However, the people of Pukapuka never sell fish to each other; they prefer to divide catches.



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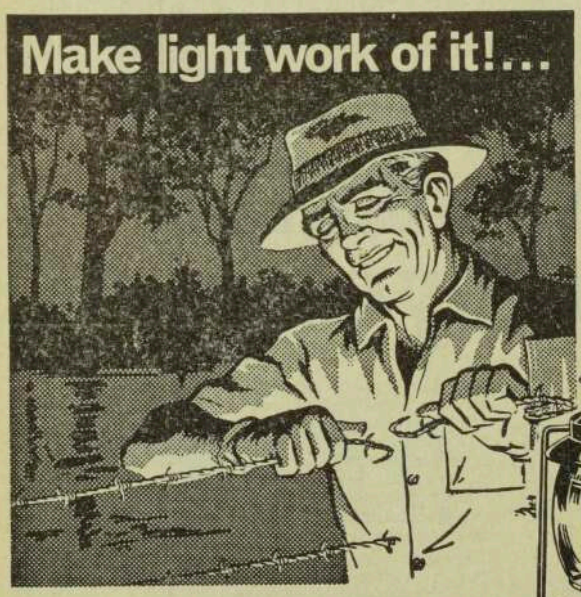
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Feathers ruffled as islands take to air

Continued from p. 23

emergence of another "republic" right on its doorstep; they have their own reefs to safeguard!

The Geneva conference will also be asked to discuss problems arising out of the defining of territorial waters in archipelagoes. The question is, should expanses of sea between islands in a group be international or territorial waters?

Although the forum leaders spent comparatively little time on civil aviation matters, that subject loomed large in their minds and those of the Australians. The Prime Minister of Western Samoa brought his Minister for Civil Aviation, Tupuola Efi, and also the civil aviation administrator, and Senator Cotton, Australia's Minister for Civil Aviation, was also there.

It was one topic which did engender a little heat, certainly from the President of Nauru who gave what one delegate described later as being "the most forceful expression of a point of view he has been heard to make". President DeRoburt both attacked and defended.

A few days earlier he had withdrawn Nauru from the board of Air Pacific, the consortium of airlines and nations which embraces all the forum countries, and which regards itself as being heir, with Polynesian Air Lines, to the growing regional air traffic in the Pacific. The forum was conscious of Nauru's withdrawal. It expressed "fear of intrusion from outside"—that is, from other international airlines and some national ones too—and argued that the region should continue to stick together on aviation.

Air Pacific (formerly Fiji Airways) and PAL started their services for the benefit of their own people when everyone else had no interest in the Islands. Now the Islanders are afraid that as tourism is growing, others will try to take what is theirs. Pan American and Continental Airlines, for example, have recently been given rights by Washington (although by nobody else) to take a more active role in South Pacific aviation.

Australia's internal Ansett Airways is also taking a close interest and is giving a helping hand to Air Nauru in establishing its new routes from Melbourne to Nauru. Ansett's motives are suspect and there is a strong rumour that Ansett has a financial interest in Nauru's expensive new F28 jet.

Ansett has no international rights itself, but is hoping to get them, possibly through New Guinea. The forum was not happy that Nauru was attempting to go it alone, but President DeRoburt argued forcibly that he was entitled to run his airline his own way.

There was a singular absence of any reference to a matter which, some weeks before, had raised the ire of Fiji's Prime Minister—the $700 air fare concession between Australia and London. This concession, it transpired, was confined to nationals of ANZ, and citizens, say, of Fiji, were barred. Ratu Mara's reaction to this was violent. He threatened to refuse Fiji landing rights to the airlines.

He would, it was anticipated, raise the matter in the forum but he didn't and there was no reference to it in the communique. If a compromise had been reached, the forum wasn't told about it.

So far as shipping was concerned, the forum seems to have lost some of its earlier interest in the subject. Tonga has rationalised its shipping, melding the vessels into one commercial set-up (see PIM's shipping section) and Nauru is going it alone, but the forum is interested, at least in the threat to services to the Islands posed by trade unions. The bureau —the only logical body—will probably have to tackle the problem likely to arise of Island shipping, operating to Australia and New Zealand, being faced with demands from the unions for employment of New Zealand or Australian nationals instead of Islanders who are on lower wage scales.

