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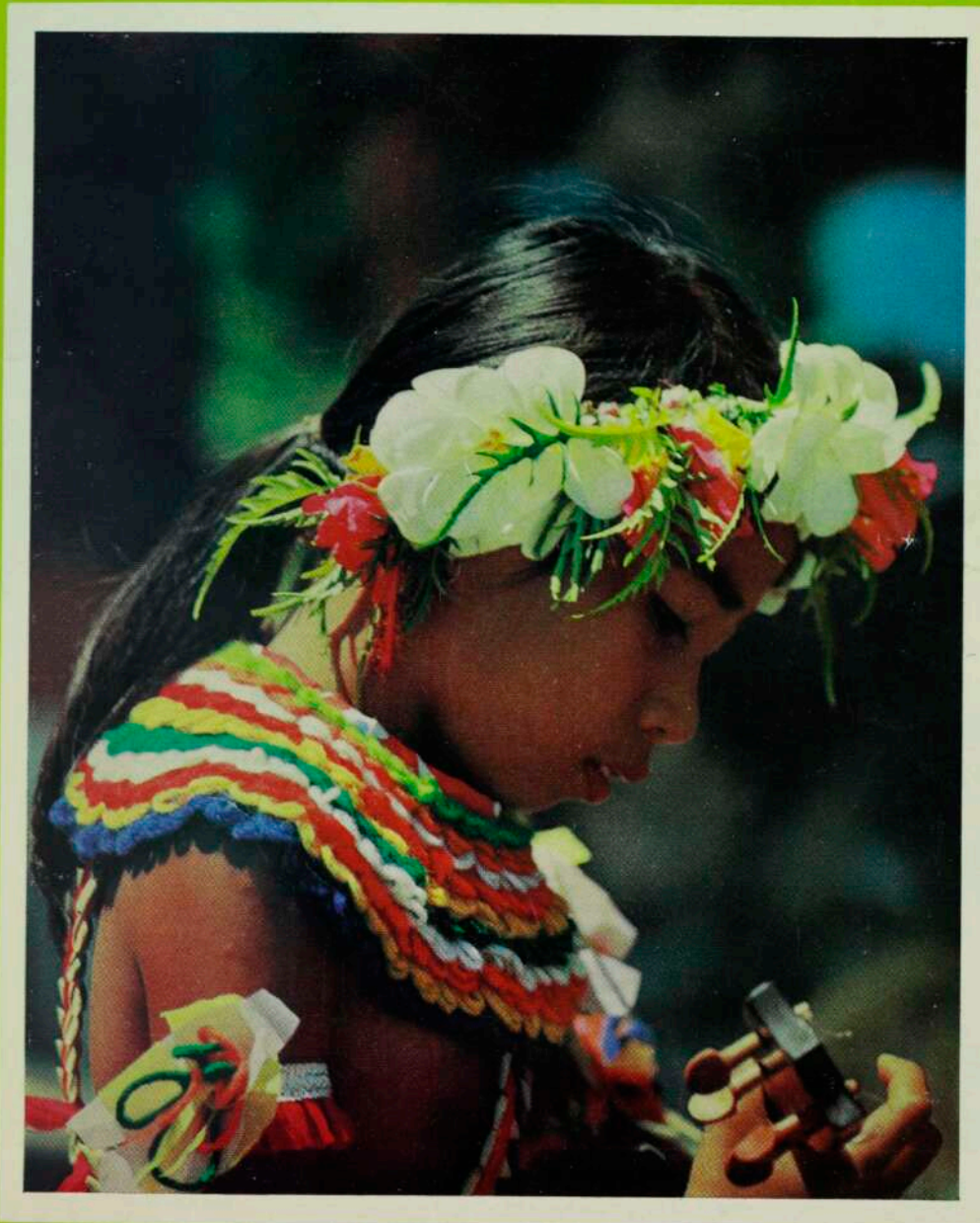
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Pacific Islands Monthly

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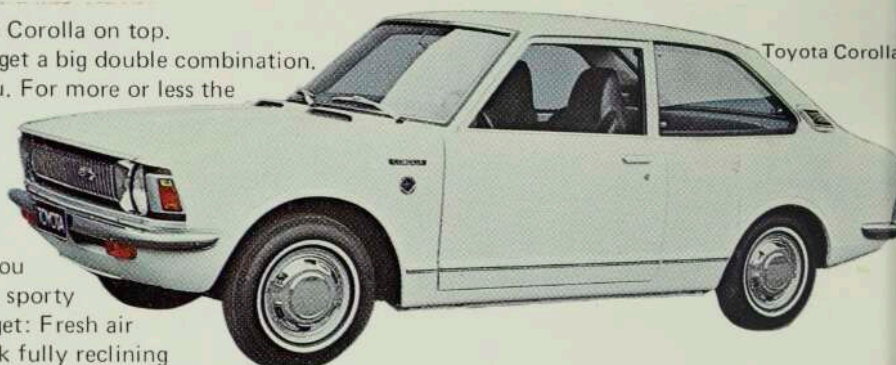


MAY, 1972

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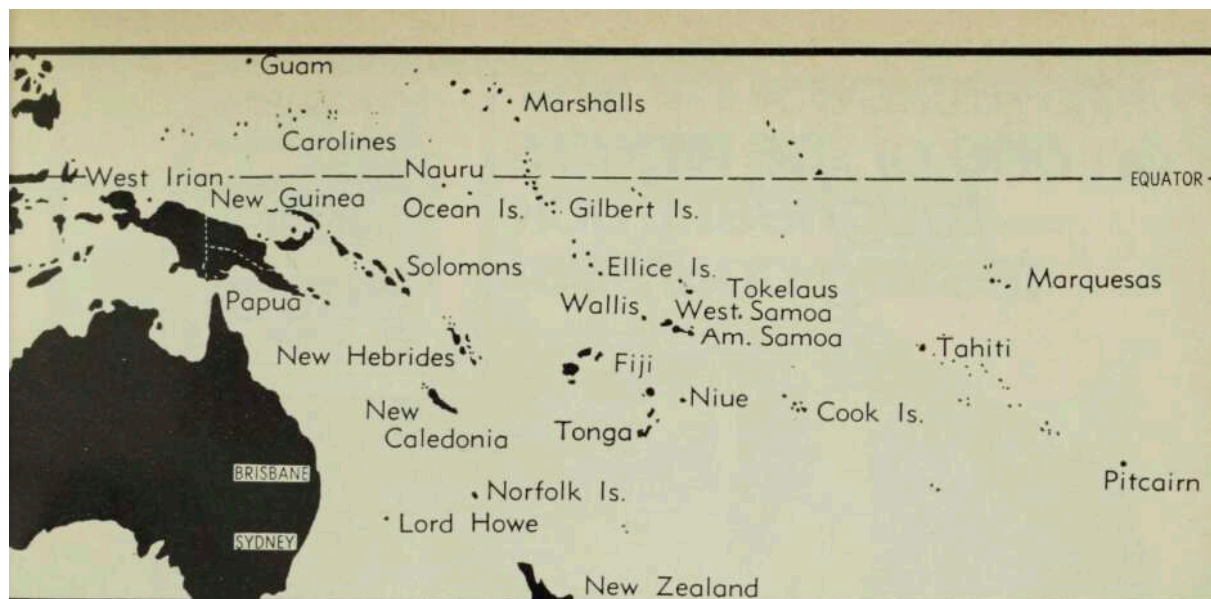


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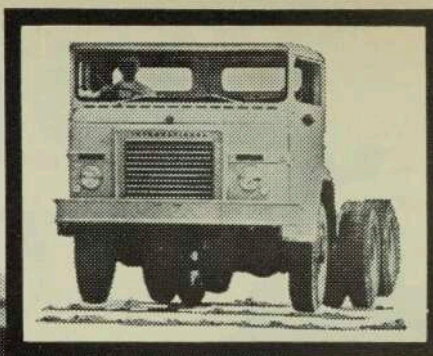
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The Editor's Mailbag

THE KOKODA "TRACK"

Sir,—I write this letter in the hope that I may reach the large public who read PIM with interest.

It is written in the hope that I may enlist your support in having the name "Kokoda Track" instead of the word "Trail", brought before the tourist world, and the public.

There have been many episodes in history where, over a period of time, the name of a famous statue, city, town or place has been gradually changed, until the original name has been lost to history.

I make this plea because the path connecting the spot now known as Owen's Corner and the township of Kokoda was known as the "Kokoda Track" before World War II, during the war and after the war, until a sign was erected at McDonald's Corner some years ago.

The "Track" was used as a line of communication between Port Moresby and Kokoda many, many years before the war, when the only other method of transport was by ship around the coast to Buna or Cape Killerton. The "Track" was used as the fastest method of getting official and private mail in and out of the Kokoda Patrol post.

The word "Track" is a typically Australian word, and was used constantly by the great Australian poets and balladiers of the past, while the word "Trail" is an importation of recent date.

The stone monument built by the Australian Military Forces to commemorate the loss of lives of Australian and native soldiers, bears the name "Kokoda Track".

The plaque set by a pilgrimage party of the 39th Battalion at McDonald's Corner, whose members suffered badly on the "Track" during its particular campaign, also has the same title.

In August this year a party of approximately 80 people, ex-members of the 39th Battalion, their wives and children, will spend some time in Papua to honour the dead on the site of the 30th anniversary of the withdrawal from the Kokoda Track campaign. A further plaque will be placed at the memorial on this occasion.

Dudley McCarthy, in his Australian



This bronze plaque was mounted on a monument at Kokoda in 1959, commemorating the co-operation between Australian and Papuan on the famous "track". Sorry, PIM called it a trail then. The new PNG encyclopaedia does still.

war history, *South West Pacific Area — Kokoda to Wau*, repeatedly refers to the "Kokoda Track".

My hope is that you may be able to correct this mistake in future productions of publicity brochures, pamphlets, etc. Looking forward to your support in this matter that is very near to me.

F. W. TURNER.

Turner's Tropic Tours,
Port Moresby.

TAMI RIVER

I refer to Ian Hughes' letter (PIM, March, p. 16) concerning the Sechstroh-Fluss, now known as the Tami River.

Heinrich Sechstroh was boatswain on the *Samoa* when, captained by Dallmann, she brought Dr. Finsch to Mioko in the Duke of York Islands on September 26, 1884. (See O. Finsch, *Samoafahrten* [Leipzig, 1885].)

Sechstroh commanded the *Samoa* in October, 1886, when, with von Schleinitz aboard, several islands near Finschhafen, Dregerhafen, and the Tami Islands were discovered. During the voyage, from October 7-13, the *Samoa* also sailed as far as the border with British New Guinea. (See A. Wichmann, *Entdeckungsgeschichte von Neu Guinea* [Leiden, 1910].) HARRY JACKMAN.
Port Moresby, PNG.

A DYING INSTITUTION

I wish to express my views on the future of the South Pacific Commission over the next 25 years as raised by the Editor in his Up Front (PIM, Feb. p. 15).

It is my opinion that the SPC as a regional body has reached its peak and should no longer have any jurisdiction, socially or technically, in this progressive era. It is a dying institution. Now, on the eve of the advent of the South Pacific Forum, the commission has outlived its usefulness. Politics nowadays hold the key solution to any deadlocks, or could be used to mediate for an amicable settlement of social inequities at the highest government level.

By allowing the commission to steer a course alongside the forum, delegates in the future who are going to attend the SPC conferences will be second class hand-picked citizens of their countries. Whereas, the forum meetings will be attended by prime ministers, presidents and premiers of the independent nations.

However, it is not good to lose sight of our neighbours in the Pacific who have not yet achieved full independence status. But there remains that this move could accelerate their early settlement to statehood.

The recent high-level conference held under the auspices of the leaders' forum has clearly indicated in so short a span the progress it achieved. This has never been the case with the commission. By doing away with the commission, the forum would be left with far sweeping powers socially, economically and politically.

I find that if the two bodies exist together, it would hamper more the progress of the island nations and would tend to create havoc with their already crippled economies. The present SPC budget needs just near a million dollars to keep it on the road. However, the forum's budget would be no less favourable.

If the Island leaders are still opting for more trade in their primary commodities for a common market, then the only body that could negotiate with the Australian Government, New Zealand and Britain on a satisfactory basis would be the Leaders' Forum, and not the commission. It is about time the commission packed up and relinquished its own position for a better deal, or more powerful organisation.

Yours faithfully,

PS:—Would you please reserve my name from publication as to avoid personal and unjustified criticisms. Nauru.

New Guinea at first hand

DISTRICT OFFICER

G. W. L. TOWNSEND

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Vol. 43, No. 5.



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If a passenger knows in advance of reporting for check-in that his baggage is going to be overweight and wishes the excess unaccompanied baggage on the same flight, he may submit the selected portion to be presented at the cargo section. This must be at least four hours before estimated time of departure. Cargo section will try to get the unaccompanied baggage on the same flight as the passenger if space is available but no guarantees can be given.



The London night scene

By EDWARD CARGILL

Over the past year there have been considerable changes on the London night life scene. There has been a marked swing away from discotheques to a terrific resurgence of live entertainment.

Speakeasy, 48 Margaret Street, W.1 (telephone: 580 8810), is the place that has taken over the late and lamented Revolution's role as a meeting point for the leading personalities of the pop music world, who now congregate to hear their own favourite groups sing and play. The room is long, narrow and low-ceilinged, so that, on the not infrequent nights when big-name artists are playing, it can be pretty crowded. However, the food in the small restaurant—wired for sound, of course, and with windows looking onto the dance floor and stage—is good and inexpensive and drinks are quickly served.

Pop concerts have lately improved both in the quality of their organisation and in the calibre of the players and they now regularly take place in the parks in summer and, in winter, at the Royal Festival Hall, the Queen Elizabeth Hall and the Royal Albert Hall. The programmes are often arranged at short notice, so it is advisable to keep a watchful eye on the London evening papers and the weekly guides. Two new venues are *Bumpers*, 7-14 Coventry Street, W.1 (734 5600) and *Rainbow* (272 2224), formerly the giant Astoria cinema at Finsbury Park. Both these places have a constant stream of big-name groups and solo artistes; and drinks and uncomplicated food are available at reasonable prices. At *Bumpers* there is dancing to the latest records until 3 or 3.30 a.m. (1.30 a.m. on Sundays).

Where to find jazz music

Jazz fans can still find good musicians playing and good food to eat in amenable surroundings at *Ronnie Scott's*, 47 Frith Street, W.1 (437 4239). Also catering for the jazz enthusiast is the newly refurbished *Man-drake Club*, 4 Meard Street, W.1 (437 4444). Now immensely luxurious, it offers a wide variety of dishes in its new restaurant and yet, by keeping drinks prices almost down to the level of those charged in pubs, it remains a place where a couple may reasonably expect to wine and dine for £5. After dancing to records from 8.30 p.m. until 11 p.m., jazz is played until 3 a.m. and many of the great names of jazz are beating the trail to Meard Street.

Formerly one of the most popular of the pure discotheques, the *Bag O' Nails*, 9 Kingly Street, W.1 (734 0953), has now been completely redecorated and has had added, physically and also to its name, the Comedy Room. There is a cocktail bar which opens at 8.15 p.m., the food is excellent, and dancing continues until 3.30 a.m. There is always a first-class cabaret (Frankie Howerd started the ball rolling with a hilarious season) and some really fine cabaret artistes have been booked.

Manifesting yet another swing away from the original discotheque concept—that such places should be as dark and noisy as possible—is *Eye*, which goes against

BOAC PACIFIC JET NEWS



At Ronnie Scott's. This is one of London's top spots for jazz fans, who go there to hear the big names of the jazz world. The big name performing on the saxophone is Johnny Griffin.

established precedents by laying emphasis on its *quietness* and by being unusually located for a nightspot—at 148 Holland Park Avenue, W.11 (727 3384). There is indeed dancing to records, which are played fairly loudly, and the lighting is far from bright, but there is lots of room to sit and talk in quiet and comfort away from the dance floor—while the approach to food and wine in the restaurant is far closer to that of the gourmet than is general in discotheques.

Also unusually situated is the *Sloop John D*, the address of which is River Thames, Cadogan Pier, S.W.1 (223 3341). The *John D*, named after a combination of the Beach Boys' chart-topping record and John D. Green, part-owner and photographer of birds beautiful, scarcely resembles the conventional idea of a sloop. So effective has been its transformation that there are now a bar, a restaurant, a discotheque and, on the upper deck, a number of charmingly furnished private dining rooms. Access to the craft is gained by high-speed motor launches that ply from Cadogan Pier, where there is a little reception cabin. A trip out to the *John D* is a new experience in nightlife and can be something new to do by day, too, if you decide to try the traditional English Sunday luncheon on board.

Sampling the various facets of London's nightlife is almost tantamount to taking a trip round the world. There are clubs and restaurants with dancing or cabaret

BOAC PACIFIC JET NEWS

of almost every nationality. Percy Street, in Soho, W.1, for instance, might almost be re-titled Little Greece. At No. 27, the *Grecian Taverna* (636 8913) offers authentic Greek food, superb bouzouki music, traditional songs and two long cabaret spots. Across the road, at No. 13, is the *Elysee* (636 4804) where on fine nights you may dine on the roof. George Karageorges adds to his talent for being a good host that of being able to balance an extraordinary number of wine-glasses on his head while dancing. The real late-nighter with a taste for Greek food can indulge his fancy for kebabs for breakfast at the *Grecian Grill*, 27a Percy Street, a trim, clean little place that is open 24 hours a day.

London's many lovers of Chinese food have for some years been able to enjoy good Cantonese cooking, pleasant service and dancing to good bands at the *Lotus House*, 61-69 Edgware Road, W.2 (262 4109), the *China Garden*, 66 Brewer Street, W.1 (437 6500) and the *Shanghai*, 35 Marloes Road, W.8 (937 0592). Entirely new, though, is the stunningly beautiful *Manchurian*, 42 Baker Street, W.1 (935 0331). The food is Northern Chinese cooking of the very highest order, the service impeccable and the band that plays for dancing has real style. The *Manchurian* hardly helps to contribute to the myth that eating Chinese-style is invariably cheap, for an evening here could cost as much as £7 a head.

Where style is tops

More traditional to the established conception of English nightlife are *Prinnie's*, 118 Piccadilly, W.1 (449 5559), which offers fine food from an international *aute cuisine* menu, an unusually good selection of wines and courteously correct service in most attractive agency-style surroundings; and the long-established *Quaglino's*, Bury Street, S.W.1 (930 6767). Quag's seems to have taken on a new lease of life and the traditional qualities of classy food and knowledgeable service have been complemented by an adventurous policy regarding the choice of cabaret acts. A constant stream of exciting well-known—and also previously unheard-of—singers, instrumentalists, conjurors, magicians and the like take their turn, generally for a two-week season, while the two first class resident bands are nice to dance to.

On the other hand, the little place where a couple can spend an evening eating presentable food, drinking tolerable wine, dancing and perhaps being entertained, for a reasonable sum—say £6-£7 for two—is constantly in demand. *Chez Cleo*, 11 Harrington Gardens, W.7 (373 4477), is just such a place. The ambience is that of a Parisian Left Bank bistro, and the food is just about exactly what one would hope to find in such a place. You can dance, usually to records though sometimes to a live group, and part of any evening may be pleasantly passed listening to co-patron Mike Leroy and his guitar—all of which is unlikely to exceed £3 a head. New and quite my own current favourite (it is perfect in its own particular way) is *Teddy Bear's Picnic*, 457 Fulham Road, S.W.10 (352 6002), which is a restaurant combined with a very groovy record shop called Head Sounds. Since the owners are knowledgeable record enthusiasts, one is treated more to an electronic cabaret

than just the usual background muzak. There is a tiny bar (with headphones for those who cannot bear to miss a note or a word) and in the restaurant, where a long communal table down the centre of the room is surrounded by smaller ones, the *decor* consists mostly of a delightful fairy-tale landscape done in glowing fluorescent paints. The food is simple, but well and freshly cooked, and about one-third of the dishes are tasty vegetarian ones. Every night there is a different entertainer or group of singers or players, often quite well known, always pleasant, who seem to enjoy their evening as much as their audience does. I can never recall being given a bill there that amounted to more than £2 a head.

Now for two notable late supper or early breakfast places that have opened during the past year. The *Hard Rock Cafe*, Old Park Lane, W.1 (629 0382), looks and sounds like an American roadside "diner" of the twenties or thirties. It is noisy and crowded with London's young elite, all apparently disguised as garage hands or mercenaries. The pin-table flashes and pings, the juke box screams, the waitresses zoom around at supersonic speed and good cheap food—hamburgers, steaks, club sandwiches and giant ice creams—is served until 2 a.m.

Entombed in the rather sombre pile that is the *Grosvenor House Hotel*, W.1, with entrances in Park Lane and Park Street, is London's latest and possibly chic-est 24-hour restaurant—*La Piazza* (499-6363). Decorated by Enzo Angicella, who gave us all those *trattorie* to which we flocked like lemmings only a year or two ago, it offers in attractive surroundings a full restaurant service throughout the day and night, with a good choice of snacks, grills and breakfasty dishes and (when our licensing laws permit, which means any time for residents of the hotel) alcoholic drinks.

Should the festivities begin to tell on you, as they may do wherever you choose for a night out, it may be handy to know that *Boots The Chemist*, Piccadilly Circus, W.1, and *H. D. Bliss*, 50 Willesden Lane, N.W.6, are open throughout the 24 hours and can usually dispense, if not cheer, at least a reviver.



The Baker Twins in action at the Bag O' Nails, where the cabaret is always top class.

BOAC PACIFIC JET NEWS

BOAC's Secret Formula — Water

A few cupfuls of ordinary drinking water hold a "secret formula" for giving BOAC's version of the Boeing 747 jumbo jet an exclusive appeal to air travellers.

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The atomiser was first fitted to VC10s, with which BOAC operates its trans-Pacific service, and trials showed that the spray treatment was needed for only about half the time the jets were flying. Climb, descent and meal times—with hot meals and ovens—produced enough natural moisture.

When the jet is cruising a small amount of water, tapped from the normal drinking supply, is fed into four sprays hidden in the ceiling be-

hind the recirculation fans. The resultant fine mist is not seen in the cabin, but continuous fresh air is the invisible result.

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Isa Lei Gets Airborne

If nostalgia takes over when you're aloft in the BOAC 747 on your way to distant parts you can tune into Channel 3 of the recorded in-flight entertainment and hear Isa Lei sung by the Adi Cakobau School Choir.



A Grecian song at London's Grecian Taverna. And it's being sung in the authentic style, for the singer comes from Greece—she is Dorita Kanare.

COMING EVENTS IN BRITAIN

A look ahead to some highlights of 1972

July

- City of Belfast International Rose Trials (to September). Dixon Park, Belfast
- 3 Royal Agricultural Show (to 6). National Agricultural Centre, Kenilworth, Warwickshire
- 4 Llangollen International Eisteddfod (to 9). Llangollen, Denbighshire
- 5 Tynwald Ceremony (provisionally). Isle of Man
- 7 Cheltenham Music Festival (to 16). Cheltenham, Gloucestershire
- 10 City of London Festival (to 22). London
- 11 Great Yorkshire Agriculture Show (to 13). Harrogate, Yorkshire
- 12 Royal Tournament: Displays by the Armed Forces (to 29). Earls Court, London
- 12 Golf: Open Championship (to 15). Muirfield, East Lothian
- 13 Cricket: 3rd Test Match: England v. Australia (to 15 and 17, 18). Trent Bridge, Nottingham
- 13 Son et Lumiere (to September 23, excluding Sundays and Bank Holiday). Rochester Cathedral, Kent
- 14 Haslemere Festival of Early Music and Instruments (to 22). Haslemere, Surrey
- 15 Motoring: British Grand Prix. Brands Hatch, Kent
- 17 Son et Lumiere (to August 27). Gawsworth Hall, Macclesfield, Cheshire
- 18 East of England Agricultural Show (to 20). Alwalton, Peterborough
- 18 Royal International Horse Show (to 22, provisionally). Wembley, London
- 19 St. Margaret's Fair—By Charter from Queen Elizabeth I (to 22). Tenby, Pembrokeshire
- 21 Son et Lumiere (to September 30, excluding Sundays). Salisbury Cathedral, Wiltshire
- 21 Henry Wood Promenade Concerts (to September 16). Royal Albert Hall, London
- 25 Royal Welsh Agricultural Show (to 27). Llanelwedd, Builth Wells, Breconshire
- 27 Cricket: 4th Test Match: England v. Australia (to 29 and 31 and August 1). Headingley, Leeds, Yorkshire
- 28 Son et Lumiere (to October 14). York Minster
- 28 Country Landowners' Association Game Fair (and 29). Raby Castle, Staindrop, Darlington, County Durham

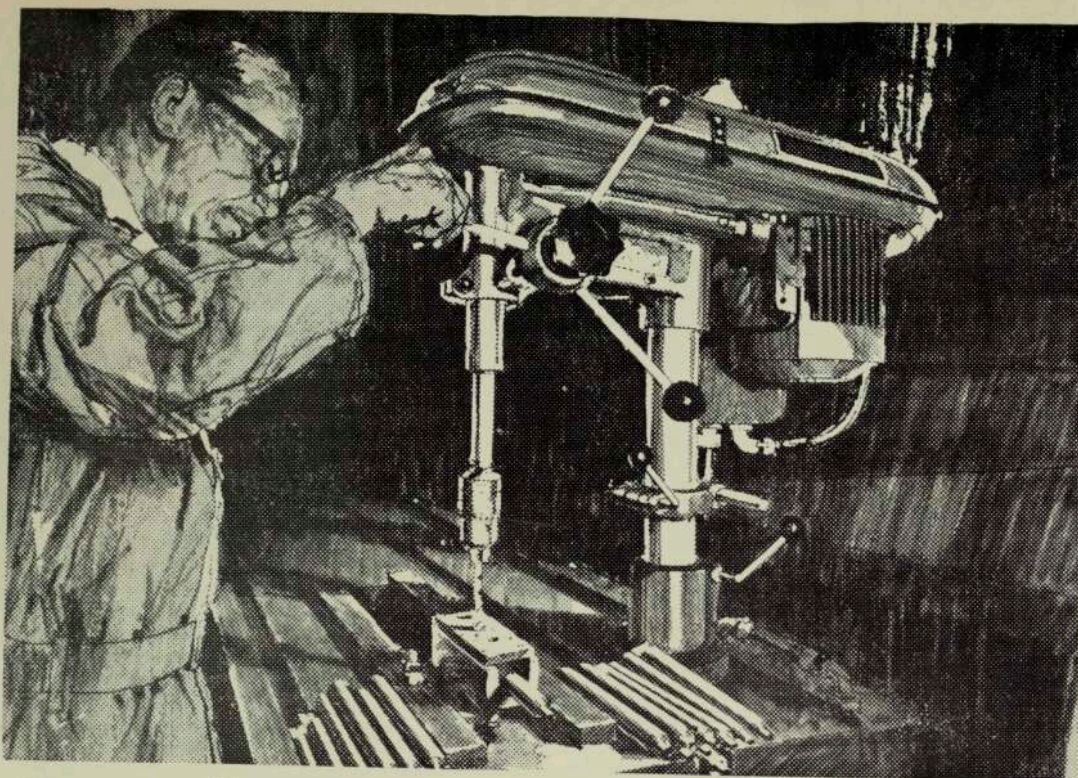
- 28 International Folk Festival (to August 4). Sidmouth, Devonshire
- 29 Tees-side International Eisteddfod (to August 6). Middlesbrough, Teesside
- 29 Cowes Week (to August 5). Cowes, Isle of Wight
- 30 Harrogate Festival of Arts and Sciences (to August 12). Harrogate, Yorkshire