The forum couldn't make a final decision on shipping because it is still awaiting the results of a UNDP survey. In any case, Fiji and Western Samoa are not so sure now that a regional shipping line is a good thing since it has become obvious that shipping is an expensive operation. They are not anxious therefore to push anybody's barrow on the subject.

They are probably hoping that the matter of establishing a regional shipping line will die a natural death, so they won't have to declare their attitude to it.

Education was another subject which appeared on the agenda but which engaged the attention of the Island leaders for only a few minutes —long enough, however, for a complaint to be registered over the failure of the University of the South Pacific to take advantage of schemes offered by other countries to subsidise salaries of university staff with the object of attracting the best.

Three hurricanes have caused havoc among some of the Islands this season so it was natural that the forum would be asked to give a thought to the question of help for hurricane victims.

The forum responded with alacrity. It decided to create a disaster fund of $500,000 to be raised over the next 12 years. Forum members will contribute in equal shares and the question of its administration will be decided by the Island leaders in May. Why May? All five leaders are expected to meet informally in May in Suva while the Arts Festival is on.

Nauru had another bad day during the discussion on tele-communications. At the first forum in Wellington President DeRoburt had pointed out that although Australia, NZ and Fiji had good communications because they were on the main cables, places like Nauru, the Gilbert and Ellice, Tonga, the Samoas and the Cooks were out on a limb with poor radio telephone services restricted in times. He proposed that the undersea cable from Guam be extended to Nauru, Tarawa and then on to the eastern Polynesian islands. In Wellington the member nations were doubtful about the high cost of this, but decided to have it investigated anyway. In Canberra it was reported that the cost was prohibitive and the forum turned thumbs down. But it agreed to look at alternative methods of communications for these off-the-beaten-track islands.

There were other matters decided —oceanic resources, regional co-operation—but the drama had gone with the closing of the chapter on immigration and by noon on the third day there was little to talk about other than agreement on a communique on what they had talked about. It was issued in the afternoon, with suitable comments from Premier Henry but it's dry bones (published for the record on p. 131).

Surely, the people of the Islands deserve something more than a bald communique? After all, it's their future, their prosperity, their lives which are in the balance. Should they have to rely for details, who said what and to whom, on the lobbying of journalists not allowed into the meeting, nor for the most part invited to the forum's social functions?

Now that the forum has taken on substance, should it not be opened, as the South Pacific Conference is opened, to the Press?

● Turn to p. 131 for full text of the official communique.

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An official look at the Islanders' forum

FULL TEXT OF THE CANBERRA COMMUNIQUE

The President of Nauru, the Prime Ministers of Western Samoa, Tonga and Fiji, the Premier of the Cook Islands, and the Australian and New Zealand Ministers for Foreign Affairs met in Canberra from February 23-25 for informal discussion of many issues affecting the lives and welfare of the peoples of the South Pacific. All participants acknowledged the value of meeting again to build upon the foundations laid at the inaugural session of the forum held in Wellington in 1971.

This second meeting advanced the process of mutual consultation and represented a further stage in the sympathetic understanding of each other's problems and in willing collaboration in practical measures directed to their solution. The advantages of co-operation and the opportunity of easy and informal exchanges were found to reinforce a sense of regional identity and common purpose, directed to the advancement of all the peoples of the region.

TRADE:—The forum recognised that a prime trade objective of the region was to endeavour to change the pattern whereby the territories previously dependent had supplied raw materials to metropolitan countries but were unable to manufacture many of the goods they required. Some methods of modifying the pattern could be increased inter-island trade, increased investment in the Islands, joint ventures providing for the manufacture in the Islands of components made for products in the developed countries, and consideration of trade barriers affecting Island goods.