August

- 1 Royal Lancashire Agricultural Show (to 3). Ribby Hall, Kirkham, Preston, Lancashire
- 2 Colchester Searchlight Tattoo (to 5). Colchester, Essex
- 7 Royal National Eisteddfod (to 12). Haverfordwest, Pembrokeshire
- 10 Cricket: 5th Test Match: England v. Australia (to 12, 14, 15). The Oval, London
- 14 National Bowling Championships (to 25). Watney's Sports Ground, Mortlake, London
- 18 Shrewsbury Musical and Floral Fete (and 19). The Quarry, Shrewsbury, Shropshire
- 18 Edinburgh Military Tattoo (to September 9). Castle Esplanade, Edinburgh
- 20 Edinburgh International Festival (to September 9). Edinburgh
- 24 Southport Flower Show (to 26). Southport, Lancashire
- 27 Three Choirs Festival (to September 1). Worcester

September

- 2 Cricket: Gillette Cup Final. Lord's, London
- 2 Royal Highland Gathering. Braemar, Aberdeenshire
- 4 Farnborough Air Show (to 10: Public days 8-10 only). Farnborough, Hampshire
- 4 Preston Guild Merchant (to 9). Preston, Lancashire
- 5 International Poultry Show (to 7). Olympia, London
- 8 Blackpool Illuminations (to October 29). Blackpool, Lancashire
- 9 Horse Racing: St. Leger. Doncaster, Yorkshire
- 16 Motor Cycling: World Speedway Championship. Wembley, Middlesex
- 26 Royal Horticultural Society Great Autumn Show (to 28). Royal Horticultural Society Halls, London



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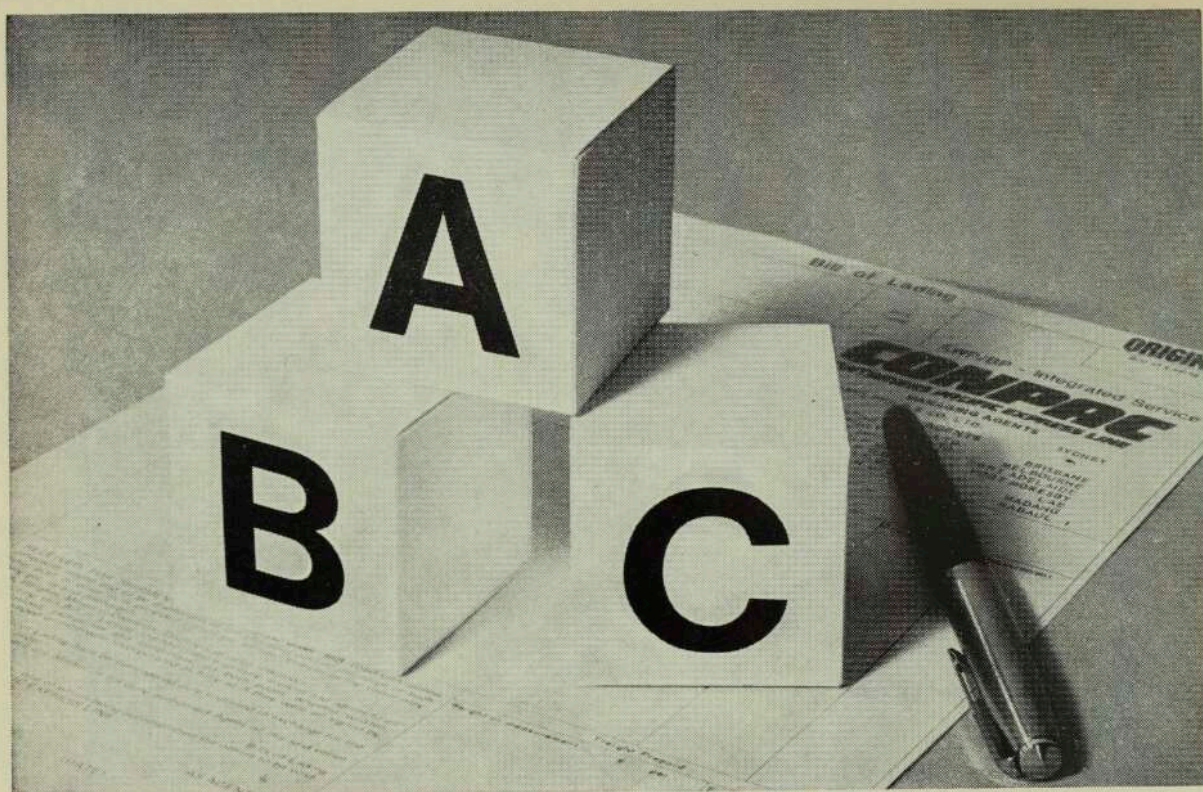
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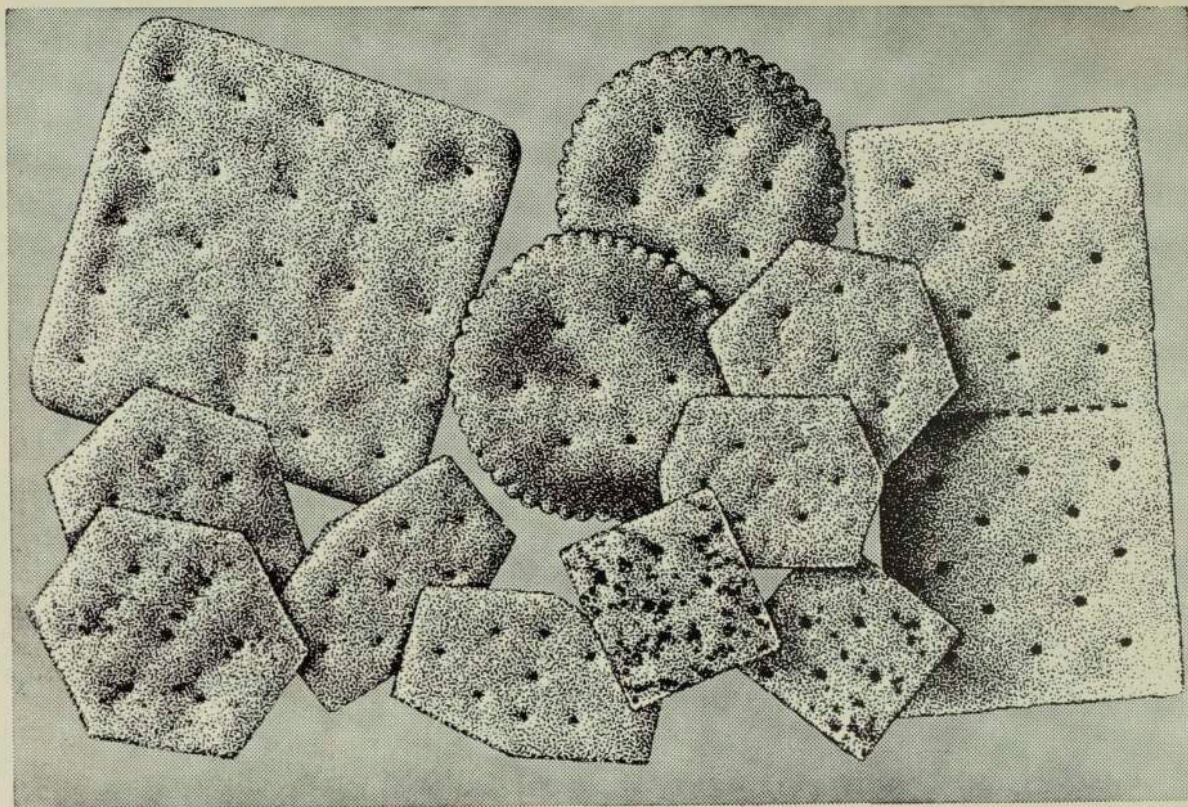
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Arnott's famous **Biscuits**
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From the Islands Press

Story in 'News Bulletin' for the people of American Samoa:

Residents of the Bay area are being offered paint at bargain prices so that they can brighten up their homes for Flag Day. Governor John M. Haydon instructed General Supply to make available surplus paint at landed cost. Persons wishing to buy it should contact Director of Tourism Apelu Galea'i who will certify that their houses need painting. Sales will begin on Wednesday.

Editorial in the US Trust Territory 'Micronitor':

Tourism as the cornerstone of Micronesian economy is not compatible with a free or independent Micronesia. Tourism as the *major* "industry" of the islands is compatible with the psychology of a people whose stomachs have overruled their reason, whose love of their customs and the beauty of their land has been betrayed for a fancy wardrobe and a flashy car.

Extract from a letter signed "A more intrigued Democratic follower", in 'Cook Islands News':

Land in the Cook Islands is the people's heritage, their "Ipukarea". If a law is introduced to break this heritage, then I feel the people of the Cook Islands will definitely suffer now and in the future . . . If you went away for more than 12 months with the intent of working overseas to accumulate cash to build a shop or a unit of flats and returned to find your particular piece of land included in a zoned area for "agricultural purposes", what then?

A quote from the report of the Director of Education for 1970 in a recent issue of 'The Samoa Times':

It was discovered in July that a small school certificate class of only 11 students was started by the acting principal of Salafai High School. As this class came into existence without the prior knowledge of the Director of Education and as the school was neither staffed nor equipped nor meant for the preparation of students for the NZ examinations, and since the 'programme' had been going for half a year, it was decided to label this class 'experimental' and to phase it out completely at the end of the year.

A news item in the New Hebrides 'British Newsletter':

An electronic machine which measures the speed of vehicles has been purchased by the New Hebrides Constabulary and is to be used in Vila town very soon. It is hoped that the Radar Speed Detector will discourage people from driving too fast in the town.

Public notice in 'Tohi Tala Niue'; proclaiming Section 21 Of the Niue Island Dogs Ordinance:

Extermination of female pups—(1) It shall be the duty of every owner of a bitch to destroy at birth all female pups whelped by such bitch. (2) Every person who does not comply with the provisions of subsection (1) of this section commits an offence against this Ordinance and shall be liable on conviction to a fine not exceeding ten pounds (\$20) and, in addition to any fine so imposed, the High Court may order that any pup not destroyed as provided herein, be destroyed by the police.

From the 'ACA Bulletin', a newcomer serving the Arawa Civic Association of Bougainville:

Arawa's new Dog Registration Rule provides for the registration fee of \$1 for each male or spayed female dog . . . Registered dogs bark just as loudly as unregistered dogs and so registration is not a panacea for all Arawa's problems. In both Rabaul and Port Moresby the registration fee is \$6 for females and \$2 for males and spayed females. At least if the high fee was unsuccessful in dissuading people from owning female dogs it may provide sufficient funds to employ a full-time dog catcher.

First of a series of extracts from the Electoral Act 1966, being published in 'Cook Islands News':

TREATING.—Every person commits the offence of treating who, being a candidate at any election, by himself or any other person on his behalf, corruptly gives or provides any meal, drinks, entertainment, or other provision to or for any person for the purpose of procuring his own election or on account of his having been elected or for any other purpose calculated to influence the vote of that person.

A report in 'The Tonga Chronicle':

The police stopped some Tongans from going on to Queen Salote Wharf on Saturday morning to attend the reception ceremony for the "Tauloto" because they were not correctly dressed. Vala and ta'ovala was the order of the day and even those travelling in cars could not escape police scrutiny. One man who had been turned back because he was wearing long trousers and shirt commented pointedly to us that he was wearing the same as the police.

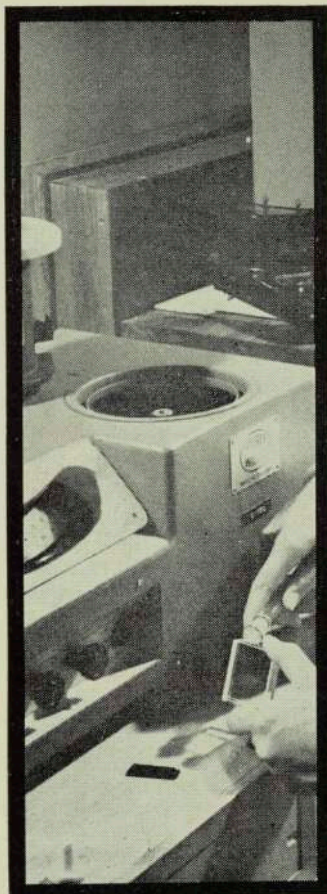
From an article in 'Colony Information Notes' Gilbert & Ellice Islands Colony, on Soccer in Tarawa:

Firstly, it is a foul to tackle a player when he does not have the ball. This may surprise some of you, but it is so. Secondly, a knee in your opponent's chest, back, face or privates, is also a foul, and in bad taste as well.



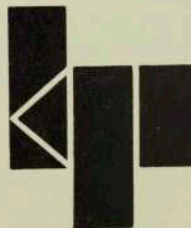
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Up Front with the Editor

When Emeritus Professor J. C. Beaglehole, that extraordinary authority on Captain Cook and of Pacific exploration, died in New Zealand last year he left a prodigious amount of finished work as his memorial. One still wonders how any one man could have produced the Hakluyt Society volumes of Cook's journals and still have found time for anything else, let alone the wealth of additional material he did produce in his lifetime. But one of my favourite bits of Beaglehole is to be found in a booklet of only 22 pages, which can be bought for 50 cents from the Sydney University Press. It's called "Cook the Writer", and it's the Sixth George Arnold Wood Memorial Lecture, which Beaglehole delivered at the University of Sydney in April, 1970. I did not know until recently that the lecture had been printed, but those of us who heard him deliver it were agreed that he brought Cook the man into the university's Great Hall that night.

Beaglehole explained to that attentive audience that Cook had begun his sailing career with little experience of the written word—he could merely form his letters and spell in a rough and ready fashion. As he approached the age of 40 he was faced with the necessity of keeping a lengthy journal and so he put his mind to the business of expressing himself.

The journal of the first of his three great voyages, with the journals of some of his fellow captains—Byron, Carteret, Wallis—ended in the hands of Dr. John Hawkesworth, who produced an official "history" of British exploration so ornamented by literary licence that the captains were engaged.

Beaglehole's own close study of Cook's journals convinced him that in the second voyage Cook, still learning, was writing his journals with care, on the assumption that the public as well as the Admiralty would read them, and that things must be stated so clearly that there would be no opportunity for jiggery-pokery at the hands of any literary lion invited by the Admiralty to jazz them up.

Unspoiled, they did in fact get to the public.

On his third, fatal, voyage, Cook did better. He produced for the record "a sophisticated document". "He knew from the start exactly what he wanted to do," said Beaglehole. "His second voyage of experience of writing, recasting, and final arduous revision had left him in no doubt. He set out deliberately to write a book—a book by James Cook."

"... His spelling had greatly improved ... and one must have the feeling that if Cook had lived ... when he arrived at the Admiralty to report on his proceedings he could have said not merely, 'Here is my journal', but 'Here is my book'."

Thus Cook the navigator became Cook the writer, so as to give the best account he was able of his proceedings. If death had not come in the Sandwich Islands, one wonders what extra wealth of Pacific observations and Islands history we might not have had from his sharpened pen.

* * *

As everybody knows, statistics can be made to prove anything. You can make what you like out of the result of a questionnaire put to preliminary year students at Port Moresby's University of Papua and New Guinea. The result might or might not have a wider application.

The questionnaire sought to find

OUR COVER

This month PIM features a young lady of the Solomon Islands who was caught by the photographer while tuning her guitar for a dance in Honiara. The instrument may be an importation, but music and the dance are part of the inheritance of every South Sea islander.—Photograph by Richard Rudd.

out the attitudes of the students towards self-government and independence in PNG—fashionable matters at the moment. There were 40 multiple-choice questions and the students were asked not to sign their names.

A total of 115 students (only a few of them female) filled in the questionnaire, nearly all of them aged between 17-20 and coming from Papua New Guinea (a handful of students came from other islands).

A report on the findings, prepared by Lecturer in Education E. Barrington Thomas and published in a recent University of Papua New Guinea newsletter, showed that there is considerable uneasiness—at least among that group of students—about the proximity of independence, and to a lesser extent self-government.

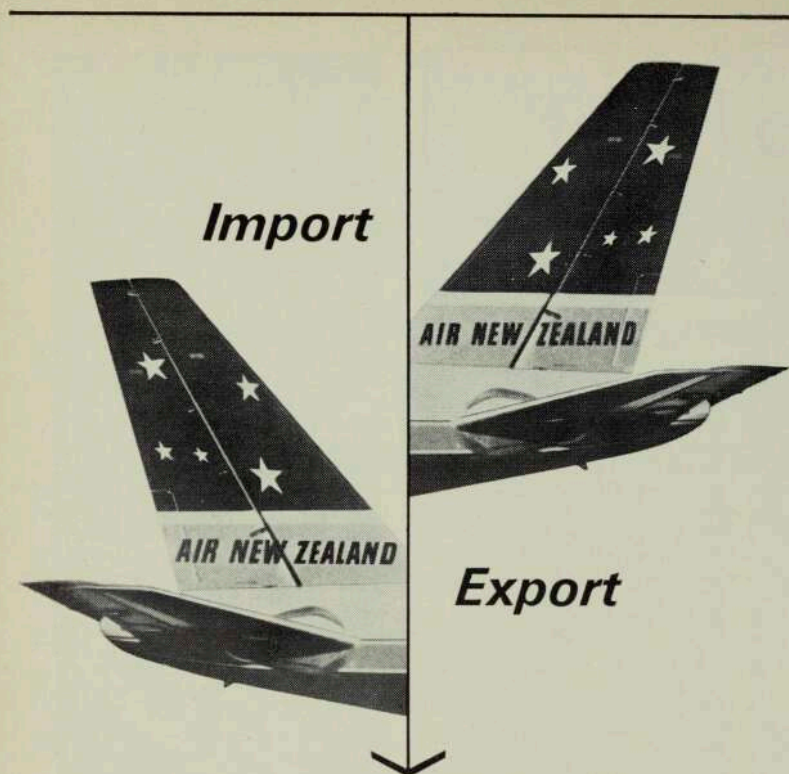
Eighty-one per cent. claimed they clearly understood the difference between independence and self-government, but a question set to test their understanding showed a quarter couldn't choose the correct definition.

Despite their own claims to understanding, more than half the students believed that most New Guineans had little or no knowledge of what independence meant; something less than half felt that as most New Guineans didn't understand what self-government meant, it shouldn't come until they did.

Sixty-seven per cent. considered Papua New Guinea was ready for self-government but not independence; nearly half of them believed the country wouldn't be ready for independence for 20 years, and almost the same number felt that if independence did come within five years it would be a disaster. But about 40 per cent. thought PNG would be ready for independence in five years.

Forty-two per cent. thought that most people were worried about the speed with which self-government was coming.

When asked what they thought the effect would be if PNG did get independence within five years, 68 per cent. thought the country would remain united, 30 per cent. thought



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that Bougainville or some other district would break away.

Eighty-two per cent. of the students believed in the formation of political parties if people wanted them; nearly half thought that PNG should try to find a new system of government not like other countries.

What did they think the social effects of independence would be on PNG?

One-half thought most expatriates would leave; 57 per cent. said Europeans would have to behave carefully if they wished to stay; 71 per cent. felt people would not attempt to take over the Europeans' cars and houses without paying for them.

Eighty-nine per cent. believed there would be increased crime after independence; two-thirds thought there would be some increase in bribery and corruption; and 22 per cent. thought some minority groups (e.g., Chinese shopkeepers) would be attacked or driven out of the country.

One-half considered that life would be harder after independence.

Nearly three-quarters of the students felt there would be difficulties as New Guineans took over positions now held by Europeans, but that services would soon get back to normal; 65 per cent. thought there would be better jobs for New Guinean public servants.

Sixty-one per cent. thought wages and prices would remain about the same, but 83 per cent. said Australian aid would either cease or be reduced. Most people thought PNG would still be able to get enough experts after independence, nevertheless.

On the likely political effects of independence, 41 per cent. thought there would be serious inter-tribal fighting or civil war at some time after independence and 70 per cent. said that some parts of the country would secede either soon or over a long period.

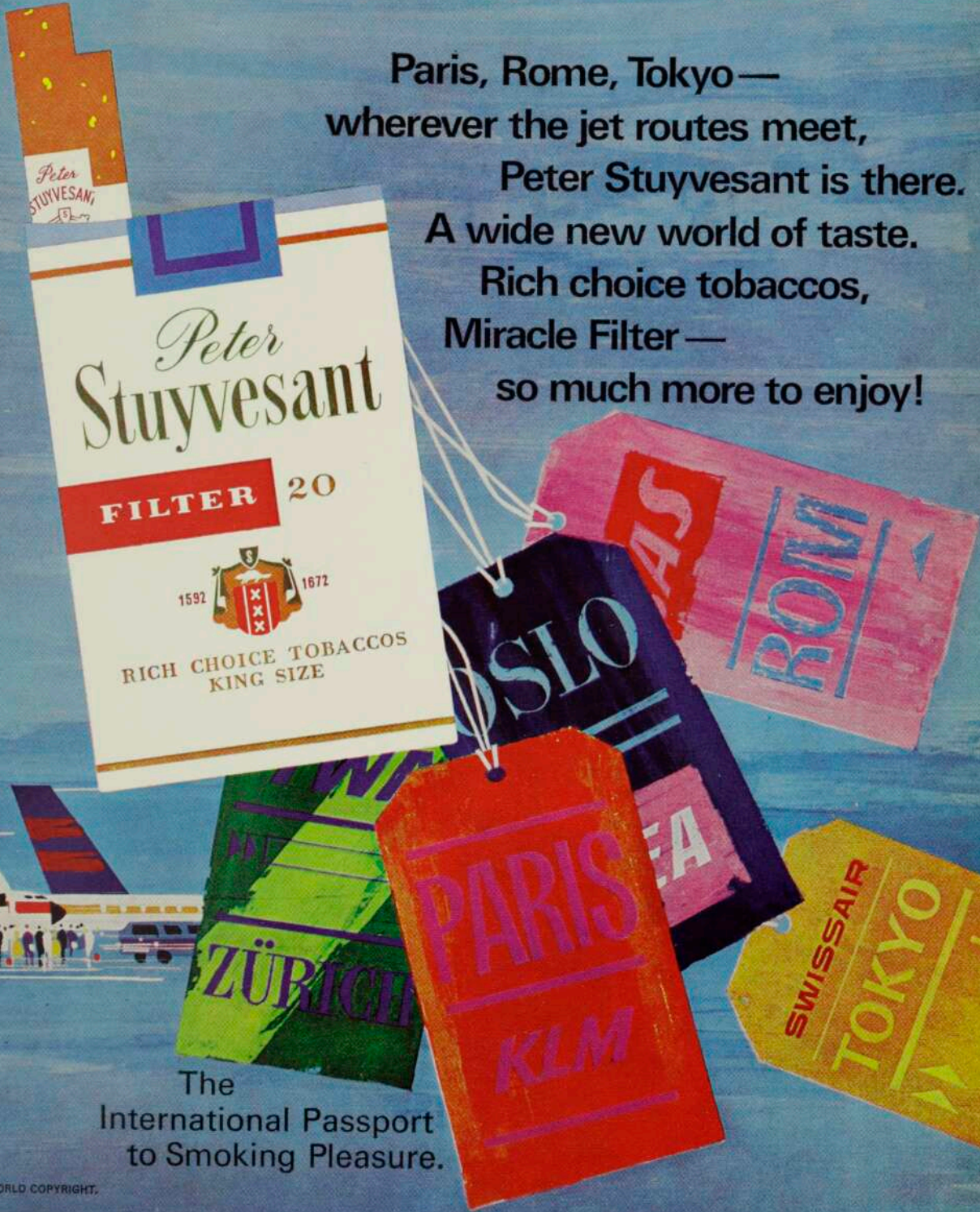
Nearly 60 per cent. believed that Communism would begin in PNG although most thought it would not become very strong (it's worth a note here that since this survey was taken, the Communist Party of Australia has announced that it intends to make a drive for attention in PNG).

If independence comes soon, 45 per cent. saw the country as being run either by the Army or a dictator within 10 years, although nearly half saw the country as continuing to be run as a democracy. After independence the government would continue to bring uncivilised people in remote places under control, according to 73 per cent. of the students.

As I said, there are no prizes for making assumptions on what this survey might mean.

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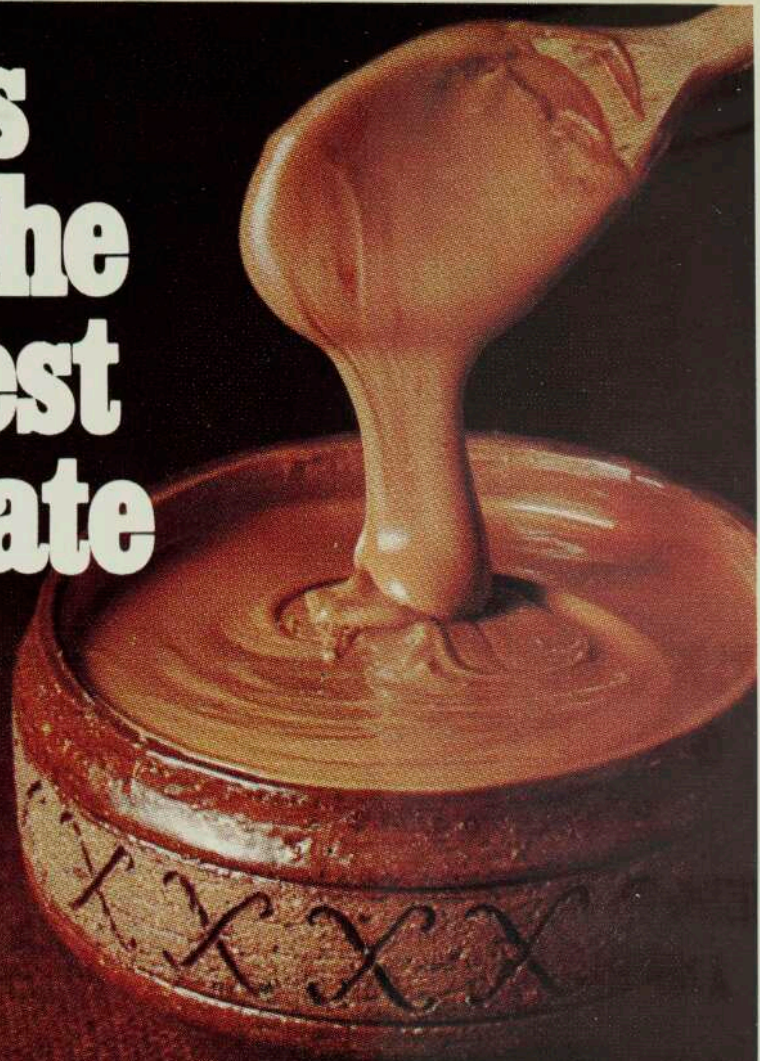


The advertisement features a large, white Peter Stuyvesant cigarette pack with a red band that reads 'FILTER 20'. The pack also displays a crest with the years '1592' and '1672', and the text 'RICH CHOICE TOBACCOS KING SIZE'. Several colorful travel tags are attached to the pack with white strings. The tags are labeled with destinations and airlines: 'PARIS KLM' (red), 'ROM' (pink), 'ZÜRICH' (green), 'SLO' (dark blue), 'SEA' (pink), and 'SWISSAIR TOKYO' (yellow). In the background, a stylized illustration shows a jet airplane on a tarmac with ground crew members.