The forum reached agreement in principle to the establishment of a bureau to deal with trade and related matters, to be located in Suva, subject to supervision by a committee, which would itself report and make recommendations to the forum on matters deriving from the work of the bureau.

The forum agreed that the fundamental purpose of the bureau would be to ensure that the process of consultation on trade and related matters among members of the South Pacific Forum is on a continuing basis and that projects considered useful from a regional viewpoint can be swiftly implemented.

The principal functions of the bureau, which would be of limited size, would be to:

1. Identify the opportunities for a modification of present trade patterns in the South Pacific region, and between the region and other countries, having in mind the objectives of regional trade expansion.

2. Carry out necessary investigations in connection with development of free trade among the Island members of the forum.

3. Study the development plans and policies of forum members in an effort to promote co-operation in the region; and to investigate the scope for regional development planning aimed among other things at a rationalisation of manufacturing and processing industries and the achievement of economies of scale in certain regional enterprises.

4. Establish an advisory service on sources of technical assistance, aid and investment finance, both official and private, that are available to members of the forum.

5. Undertake studies of regional transport, as necessary, and help co-ordinate the action, both government and private, in this sector.

6. Advise and assist member governments with the operation of a regional trade and tourist promotion service.

7. Provide a means of regular and rapid consultation among the islands on the region's import requirements to enable the bulk ordering of essential imports by official agencies.

8. Act as a clearing house for information on trade, production, and economic development in the region and in areas outside the region which are of interest to members of the forum.

9. Carry out research and statistical studies on production and trade on a continuing basis as requested by the committee.

10. Undertake such other functions as may be decided by the members of the forum from time to time.

It was agreed that care should be taken to avoid unnecessary duplication of activities with other multi-national bodies in the region. Costs of the bureau would be apportioned on the basis of one-third each to Australia, New Zealand and the Islands as a group.

LAW OF THE SEA:—The forum discussed Law of the Sea, including territorial waters, the archipelago principle, rights of innocent passage, control over fisheries, and measures to control pollution in the Pacific. There was a broad measure of agreement on general interests and objectives and it was agreed to continue consultation in the preparatory committee for the Law of the Sea Conference. The forum supported the stand of Tonga in relation to Minerva Reef and noted that the legal steps to be taken were being put under study.

IMMIGRATION:—The forum heard statements by Island leaders outlining the immigration difficulties of Island people in the areas of permanent entry, training opportunities, temporary employment and visitors permits. The Australian Minister of Immigration and New Zealand Foreign Minister explained their immigration policies and undertook to give sympathetic consideration to allowing more people from the Islands to enter their countries for training in technical skills unavailable in their home countries.

CIVIL AVIATION:—There was a general exchange of views on civil aviation in the South Pacific introduced by Western Samoa, in which all delegations took part.

The forum recognised the importance of aviation communications in the isolated situation of Pacific islands and the advantages of solidarity were stressed. Emphasis was placed on the importance of co-operation among the countries represented in the interests of the airlines and the peoples of the region. The attention of the forum was drawn to the special problems of those who were not members of the regional consortium.

The forum noted the discussions held in Melbourne last September between Ministers of Civil Aviation had been valuable in furthering co-operation in regional air transport and the intention that such meetings should be held in future at regular intervals.

TELE-COMMUNICATIONS:—The forum received a paper on tele-communications prepared by Australia and New Zealand and learned that a decision had been taken against the southward extension through Kwajalein of a submarine cable. It was resolved that the South Pacific Commission be invited to conduct further studies in consultation with Island territories including estimated revenue, estimated costs to members, and possible sources of finance for the various methods of communication. Fiji undertook to raise the matter at the forthcoming South Pacific Conference.

OCEANIC RESOURCES:—The forum studied an information paper on the steps being taken to commence a pilot project aimed at 'farming' the lagoons and atolls of the Cook Islands.

SHIPPING:—The forum noted the need to keep under review possible impediments to the development of shipping services within the region.

EDUCATION:—The forum recognised the importance of education and that it should always appear on the agenda of meetings, particularly with regard to the University of the South Pacific. The forum received the report of an international mission on medical education in the South Pacific, and a draft letter from the chairman of the University Grants Committee to the vice-chancellor of the university, for information. Attention was drawn to the fact that the university was not taking advantage of salary supplementation schemes offered by some countries. Members with representatives on the council of the university were invited to urge the use of this resource.

REGIONAL CO-OPERATION: — There was general acceptance of the importance of consultation and of the need to develop a habit of collaboration. The forum received a paper by Australia listing the International Organisations in the South Pacific. It was considered that the new South Pacific Bureau for Economic Co-operation could amplify and tabulate the list and include individual projects throughout the region.

REGIONAL DISASTER FUND: — The forum approved the establishment of a regional disaster fund for the Island members, to be built up over 12 years to a total of $500,000. The Island members would contribute equally to the fund.

FUTURE MEETINGS:—It was agreed to accept the offer of the government of Fiji to be host at the next meeting of the forum to be held in Suva in September, 1972.

Index to Advertisers

dams Ind. 47, 119
ir India 42
ir Pacific 4
nsett 74
rnott, Wm. 12
ust. Dairy Board 127
acardi 112
ank Line 100
rghouse 87
sh Ltd. 86
O.A.C. 89, 90, 91, 92
2, 116, cov. iii
aybon 46
eckwoldt, Wm. 118
itish Tobacco 68
ockhoff's 5
uce 83
unton & Co. 67
yant 85
mmeray Marine 88
rpenter,
W. R., 43, cov. iv
stlemaine Perkins 124
e Engine 82
ssified 106
Commonwealth Timbers 118
Combustion Eng. 94
CSR 1
Daiwa Line 105
Demka 58
Dept. of Trade 14
Eagle 122
Edels cov. iv
Ego 87
Fisher & Co. 88
Fisher, Peter 129
Frigate Rum 126
Furness 103
Furuno Electric 124
Geelong Investments ii
George & Ashton 84
Gillespie Bros. 18
Gillette 3
Grove, W. H. 123
Groupe Pentecost 120
Halvorsen 86
Handi Works 128
Harvey Trinder 16
Harland 97
Heinz, H. J. 54
Hellaby 115
Hutchinson, Robert 8
International Harvester 40
Karlander Line 115
Kempthorne Prosser 7
Kerr Bros. 78
Land, Wm. 123
Lees 10, 84
Macquarie 96
Massey-Ferguson 56
Matsushita 109
Millers Ltd. 80
Morris Hedstrom 6
Nederland Line 100
Nelson & Robertson 125
Nestle Co. 20
Nissan 64, 65
Pacific Islands Transport Line 104
Panelfab 111
Pauls Foods 61
PNG Printing 15
Qantas 76
Qld. Insurance 121
Rabone Chesterman 10
Reckitt & Colman 9
Rothmans 17
Sandy, J. 126
Sansui Electric 36
Southern Pacific Insurance 125
South Pac. Supply 108
Stapleton, J. T. 123
Stella Kirk 83
Sullivan, C. 128
Swire & Gilchrist 19, 63
Tabata Co. 46
Tait, W. S. 114
Tatham, S. E. 44
Toyota cov. ii
Trio Electronics 62
Turners Supply 122
Union SS Co. 104
Warburton Franki 52
Webster, David 130
Willem II cov. iv
Wunderlich Ltd. 11
Yorkshire Imperial 117
Yorkshire Ins. 122
Zeiss, Carl 85

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In a Nutshell

SHIP HELD IN MAJURO.—The Greek-owned ship mv *Pacific Paul,* on charter to Transpacific Lines, Inc., the new name assumed by MILI, is port-bound in Majuro under an attachment order awaiting the result of a civil action which TRANSPAC is bringing against her owners for damages resulting from cargo losses. The suit is a sequel to a criminal court hearing in January when several crew members were fined $US1,000 each for stealing cargo. The civil action writ alleges that there were further thefts since *Pacific Paul* left Palau and that stealing occurred all through the 23-month period the ship was under charter to TRANSPAC. The ship will be unable to leave Majuro unless her owners post a bond for $85,000 plus a quarter of the costs.