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NLS 9155

Pacific Islands Monthly

The winds of change are blowing hard around the Islands. Papua New Guinea has been to the polls and there are new faces in the new House led by a new leader, Mr. Michael Somare. Will he be its first Prime Minister? PIM's editor, Stuart Inder assays his chances. Fiji is also in the throes of a general election, its first since independence came. Will there be changes there too? The Cook Islanders have chosen their government for the next three years—the mixture as before.

IT'S THE MOMENT OF TRUTH FOR PNG AND TESTING TIME FOR A NEW LEADER

*From STUART INDER,
in Port Moresby*



Michael Somare . . . his stature has grown in the last two years.

Parliamentary government in Papua New Guinea has developed into a struggle to capture the minds of the masses. The cut and thrust of politics about to become severe. The new need of politician is aware that he himself has to win public support for particular political aims.

Those are not my words. They come from Dr. John Guise, Speaker of the 1968-72 House of Assembly, who has emerged from that exalted political backwater to become active again on the floor of the new House as deputy parliamentary leader of the new Nationalist Coalition. Politically true as ever, he's one of the men who will see to it that the cut and thrust indeed becomes severe in the

big new House of 100 elected members and four officials.

Sir Paul Hasluck, former Australian Territories Minister who is now Governor-General of Australia, officially opened the new House on April 20 with all the pomp and ceremony expected of these occasions. There to see him do it were all the postwar PNG Administrators (Jack Murray, D. M. Cleland, David Hay and L. W. Johnson) and two other surviving Territories Ministers (C. E. Barnes and Andrew Peacock), together with a corps of visiting VIPs you couldn't shake a stick at.

The official ceremony was overshadowed by the political events that led up to it, from as far back as

March 11, when the results of the general election began to come in, to the very day of the opening when the behind-the-scenes political struggle was only finally drawing to a close. And that was merely the close of the first phase of the new, active parliamentary politics.

Papua New Guinea now has a black government which will move the country towards independence, and a conservative but highly experienced black opposition which will be a determined watchdog.

It was a dramatic struggle for control.

The first election figures gave nobody a majority and the right to form a government. As the returns



John Guise.

continued to trickle in, and seat after seat was filled, both the conservative United Party and the more radical Pangu Party both claimed they were winning sufficient support to govern.

The result depended on the independents and the splinter parties—the People's Progress Party, Niugini National Party, the Mataungan Association. So it became the numbers game. The lobbying was intense. Most wooed was the PPP, which eventually turned out to have 10 supporters and held the balance of power.

The United Party, whose members included the ministerial strength of the last House, seemed to have the edge on Pangu—much to the dismay of the Australian Government, which privately hoped for a coalition which would give the radicals a voice in government.

Three days before the official opening of the House, Michael Somare, Pangu's leader, was finally becoming dispirited because the numbers seemed not to be there. The Mataungans would come in; John Guise appeared to be ready to come in, bringing with him a small team of independents; but PPP, patronised by both sides, remained aloof. Both United and Pangu continued to put it about that they were gaining the right numbers, and each provided the PPP with lists of their adherents showing some of the same names.

Two days before the opening, Guise announced that he and five others would support Pangu; at a Pangu parliamentary meeting it was decided to form a Nationalist/Pangu coalition, with the Niugini Nationalist Party (bringing in 10). For Pangu the clouds were beginning to lift.



Julius Chan.

Before the end of that day Somare announced that the new coalition had 50 members—31 Pangu, 10 Nationalist, 6 Guise and 3 Mataungan—and that he had been elected parliamentary leader and Guise his deputy. Guise confirmed that he would sink himself and his supporters in the coalition; the Nationalists said their 10 members were "Somare's to do what he likes with and no strings".

There was, however, some doubt as to whether there really were 10 Nationalists. But in the absence of more dramatic claims from the United Party, all attention was now riveted on Somare's men as they fought to cross the line in the numbers game.

"I've got 50 now," said Somare on the eve of the official opening. "And a traditional Highlands leader is about to defect from the United

Party to us and bring some people with him. I'll try to form a government in the morning."

He had his government that night. All day Julius Chan and his PPP men were meeting and arguing. Would the 10 join the new coalition and on what terms?

Said a Pangu man late that evening "They are arguing fiercely. But they'll come to us, not United, either whole or in part. Whatever happens we'll have the numbers now."

At 9.30 that night, Somare and his new supporters came out of the parliamentary rooms to a small group of newsmen who had been waiting since early afternoon for the crisis to break at last.

"Is this the moment of truth?" asked one newsmen.

"It's an announcement," said the tired Somare. "We are forming a National Coalition with the People's Progress Party. We will have 59 members and form a government."

That was it, after five weeks of confusion. And in the nick of time.

The rest was anti-climax.

But anti-climax or not, the developments in the House next day showed that the new coalition intends to play it tough.

It nominated part-Chinese Perry Kwan, aged 35, of Kavieng, for the prestigious post of Speaker, and got him in, 49 votes to 48, against the United Party nomination, Matthias Toliman.

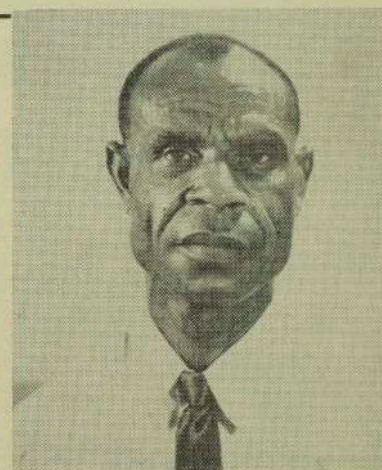
For the post of Deputy Speaker and Chairman of Committees it successfully sponsored Chimbu apprentice motor mechanic Iambakey Palma Okuk, aged 28, again against Toliman.

For the vital Ministerial Nominations Committee, which selects the list of members to be offered the 17

A STRANGE FIGURE

Sepik cargo cult leader Matias Yaliwan, who represents the Sepik electorate of Yangoru-Saussia, was a strange, somewhat lonely figure in the new House. He had announced that, during the opening speech of the Australian Governor-General, Sir Paul Hasluck, he would declare himself to be the true leader of all Papua New Guinea.

As a result, some of his fellow members and discreetly-placed officials kept a wary eye on him during the official ceremony. But Yaliwan had nothing to say. He announced afterwards that he would make his declaration another day.





Mr. Matthias Toliman.



New Speaker, Mr. Perry Kwan.

PAY LIFT ALREADY

The 100 elected members of the Third House of Assembly have already got a pay increase. It was announced just before the official opening of the House that these new parliamentary salaries would apply (old salaries in brackets):

Ordinary members \$4,200 (\$3,000); ministers not members of the Administrator's Executive Council \$6,000 (4,750); Speaker \$6,000 plus \$300 allowance (\$5,000); ministers on the AEC \$7,000 (\$6,000); deputy-chairman of the AEC (a new post) \$8,500 plus \$500 allowance. The parliamentarians also get \$16 a day attendance allowance when parliament is sitting.

ministerial positions, the coalition gave even less quarter. Somare presented the House with a list of all seven names of the committee and forced the ballot through.

The result was 55 to 42 for Somare's list (which included Somare himself, John Guise, PPP leader Julius Chan, Nationalist leader Thomas Kavali, and Kaibelt Diria, who turned out to be the defecting Highlands leader).

Observers were now able to see for the first time the physical evidence of the coalition's support. They had 57 supporters in the House if you took into account that Mataungan man Oscar Tammur was absent for his vote, but would have voted for the coalition, and that the Speaker did not vote. And the coalition may be able to pick up a further supporter at the forthcoming Middle Ramu election (made necessary because one of the candidates died during the polling).

Matthias Toliman probably felt bitter at his treatment.

Ministerial Member for Education in the last House, and now in his third Assembly term, the solid and respected Toliman had decided to follow his United Party into the wilderness. But he allowed himself to be persuaded to stand for Speaker so that his "experience wouldn't be lost".

In the circumstances it was a personal affront to be beaten twice in a row by political newcomers.

Kwan presumably got the nomination for political services rendered. Services rendered by others will be paid off when the names of the new ministers are selected.

The new Speaker has run various small, not particularly successful busi-

nesses in his career, and has worked as an illustrator. The official biography of Assembly members describes him as being a shipowner. In fact he owns a small workboat.

His sartorial trade-mark is a bow tie.

The new government is a good one and deserves the acclaim it very soon got in the streets of the City of Port Moresby (it had become a city only the week before). It's a progressive alliance, young, its members better educated than most. It has a wide spread of support in the Highlands, the coast and the islands. With Somare and Guise in the top leadership positions there is a balance between New Guinean and Papuan interests.

It remains to be seen how it stands

up to pressures, from within as well as those from an active opposition. But it especially remains to be seen how *party government* stands up to the pressures in this country, when it is so little understood by the masses.

Michael Somare, who, as Deputy Chairman of the Administrator's Executive Council (the Administrator is chairman), now virtually becomes prime minister, is an attractive personality. Sepik-born, a Catholic, he's just turned 36. He's a former school-teacher who became a journalist and who has been a fulltime politician since he was elected to the previous House in 1968. He was a Pangu founder and its first parliamentary leader. His stature has grown surprisingly in the last year or two.

STATUS QUO FOR NAURUANS

Nauruans are satisfied with the way their affairs are being managed, one must conclude from the elections of March 11, in which all nine members of the Nauru Local Government Council were returned to office.

Five were returned unopposed, and of the others, only Councillor James Bop, who, when wearing his other hat, is Minister for Finance of the Republic, was even slightly pressed in the ballot. He was

voted in by 74 votes to 60 over challenger Harold Jeremiah.

The importance of the Local Government Council lies largely in the fact that it is that body and not the parliament which has the oversight of Nauru's various commercial enterprises.

Parliament underwrites the council's borrowings for such matters, but does not have a say in their direction.

Premier Henry's star still shines but the lustre's dimmer

Although the Cook Islands Party, led by Mr. Albert Henry, won the Cook Islands general elections on April 11, the voting was close in the most populous island of Rarotonga.

In Rarotonga, which in 1970 had an estimated population of 11,239, there was a 17 per cent. swing away from the CIP to the Democratic Party.

In the 1968 elections the CIP won 65.3 per cent. of the total votes, but this year they polled a little less with 54.4 per cent. In spite of that, however, the CIP won 15 of the Legislative Assembly's 22 seats. The opposition Democratic Party led by Dr. Tom Davis, won the other seven. There was only one independent candidate, Edwin Gold for the Mangaia constituency. He polled 10 votes.

In 1965 the CIP gained 14 seats and the Independents won eight; in 1968, the CIP captured 16 seats, and the United Cook Islanders, six.

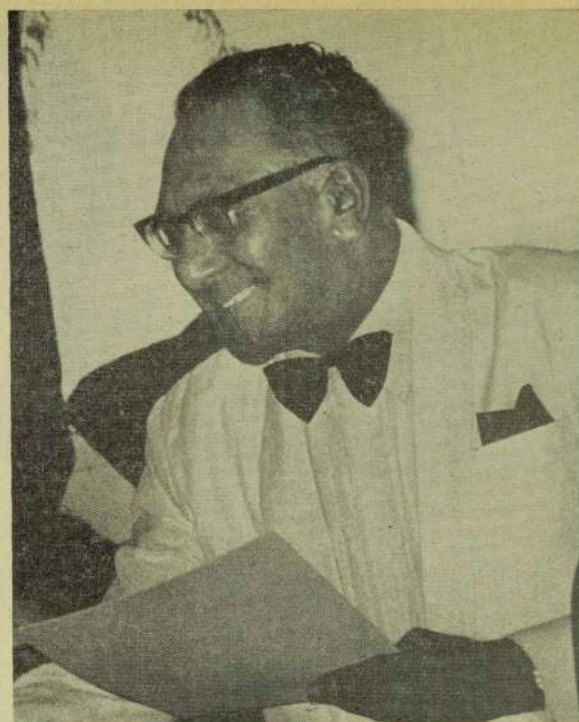
This year, for the first time, the opposition won one of Rarotonga's nine seats when Dr. Tom Davis was elected for the most densely populated area of Te-Au-O-Tonga.

Rarotonga's CIP sitting members returned were Albert Henry and T. Kamana for Te-Au-O-Tonga (four vacancies); T. Numanga, A. P. Short and T. Tetonga for Takitumu (three vacancies); and Taru Moana and T. Pera for Puaikura (two vacancies). A new CIP candidate, businessman Joe Browne won a seat in Te-Au-O-Tonga, which, for voting purposes included the 136 voters of Palmerston Island. Both A. P. Short and T. Numanga were former cabinet ministers in the CIP Government.

The preliminary figures for the four successful Te-Au-O-Tonga candidates show how close the voting was in this key constituency: Albert Henry 1,363; Joe Browne 1,309; T. Kamana 1,281; and Tom Davis 1,259.

Two CIP sitting members in the outer islands were returned unopposed. They were T. A. Henry, member for Mauke's single seat and

● Premier Albert Henry, resplendent in cream tuxedo and a winning smile.



a former cabinet minister, and R. Pokoati, member for Mitiaro's only seat.

Other former CIP cabinet ministers who retained their seats were I. Akaruru, for the constituency of Pukapuka-Nassau, and William Estall, who won one of Aitutaki's three seats. New CIP candidates elected were T. Kaisara for Manihiki's single seat, and Dan Daniel and Geoffrey Henry, both for Aitutaki.