IMPETUOUS-HE DIED—A 6 ft plus, 15 stone Queenslander, John Bradshaw, aged 32, pulled a New Guinea highlander from among his 29 companions in a truck at Mount Hagen and struck him in the mouth three times. The highlander Wani Oke, retaliated by throwing a stone at Bradshaw which struck him on the temple. Bradshaw died later from brain damage. Mr. Justice Raine, in the Supreme Court at Mount Hagen, gaoled Oke for three years three months for manslaughter and another highlander, Wani Rumins, who had taken part in the fight, to one year. Of Bradshaw's action, Mr. Justice Raine said: "His impetuosity led to his death. This is a classic spur of the moment manslaughter case where, passions aroused, death was caused by a recklessly indifferent hostile act."

NEW HEBRIDES ON AGENDA —British Under-secretary for Foreign and Commonwealth Affairs Mr. Anthony Kershaw, who was in the New Hebrides in January, will be talking shortly with his French opposite number, Mr. Messmer. He told the British House of Commons of this when asked what he was doing to co-operate more closely with the French Government over development in the condominium. As he pointed out, there is already the closest co-operation—there was a joint meeting in Paris last October—but he would be having more talks. Would the talks touch on the New Hebrideans' aspirations for independence?

QUEEN'S STATUE—A burnished bronze statue of Queen Salote, Queen of Tonga, is to be erected in Nukualofa, probably among the Royal tombs, at a cost of $14,145. The sculptor, Australian Marc Clark, hopes to complete the work by next December. The statue will depict the queen in a blend of coronation robes and Tongan dress, and her coat of arms will appear on a bronze plaque to be fixed on the pedestal. The figure of the queen will be between seven feet and eight feet high.

NIUEAN EXODUS.—Migration is thought to be behind the drop of 206 in Niue's population between 1966 and the census of 1971. The latest total is 4,988, of which males are in a majority of 28. Boys heavily outnumber girls however. More than half the population is under 15, and in this age group there are 1,313 males and 1,200 females. Women outnumber men by 565 to 474 in the ages 20 to 39, which presumably indicates that a considerable number of men have gone overseas in search of work. It looks as if many may have to look abroad also for wives if most are to marry.

The same five year period saw a rise in the population of Western Samoa of 9.3 per cent., to 143,547. Males outnumber females by 74,227 to 69,320. The increase was more pronounced in Savaii (10.2 per cent.) than in Upolu (8.9 per cent.).

Samoa's numbers would have been much greater but for a net emigration of 8,970 during the five years. It is calculated that if all these Samoans had stayed at home, the population increase would be about 16 per cent.

HEAVEN HELP THEM!—Trying to extract political advantage out of spiritual authority was charged against two pastors of the Apostolic Church by a rival European candidate in a Western Highlands seat in the PNG elections. Andrew Flower complained early in February that the two pastors had said in church that God would be very angry with people who did not vote for them. Flower suggested they might be straining their own connection with the Almighty. "God help the next House of Assembly if this sort of electioneering continues," he said.



Boeing flew this new jet, the Boeing 737 (133 economy passengers), from Sydney to Norfolk Island in February to help Qantas decide whether to buy it to replace the old DC4 on the run. The jet's arrival (here it's taking off from Norfolk) resulted in protests from a group of islanders horrified by fears of the effect of jet noise on local fauna, not to mention local homo sapiens. Sydney acoustics engineer Louis A. Challis made tests for the group and reported that under the glide path the noise was "ear shattering". But there is probably more to the issue than noise. Some Norfolk Islanders are not so sure now they want the increased development and tourism that will come with the jet. Qantas says it would also like to use the 737 on a possible new link from Port Moresby to Guam.