Victories for the Democratic Party in the outer islands were: Mangaia's two seats to P. Aberahama and N. Matepi; Atiu's two vacancies went to V. Tangatapoto and new candidate Pomani Tangata; and the single seats for Penrhyn and Rakahanga were retained by T. Tangaroa and P. Robati, respectively. Pupuke Robati was the former leader of the opposition.

Campaigning by both parties was vigorous. CIP leader Albert Henry plugged his party's platform which has remained unchanged since 1965. He paraded his government's past record—improved housing, better electric power and water supplies, economic development loans and tar-sealed roads for Rarotonga.

"Prosperity to the CIP Government is not to be rich, but to be self-sufficient," he said at one meeting.

He stressed that the ties between the Cooks and New Zealand would not be broken, and Cook Islanders living in New Zealand would not lose their ties with home. At the final CIP campaign meeting on April 6 he stated that when the CIP was returned as government it would "have a budget of well over \$6 million for the development of our islands", but details as to how this was to be achieved were not given.

The Democratic Party attacked the CIP Government on several issues. According to the interim report of New Zealand's Audit Office, they said, the government had got the Cook Islands into hock by about \$1 million. Albert Henry countered by saying that the money had been spent on the people, and that they owed the government \$1.7 million in loans for housing, electric power, EDF loans and so forth. This, he said, showed the country was not 'broke' but merely short of money, as these debts were gradually being repaid.

The Democrats accused the government of not handing out benefits on an equal basis to all the islands. Any island which did not support the government was victimised, they said. Furthermore, the government intimidated Maoris and Europeans.

"Intimidation causes fear and un-

happiness and acts as a deterrent to potential investors," said Dr. Davis at a campaign meeting for English-speaking people.

At a later meeting, well attended by young people, Dr. Davis said: "Today we see young people working and being underpaid and not having enough to feed their children. Through private enterprise and government help, we would achieve good pay and promotion." From 1967 to November, 1971, he said, the basic wage of government workers had not increased, and was only increased last November because the general elections were drawing close. The Democrats said the government's Land Use Act and Aitutaki Prohibition of Motus Leases Act took away the people's rights to their land.

During his final campaign speech, Dr. Davis said the Report of the Audit Office showed that the government had guaranteed a company against loss in the charter of ships



Dr. Tom Davis . . . stronger opposition.

trading to the Cook Islands. Copies of the guarantee were not available for audit, and in respect of payments already made on two charters the documents produced to support payments totalling \$62,000 were inadequate. Because of lack of documents the Audit Office could not establish the total financial commitment of the government.

On April 10 the leaders of both parties broadcast their final address. Albert Henry said he had reliable information that Dr. Davis was in contact with an American business syndicate which was ready to operate in the Cooks when Dr. Davis was ready.

This could only happen "over my dead body", said Mr. Henry, as it could mean a complete monopoly of business in the Cook Islands. "There can be no separate future for rich and poor, but a common one for all of us," he said.

THE CHOICE FOR THE FIJI VOTER — THE KNOWN OR THE UNKNOWN

From SUE WENDT, in Suva

By the time Fiji people began casting their general election votes on April 15 two main alternatives had emerged; vote Alliance and know pretty much what to expect from the

next five years; vote NFP and hold onto your hats!

Or you could buck the system altogether by voting for one of the defectors from both parties, but that didn't look like having any real effect on the election swing.

A personality cult had developed around the Prime Minister and Alliance Party leader, Ratu Sir Kamisese Mara. He conducted his campaign with characteristic dignity, and the quiet, quite unegotistical conviction that he is the best man to lead Fiji's half million people just now.

"If you want me as your next Prime Minister, vote Alliance," he said.

He indulged in no dramatics, called nobody names, skirted around his Alliance Party's weaknesses (inability to control inflation, for one) with a statesman's skill. He spoke of Peace, Progress and Prosperity—the Alliance election slogan—as if he believed in them. No-one doubted that he did.

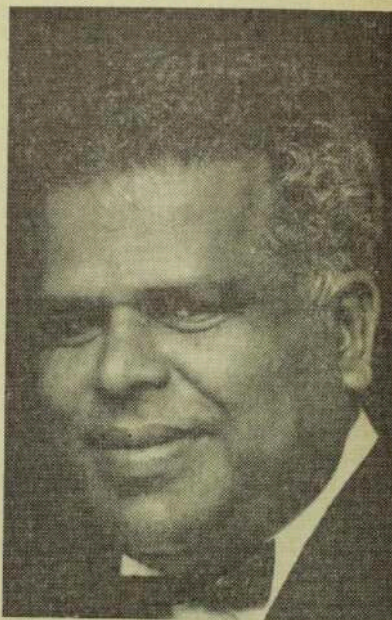
Blueprint for the immediate future, as envisaged by the Alliance, is the \$375 million Development Plan Six, which takes Fiji up to 1975. The plan, aiming to improve education, transport and health facilities and in particular, assist rural dwellers, is within the realms of pos-

sibility. It involves slow, systematic progress. Nothing spectacular like the wildly ambitious promises of the National Federation Party campaigners.

The NFP relied not on the vote-catching image of leader Mr. Siddiq



he Prime Minister . . . a personality cult around him.



Mr. Koya . . . untried as a national leader.

PACIFIC ISLANDS MONTHLY—MAY, 1972

Koya, who has the disadvantage of being untried as a national leader and a tendency to ill-considered, impulsive haranguing during speeches, but on the credulity of the bulk of the voters.

So rash were some NFP statements and avowed intentions that some observers, even NFP adherents, began to wonder whether the party wanted to win at all.

But the unsophisticated majority of the population may have seen no further than the glitter of the golden promises being handed out by the NFP . . . "we can supply water to all areas of Fiji, at once . . . establish free education immediately . . . we will abolish basic tax and increase taxes of the rich . . . we will establish free medical services, old age pensions . . ." Worthy ambitions indeed. But HOW? The party was short on answers.

In a belated manifesto, the NFP declared that it would introduce a national shipping line; create a social security system; establish free and compulsory primary education overnight; revise the tax structure; change the import pattern in order to obtain cheaper goods; nationalise the gold mines.

On the emotional issue of land, it would legislate for the "full utilisation of all unused land for the benefit of the landowners, tillers and the landless; the rehabilitation of all displaced farmers with full compensation for unexhausted improvements; and the control of speculation in land sales."

Mr. Koya, in delivering his "Thirty Points of Differences Between the NFP and the Alliance," indulged in emotionalism designed to win over his *taukei* brothers.

"We are the poor man's party; we live in the hearts of the people . . . the poor man's party, the small businessman's party, the farmer's party . . ."

The NFP, which fought so vigorously for Fiji's independence, isn't happy with Fiji's status as a dominion, its links with the Queen, its ties with the Commonwealth. The party declared that it wanted a republic, with a president, who should always be a Fijian. Ratu Sir Edward Cakobau was reported to be the party's unofficial candidate for first President of Fiji.

Ratu Sir Edward, Minister for Labour and one of Fiji's four most important chiefs, was meantime canvassing votes as the Alliance Party's candidate for the Suva East Fijian national constituency.

The NFP claimed it would provide free and compulsory primary education by whacking on company tax



Mr. Vijay Singh . . . he wrote the "Labasa Letter".

and increasing dividend tax, capital gain tax and excessive profits tax.

Said Mr. Koya: "All that has to be brought up in line with modern conditions which exist today in Fiji—in line with modern principles which are universally accepted by the rest of the world where Burns Philp (South Sea) Co. Ltd. and British Petroleum are operating, where the Cathay group might be operating, where Travelodge is operating."

Inevitably, the pre-election period saw its share of NFP muck-raking and "exposes". The party launched an attack on Mr. Vijay R. Singh, Minister for Commerce, Industry and Co-operatives, by revealing a document dubbed the "Labasa Letter."

The letter was written by Mr. Singh in 1967 to an Alliance supporter at Labasa. It referred to prospects for rent reductions for farmers at Wainikoro, on Vanua Levu. The general secretary of the NFP, Mr. K. C. Ramrakha, first referred to it in connection with his claim that the Indian Alliance was offering land for votes as an elec-

tion ploy. Then the party flogged copies of the letter for 10c each.

In a leaflet asking questions about the "Labasa Letter", the NFP also asked two Alliance candidates—Senator Livai Nasilivata and the Assistant Minister for Social Services, Mr. K. S. Reddy—about dealings with the Housing Authority. It was good propaganda—put to good use later by the Prime Minister, who declared that NFP candidates were resorting to smear campaign tactics because of "the bankruptcy of alternative policies."

Such tactics were to be deplored, he said, because they could create an atmosphere which might lead to violence.

He also attacked independent candidates, including those who had said they would support the Alliance if elected. Support for them was to divide the Alliance votes. If "by some remote chance" the Alliance and NFP won equal votes, elected independents could decide the course of government.

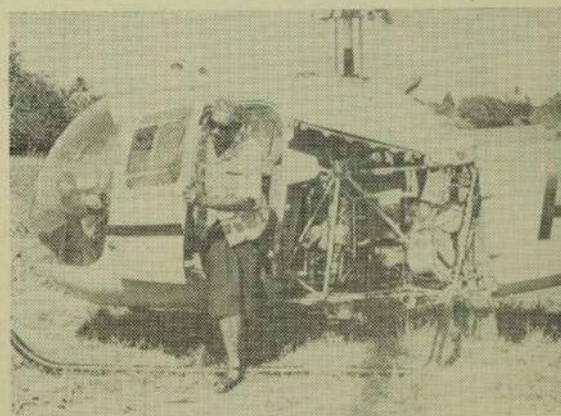
As the early voting got underway (it was spread over a fortnight, between April 15-29), isolated stone-throwing and hooliganism marred the otherwise tension-free atmosphere.

At an NFP meeting at Nasinu on April 13, a 25-year-old schoolteacher was injured during a stone-throwing exhibition by a gang of youths shouting "Vote for the Alliance".

A front-page picture in the *Fiji Times* showed the unfortunate teacher being carried off to hospital and the incident had people predicting worse things to come. The Alliance, of course, denied that the culprits were actually party members.

In the Suva suburb of Tamavua, on April 12, four Indian families were terrorised by a group of men and youths, who smashed the windows of a car with a log, shattered house windows and battered on doors. The

● Fiji's Prime Minister, Ratu Sir Kamisese Mara, does his electioneering the modern way—by helicopter. The "whirly bird" ensures quick transport for the Prime Minister, enabling him to reach villages in the bush in minutes, journeys which, on foot, would take hours.



incident was believed to have been political.

At Lautoka, the wife of Alliance candidate Mr. Ravindra Singh (who was opposing Mr. Siddiq Koya) claimed that she'd received an anonymous phone call and been falsely informed that her husband had been assaulted and taken to hospital. At the time, Mr. Singh was speaking at an election meeting at Saweni.

In other incidents, young men carrying NFP banners tried to disrupt an Alliance meeting at Raviravi; and youths wearing Young Alliance sweat-shirts forced the closure of an NFP meeting at Raiwaqa.

The complexity of the voting system—with 12 Indian, 12 Fijian and three General candidates to be elected communally and 10 Indian, 10 Fijian and five General representatives elected on the national roll—and the fact that there was no real secrecy about the voting, seemed a probable deterrent.

Liberal candidate Dr. Lindsay Verrier (who was supported by the NFP and who mounted the most eye-catching advertising campaign of

any candidate) pointed out that political party sheds at polling places tended to destroy voting secrecy. The sheds should have been labelled "all are welcome" and staffed on an all-party basis, he felt.

Incredible confusion surrounded voting procedures. People had to really want to vote to be bothered wading through the various information relating to procedures, dates, times of voting (different times and days for different areas, sometimes within a mile or two of each other) and polling stations.

An indication of what might happen in other parts of Fiji was the fact that at Samabula and Nabua, only about 60 per cent. of the Fijians registered to vote actually went to the polls on their day—April 15.

By April 19, there was no clear indication of the voting swing—but Prime Minister Ratu Sir Kamisese Mara was predicting that the Alliance would get so much support from Indians that his previous desire for a coalition government would be unnecessary.

Solomons try to raise the festival wind

Although beset by money-raising problems, the Solomon Islands organising committee for the South Pacific Arts Festival was making a determined last-minute bid in April to get its 70-strong contingent to Suva.

By the beginning of April just under \$1,000 had been raised—some \$4,000 short of the target. The government promised the committee the balance on a dollar for dollar basis, which means \$5,000 has to be squeezed from the public pocket first to make up half the cost of shipping the contingent to Fiji, estimated at roughly \$9,500 for the charter of the Marine Department's flagship *Belama*.

The BSI Teachers' Training College, which now has a big stake in the venture, has been holding dancing displays and has contributed about \$400.

The college will supply most of the Solomons' dancers.

Committee members have privately admitted that public support has been generally apathetic. It would be fair to say that most people, in and out of government, are wondering just what the Solomons is going to get out of the whole extravaganza. It is not as if this type of entertainment and arts and crafts to be featured by the Solomons is in any danger of extinction. The shell money makers (of which several are included) still happily make shell money in the artificial islands of Malaita and elsewhere and the carvers still prolifically carve.

Yet money is beginning to dribble from such sources as the Western District Council, from philanthropist Dr. Charles Fox of Taroaniara and a variety of other individuals and organisations.

However, the last big effort looks like being the end-of-the-month "Culture Week" in which the whole contingent will perform or otherwise show its wares as part of a dry run in the capital not long before it leaves—supposing it does leave. In the meantime a raffle is drawing to its conclusion and resident artist Les Tickle is auctioning some paintings, expected to raise about \$500.

Fourth round in Micronesia

The US entered top-level talks with members of the Micronesian Congress Joint Committee on Future Status in April with no great hope that the problems would be finalised even in this, the fourth round of discussions in two or three years. But it did believe that agreement in principle to the vital remaining problems could be reached.

The talks, in camera, began in Palau in early April and were expected to continue for about two weeks. The last round of talks had been in Hawaii in October last year. Major questions left to be resolved after the Hawaii talks were the control of Micronesian foreign affairs and defence; future financial arrangement between a self-governing Micronesia and the US; and the formula under which Micronesia can be freed from all US controls if and when it wants to do so.

The US wants an interest in foreign affairs and defence in any future political arrangement with a self-determining Micronesia. It also has asked that any compact between the US and Micronesia be terminated only with the consent of both sides. The Micronesians have asked that this be terminable unilaterally.

Senator Lazarus Salii, chairman of the Micronesian committee, said

at the Palau conference table that in reviewing the Hawaii conference it was clear that agreement was close on many crucial issues, and the Micronesians were optimistic that the major problems would be resolved at Palau.

Urging a direct attack on "the most important issue still dividing us—the termination of any future compact"—Senator Salii said the Micronesians believed that a solution could be found which will "assure a stable US presence in Micronesia while providing Micronesians with the indispensable ultimate control over their political destiny."

Ambassador Franklin Haydn Williams, leading the US delegation, said the US didn't think any kind of draft compact of association between the US and Micronesia could be drawn up at Palau, but it did hope that before the talks concluded the meeting could "move from the conceptual to the practical, from understandings in principle to agreed minutes." But he believed a further exchange of views would be needed on some questions, particularly on finance.

Later news was that there were hopes of an agreement for a self-governing Micronesia in free association with the United States.

WITCHCRAFT, A WAY TO ACHIEVE A GOAL

Which witch is which? Or to put it another way, which witchcraft is bad and which is good—and is it really rife in Fiji, even on the sporting field? Although the practice of witchcraft is outlawed in Fiji, indications are that belief in mystical powers is as strong as ever it was.

It was reported recently that people of all races were flocking to consult 30 year-old Mrs. Lusie Seini Vunibaka, who claims to have special healing powers endowed upon her by the legendary Fijian sharkgod of the sea, *Dakuwaga*. Rumour has it that she's so busy that her clients are issued with numbers, as is the case in a hospital waiting room.

In a report in *The Fiji Times*, Mrs. Vunibaka claimed to have first encountered the seagod one night in 1967. Her family thought she had gone crazy when she was taken by a violent fit, but later they came to believe in her strange powers when her predictions started coming true.

She'd been told by *Dakuwaga* that he would appear again in four years' time. It happened in June last year, when she was again empowered to make predictions which she says are beginning to come true.

Mrs. Vunibaka, an attractive gentle-faced woman who speaks in the

To the devil his
due . . . the
price of victory.

Cakaudrove dialect, which she says she cannot speak without *Dakuwaga's* power, declines to treat those who have not first visited a doctor. She maintains that hers must be the second hope of cure.

Her clients, she says, include government ministers, members of religious organisations and other prominent people. She claims to have healed a nun with a lame leg and a Kadavu church elder whose sight was failing.

Payment for her attentions hasn't yet been affected by inflation—one requires only some yaqona and a 5c piece. The yaqona is said to signify the actual soothing and healing power and the 5c piece to represent the poor in need of help.

Her instructions from *Dakuwaga*, says Mrs. Vunibaka, require her, on the first Sunday of the month and the 15th of each month, to put \$1 in the collection box of some place of worship.



Mrs. Vunibaka isn't the only one with a touch of magic, it seems. Those craving greater prowess on the sporting field might find inspiration in a report on witchcraft in a recent issue of *Fiji Sport*.

Writer Vijendra Kumar claimed that witchcraft was secretly solicited by soccer players and team supporters "in bizarre attempts to influence the outcome of major matches." Some of Fiji's top footballers were reported too to have vouched for the success of the black art.

They talked of people going into trances and performing mystical rituals; of words inscribed on football bladders to ensure success; of messages written inside a player's boots; of teams crumbling at the mere rumour of black magic having been employed by the opposing team.

The March issue of Fiji's sporting newspaper reported:

"There are various ways in which a witch-doctor does the Devil's business to help his client's team win. Usually, he does not levy a fee for services rendered. Some are content with yaqona and cigarettes. Others, with apparently more rapacious spirits, ask for a rooster (preferably white-feathered) and an occasional bottle of whisky or brandy.

"In return, he assures his client team's representatives that the Devil's denizens would join the team invisibly to attack the opposing goal and defend their own."

Some witch doctors worked during the night before a big match, using all manner of incantations and incense powder in order to adversely affect the accuracy of the opponents' shooting.

There's no doubt that belief in witchcraft—call it *draunikau* or what-you-will—is very much a part of the Fiji way of life. Ask someone whether he believes in its power and invariably he'll say he doesn't know. But few will gainsay the fact of its existence.

Red faces in New Hebrides

There was some embarrassment among British officials in the New Hebrides in early April when the entire New Hebridean staff of the British National Service went on strike over a pay claim.

Local pay scales in the British Service had fallen well behind those of the partner services, the French National Service and the Condominium Service, and the New Hebrideans had finally got tired of waiting for their claims for increases to be processed.

The New Hebridean British Civil Servant Association called the strike on April 4—the day after Easter—and it was not called off until April 18 when members voted unanimously to accept a 12 per cent. interim award

from the British Government after having spurned the same offer on two previous occasions.

No one's quite sure whether either side benefited from the strike. The New Hebrideans lost a fortnight's pay but perhaps gained something in the way of "face", and the realisation that they are now in a position to apply considerable leverage when it is necessary provided there is solidarity among the different islanders. The British Government certainly didn't lose financially—the interim award stands against a final salary review decision not yet made by London—but it did lose a certain amount of face, especially in the light of its previous self-satisfied opinion of its relations with New Hebrideans.

Ben Butcher — a slab of history and ahead of his time

By REX MATTHEWS

"Living history", with the accent on "living" is the feeling I came away with after meeting the Rev. Ben Butcher. Sixty-eight years ago he went to Papua to take the place of the Rev. James Chalmers who had been killed, but not eaten, by cannibals in the wild Delta region just two years before.

Today, Ben Butcher recounts anecdotes and adventures in which he shared in days long before World War I. Like many who live to a ripe old age, his memory for early times is sharp, and better than his recollection of recent things ("Where is that letter, dear, to show the visitors?").

He will be 95 in July. His eyesight is not so good now—in fact he had to give up driving the car four years ago. With his avid interest in books, this means that the second Mrs. Butcher has a busy time reading aloud, acting as chauffeur and maintaining the fabric of home.

They live at Wentworth Falls in the Blue Mountains of New South Wales, in a house called "Neiri", the local name for Aird Hill in western Papua which Ben Butcher established as an LMS mission post long ago.

Against a background of wild mountain scenery which has taken the place of wild Papuan hills but not supplanted them in Ben's affections, he told me of his early training. It included a year's "medical" course at a special college (called, naturally, "Livingstone") for missionary recruits. It was a short time to become qualified for setting broken bones and in many more aspects of medicine and surgery, but numerous people, both brown and white, were glad to lean on his sketchy knowledge in the days before doctors became accessible at all in remote regions of Papua.

Mr. Butcher wrote a book on his long career which involved the full gamut of frontier experiences and tasks as a missionary, but no writing can convey the sense of joy and sorrow which emerge from his verbal reflections on the progress of Papua New Guinea.

He was ahead of his time in believing that primitive life and primitive religion had elements in them that should not be despised. A Christian believer of strong conviction—no one gives a lifetime to a people through incredible hardships without tremendous resolve—he, nevertheless, had a tender regard for the spiritual values of the people he sought to convert.

His willingness to see the good in all honest search for ultimate reality has landed him in hot water with other missionaries, and even with colleagues. He told me of an occasion when he was asked by some puzzled natives to account for the differences between the message preached by different missions. He told them they might well be like climbers on a mountain approaching the peak from opposite sides, but all aiming for the one point. It earned him a violent rebuke from the representative of a different church in his area.

But Ben Butcher is earnest about this. A little book he wrote some years ago called *Many Faiths, One Essential* is held in high esteem at Sydney's Kings Cross Wayside Chapel, and Ben himself is well known there.

There is realism in Ben's attitude to primitive beliefs though. He was in native villages when they built some of the great communal houses a thousand feet long.

"It demanded the whole united labour of the village," he said. "I once watched a great ceremony along with F. E. Williams, the government



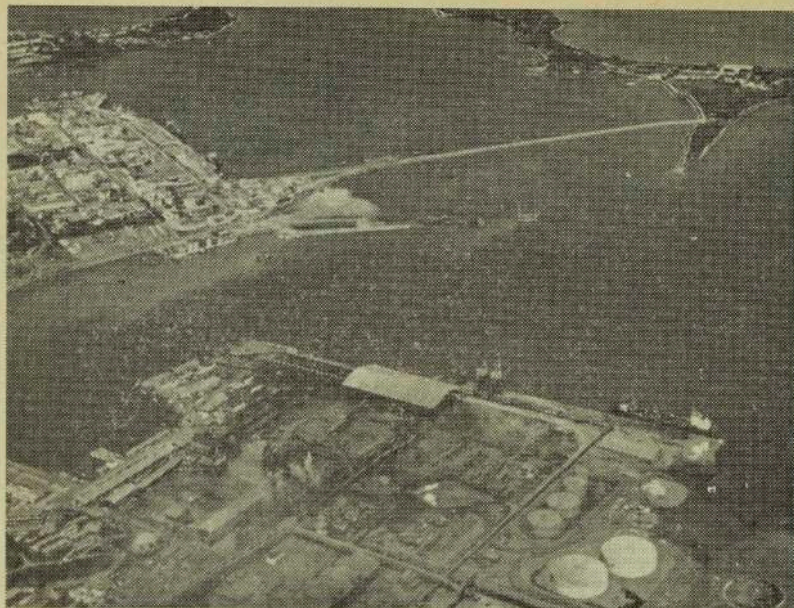
Former missionary Ben Butcher . . . a tender regard for the spiritual values of the people he sought to convert.

anthropologist. He said, 'This must be preserved'. When I said that it couldn't, he was shocked."

Mr. Butcher retains a lively interest in PNG. He finds some solace for the thought that industrial development inevitably destroys native culture in a report from his son Ralph, chief personnel officer with CRA. It is to the point that while homes are built and native men are trained to run the machines on Bougainville's copper project, their women are also being trained to manage living in Western-style homes.

The United Church in PNG will celebrate the centenary of Christianity in the territory in November.

Down in NSW there's Ben Butcher who might well decorate the proceedings. After all, he's a large slab of that 100 years in himself.



The new causeway (top centre) which links Noumea's city centre (left) to the Isle of Nou. The nickel works are in the foreground of the picture and the Baie de la Moselle is the second bay on the left.

Explosion! —boom time in Noumea

NEW CALEDONIA DIARY
with
HELEN ROUSSEAU
in Noumea

Noumea continues its explosion out to sea: land reclamation has permitted a doubling of the SLN nickel factory, where the new administrative block is to be opened in May; extensive housing and commercial developments are continuing on reclaimed marshland at the Riviere Salee and 5th Kilometre; the linking of the half-mile causeway across the harbour from the mainland to the Isle of Nou has brought a new island target for developers. And now the Noumea City Council is preparing to fill in the Baie de la Moselle, to create a parking area for some 1,800 vehicles in this bay.

New Caledonia has gained a population increase of about 8 per cent. through immigration over the past two years. Most of the newcomers have settled in Noumea, bringing the population here to around 55,000. The local authorities have thus just released an urban development plan for the expansion that lies ahead out around Dumbea and Mont Dore. The increasing traffic problem is to be overcome by the extension of roadworks to give three exit routes (two by the seaside) out of the narrow peninsula which forms the city centre.

Caledonian roads are currently pounded by some 30,000 motor vehicles, which means about one low-slung Citroen sports, family Peugeot or heavy mining truck

for every four inhabitants. Noumea's main (unofficial) parking area is currently opposite the old Post Office—but this block is only vacant because it is to be the site of the new Town Hall for which plans were drawn up over a year ago.

Despite their athletic performances at South Pacific Games, Caledonians show a marked preference for parking their cars as near as possible to the doorstep of their business or shopping destination. To achieve this feat among the busy traffic nowadays, however, is almost worthy of a gold medal. The new Moselle Bay parking area will be on the outskirts of the present city centre, but with the recent development in the adjacent *Quartier Latin* area and the new Post Office under construction nearby, more business will be focused on this southern part of town.

One Noumea personality particularly aware of the traffic problem was local PanAm man, Stefan Valdinger. When he arrived in the territory at the beginning of last year, Stefan Valdinger claimed he could park his car close enough to have to walk only 50 metres to his office, above Coconut Square on Rue de Sebastopol. But this year, since all the bustling new shops and restaurants have reared themselves beside PanAm,

he has to park his car behind the Territorial Assembly building, almost a kilometre away up the hill.

The walk up these quaint streets could now be the routine of young American, George Rickabaugh, however, who has just arrived from Danang in Vietnam to take over the Noumea office. Stefan Valdinger, who has had quite a wartime experience himself and twice had to flee his native Czechoslovakia under foreign invasion, takes over in June as PanAm Director in French Polynesia. In Papeete he is looking forward to one activity not yet available in Noumea—golf.

Meanwhile, to handle New Caledonia's increased air traffic through Tontouta International Airport, the new Freight Hall was opened there on April 17. This storage centre, of some 1,000 square yards, has been built apart from the new passenger terminal to be completed in July. To help cover costs, the Chamber of Commerce, which operates Tontouta Airport, raised the airport service charge from April 1 to 400 francs CFP (nearly \$A4) for passengers departing overseas.