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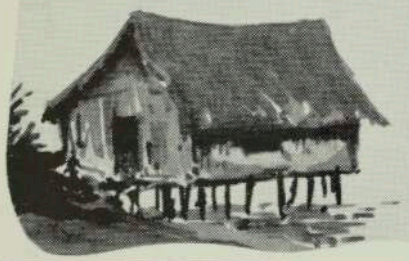
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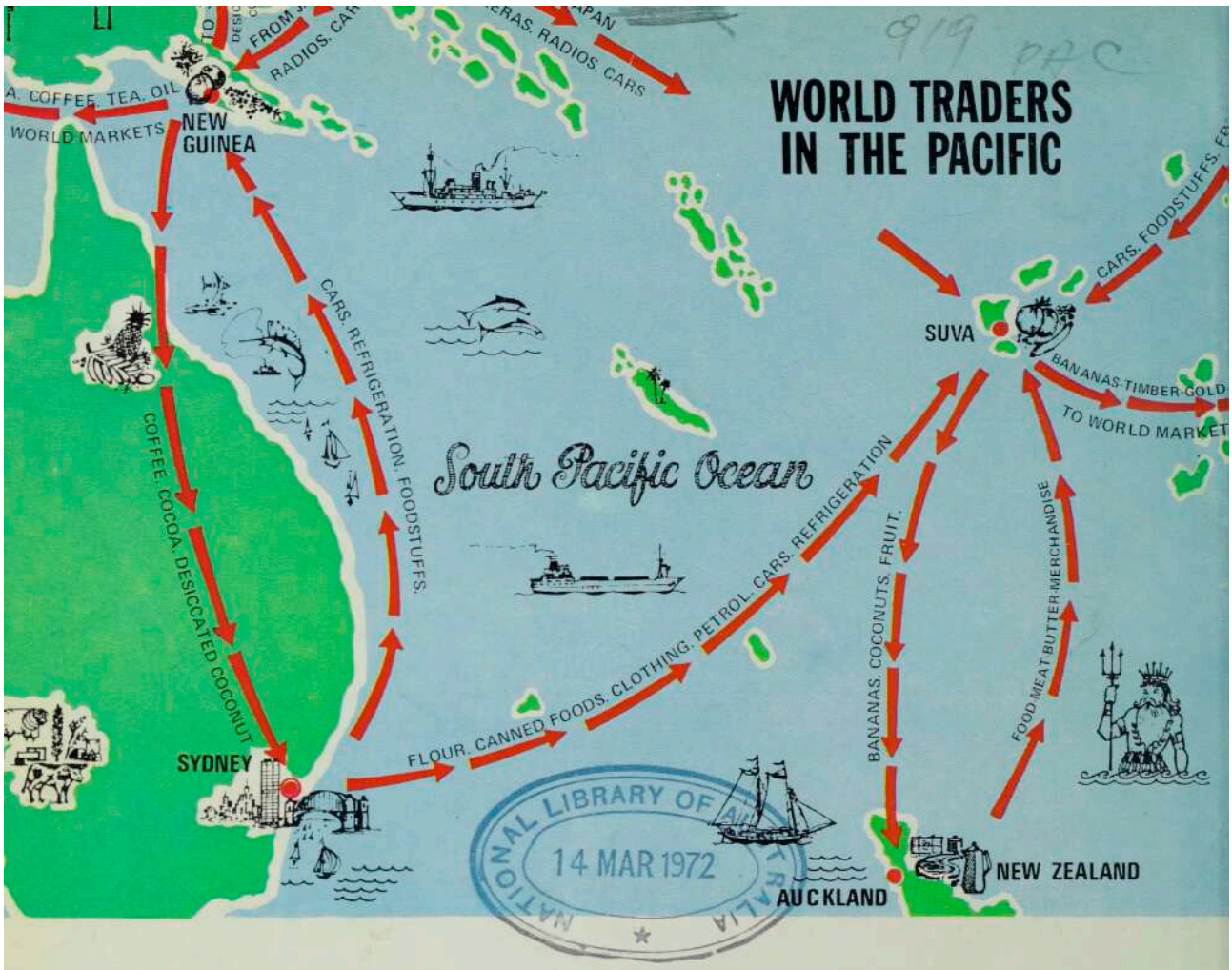
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