For shipping traffic, the new FED (European loan money) wharf on the Noumea waterfront was christened for commercial use at the end of March, with the berthing of the *Salamaua* from

Sydney. This wharf, on the inner harbour side of the causeway extensions, is 70 metres long and equipped to handle medium-tonnage cargo and passenger vessels. As for the new deep-water wharves on the outer harbour side of the causeway, the first was to be used by the *Hamburg*, at the end of April. Larger P. & O. passenger liners are expected to be able to berth in Noumea from the end of May, instead of anchoring out amidstream. The second deep-water berth is scheduled for completion in mid-June.

Housing, roadworks, airport and harbour—all these infrastructure works are continuing in the territory to keep up with the first wave of migrants attracted by the nickel expansion plans, but the big question still remains: when will a second nickel company get going on the island? As far back as 1966, Paris had officially promised a second company was under way, to break the present production monopoly of the SLN (Société Le Nickel). As a result of this promise, the Canadian giant INCO joined with French interests to constitute COFIMPAC, in March, 1969. Since then, no less than four new groups have been presented to the Caledonians as likely candidates for building factories on the island.

Latest proposed venture is the Alliance of the United States Freeport Minerals Company (49 per cent. share) and the French state oil concern Aquitaine (51 per cent.). This project to exploit Caledonian lateritic nickel ore was announced early in April, to coincide with the return to Noumea of Governor Louis Verger, who had been absent for talks in Paris.

However, Caledonians point out that not one of the proposed new ventures has got off the planning boards. COFIMPAC is now dead and the Canadians are still negotiating with Paris. The announcement of this fifth and latest project has thus reinforced Caledonian mining circles in their suspicion that Paris is fearful for political reasons to allow the Canadians to enter New Caledonia.

April for Frenchmen was the month of President Georges Pompidou's Referendum. The question was asked to approve the

proposed enlargement of the European Common Market, to admit four new members, including Great Britain. Along with metropolitan French, the Caledonians were called to register their support of Pompidou's enlarged Europe policy, by voting *OUI* on Sunday, April 23.

From the outset, it was assumed in the Metropolitan French Administration that the Autonomists would advocate a vote of *NON*. Paris politicians thus began flying in to convince the Caledonian electorate; radio-telephone propaganda speeches were relayed over Noumea radio and TV from Paris.

The local pro-Administration newspapers began to fire their attack upon the Autonomists. Until suddenly the latter announced their intention not to fall into the trap of being again labelled "anti-French" and urged their members to vote *OUI*, in support of Caledonian membership of an enlarged EEC. (The EEC currently supplies 62 per cent. of the territory's imports.) However, counting was expected to reveal that many Caledonians would vote to go fishing on Referendum Day, producing a high rate of abstention.

Local political circles now believe that Territorial Election Day could be Sunday, September 10, since the Territorial Assembly was recently consulted by Paris over a proposal to prolong the current Assembly an extra two months, to that date. Official explanation was that this would then coincide with election day in French Polynesia. The anti-autonomists supported the Paris-proposed election delay; the autonomists mustered enough support to outvote them by one man. However, it is the Paris parliament which determines the election date, so September 10 could well be a decisive day in the autonomist struggle.

In the meantime, the witch-hunt for "anti-French" elements continues. Following the recall to Canberra of the Australian Consul in Noumea, one local paper, supporting the Metropolitan French Administration, was still thirsting for victims and recalled that a certain autonomist Territorial Councillor (Gerald Rousseau) had recently advocated the teaching of English in primary schools. In a brilliant piece of logic syllogism,

the paper claimed this was supporting evidence that Mr. Rousseau was "working for Australia".

In the Melanesian community, the heir to a chief on Mare Island, French University-trained Nidoishe Naisseline, was defended by a lawyer flown in from Paris when he appealed against a March prison sentence of six months. The militant young Melanesian was convicted for insulting a metropolitan French official visiting the island. The official was the governor's representative in the Loyalty Islands and the insult, bearing particular reference to the Frenchman's uniform, was interpreted as an insult to French authority.

At a March hearing, Naisseline had been warmly greeted in court by Maurice Lenormand, a European leader of the Caledonian Front for Autonomy.

Meanwhile, the French Minister for Overseas Territories, Mr. Pierre Messmer, is to visit New Caledonia for a week from May 19. From Noumea, Mr. Messmer is to fly for two days each to the New Hebrides and then the Wallis Islands, before returning to Paris on June 2.

There were signs of activity around Anse Vata Beach during the week beginning April 10. It was yet another session of the South Pacific Commission—this time the Planning Committee which met behind closed doors. Its job was to draw up the three-year work programme, approval, or disapproval, of which will form the main task for the Twelfth SP Conference and 35th Session of the Commission in Western Samoa in September.

Of course, Noumea had its usual share of organised conflict during April: over Easter basketball and soccer players flew in from the New Hebrides to play against the Caledonians. In the boxing ring, more Australians and New Zealanders punched it out with the locals, while middleweight Fijian Alipate Korovou had regained form and scored a KO victory in the fifth round against David Chadfield from New Zealand.

And all the while, just like the boxers, Noumea continues to thrust out and up, with even the ring of the sea proving no limit...



FROM JAMES BOYACK

I might as well jack-knife right back to where I left off last month. A lot has happened in Tahiti recently.

I mentioned the theft of 18 cases of army munitions in my April letter, and the consequent "climate of public insecurity". The thieves turned out to be six young French Polynesians, all arrested within two weeks of the robbery. The munitions themselves, most training shells and grenades, were recovered intact.

The first arrested was the apparent leader of the group, Bill Fry, 25, the only Tahitian to have served in Vietnam. Fry, whose father is American (he himself was born in the USA of a Tahitian mother), fought extensively with the US Marines around the demilitarized zone in 1967. He was wounded three times and received a purple heart for his trouble. Sources close to the family have indicated that Fry had recently travelled to South America, and seemed to have been influenced by Guevara Tupamaros.

One week after the six were arrested, five of them escaped from the ultra-modern Fa'aa prison. They apparently walked out the front door early one Saturday morning.

"Public insecurity"—autonomist Henri Bouvier's phrase—reached its most intense level on the weekend of the escape, even though two of the munitions thieves were recaptured within hours when their getaway vehicle, an outrigger canoe, overturned in the Fa'aa lagoon.

Fry wandered in the mountains for 24 hours. Cold and hungry, he appeared on Sunday morning at a friend's door. The friend agreed to drive him to the *gendarme* post. That same morning, a whole wing of the Papeete court building burned to the ground. A complete file room of genealogical records dating back to the 19th century perished in the blaze. The water-damaged and fire-weakened old structure was entirely abandoned by the judiciary later in the week when experts predicted its imminent collapse.

The fourth escaper gave up the next day; the fifth was rearrested shortly after.

GOVERNOR Angeli held a special news conference on Sunday night. He was quick to snuff out the rumour that the would-be revolutionaries were responsible for the courthouse fire. He confirmed the cause to be a short circuit (the building has been a wire-dangling fire trap for years), pointing out that Fry was back in custody when the fire started. He announced an investigation of prison conditions which could permit 11 of the 240 inmates to escape in the previous 10 days and suspended the warden pending an administrative report on conditions at what he called "our swiss cheese factory".

While the governor announced that a detachment of *gendarmes* had taken up residence inside the institution, he also said that the humanitarian and special Polynesian atmosphere of the facility would be maintained. Most of the inmates were not responsible for present disturbances and they would not be made to pay for the mischief of a few.

The governor denied there was anything like a revolution brewing in Tahiti. He cited the population's aversion to Fry and cohorts as evidence of this and reiterated his theory that the small group was composed of misguided, unrealistic youths. Political reaction to the incident from all quarters confirmed this view. Controversial Henri Bouvier was the only public voice, albeit very indirectly, to link the munitions thieves with the environment of confrontation which divides Tahiti into almost equal camps—for and against internal autonomy. He made it clear, however, that the autonomists were in no way associated with the thieves.

And so it goes on this small island. An essentially irrelevant and isolated handful of people gave the entire population a case of the jitters. Out of the tranquil blue they appeared like a bomb blast on the public stage. As quickly they disappeared from the scene. As suddenly, their departure left Tahiti as it always must remain, a haven of peace on earth.

MAURICE Apeang is the name of the French-Chinese boxer who may deliver Tahiti's first Olympic gold medal. Young Apeang, as you may recall, easily ko'd highly-regarded Fiji featherweight C. Sen for a South Pacific Games gold. The southpaw Tahitian

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has the equipment to go very far in ring warfare. He has a tough, cold-eyed approach to the ring. His hands are fast, and he wallops. Most of his victories come before the limit. His natural boxing skills open the door for a devastating arsenal of punishing jabs and uppercuts. This ring instinct usually closes the door to the approach of all but the most level-headed opposition. Apeang went to France early this year to sharpen his talents. He scored six straight victories without a defeat. His competition was first rate, and he earned himself a place on the French national boxing team. During a televised card matching France with feared Czechoslovakia, Apeang easily decisioned a 100-fight Iron Curtain amateur.

The Tahitian hero was steaming towards the French amateur championship when hepatitis downed him in early March. He was back on his feet a month later, but his championship aspirations will be curtailed by a month of convalescence. All the same, Apeang has been pre-selected for the French Olympic team, and French boxing experts still call him the best feather-weight in the Republic.

Another Tahitian boxer is one fight away from the French amateur heavy-weight championship. South Pacific Games gold medallist Maco Nena, also expatriated to France, decked Frenchman Pierre Brisson five times this month in their semi-final bout for the title. The Chartres boxer's trainer called a halt to the massacre before the end of the third round. Nena will encounter the current champion Alain Victor at the end of April. The Tahitian may already own the crown. He beat Victor in Papeete two years ago.

JEAN Pierre Blanc is a 30-year-old French Army sergeant-major with a cool head. He retained his presence of mind during a forced swim of 16 hours after he was accidentally carried into the ocean by a strong lagoon current. Jean Pierre and a friend had donned face mask and fins to hunt for shells in the Paea lagoon one afternoon recently. The sergeant-major did not notice that the current was slowly moving him towards the open sea. When he did notice, it was too late. He was in the mouth of the passage, waves crashing on either side of him.

Help, in the form of a Papeete tugboat, did not reach the area in which Jean Pierre was floating until after nightfall. The swimmer had already been in the water four hours.

"I don't swim very well," Jean Pierre admitted. Luckily, I had those fins on. They kept me afloat and saved my life." As the tug cruised back and forth through the night, Jean Pierre tried to stay near the reef. When the tug neared him, he would swim towards it. On each occasion the vessel chugged by without spotting him. He realised that rescue would be possible only after daybreak.

A helicopter joined the search force at dawn, but the courageous Frenchman had decided not to wait any longer to be picked up. He was getting tired and preferred reef bruises to drowning. When he got onto the reef, he would cling to it for dear life. Which is what happened. He chose what appeared to be the least turbulent part of the reef and gave his body up to the odds of the sea. Somewhat miraculously, he landed in one piece, and was able to get a footing. Good fortune had finally come his way. No monster waves hit as he gingerly moved along the reef. The reef took a fortuitous bend toward the shore. He had only a small distance to swim in the lagoon before he was ashore.

FRANCE enforced the 12-mile limit in its Pacific territorial waters for the first time recently. The navy stopped and boarded two South Korean fishing trawlers operating illegally near the Marquesas. The Korean ships were ordered to Papeete once their agent here posted a \$US22,000 bond to guarantee their appearance. Each trawler captain was fined \$7,700 after a brief court hearing. The cost to the trawlers was relatively small since the court was empowered to seize their entire fish cargoes and to confiscate all their fishing equipment. There was some local grumbling about the light fines. Some people viewed them as *de facto* fishing licences. Local sceptics made the following calculation: there were 200 tons of fish in the two vessels. At a low-estimate price of 100 CFP per kilo, the cargo alone was worth more than \$US21,000.

THE land has been cleared and foundations are being laid for TraveLodge Tahiti, a 200-room luxury hotel scheduled to open in 1974.

Ground-breaking for this third international-class hotel here occurred in early March. The ceremony was attended by Governor Pierre Angeli and Mr. Brian Manfred, TraveLodge International general manager. Also present were leaders of the local tourist industry and government officials concerned with tourism.

Speeches during the ceremony gave a good public view of French Government efforts to attract foreign capital to Tahiti. Mr. Manfred made special note of the fact that French lending agencies put up half of the \$US6.5 million investment. He said the Territorial Assembly had "far-sighted vision" to adopt the Investment Code (which offers multiple tax reductions to foreign investors), and he congratulated the Metropolitan French Government on having initiated the *prime d'equipement*, a pre-tax 10 per cent. capital rebate to private investors in selected industries. Mr. Manfred concluded, "We believe that without these two forms of assistance, it would be enormously difficult to construct and operate a hotel of this nature at this stage."

Governor Angeli waxed no less enthusiastic in his praise and appreciation of the TraveLodge project. "We all know that our future will be conditioned by the development of tourism," the governor said. He implied that with foreign capital, whether from Australia, the United States or anywhere else, "Our bet on tourism will be won."



A souvenir shovel for Governor Pierre Angeli (left). He's receiving it from Mr. Manfred.

People

● Mr. Cecil Bradnam, Suva's city engineer for the last four years and council employee for 20 years, was enjoying his leave in the Mosman suburb of Sydney when, on April 7, he opened a letter from Suva—and his holiday was ruined. The letter was a terse, cold demand for his resignation from the city council because, the letter alleged, he had spent \$13,000 on renovating a council house for his own use, when only \$4,000 had been authorised. He will refuse to resign and expects to be back at his desk on June 14. Heading the call for his resignation is the Mayor, Cr. Macu Salato, but several councillors are opposing the council's decision to call for his resignation—agreed at a meeting behind closed doors—on the grounds that it is "grossly unjust and not in keeping with the alleged mis-



demeanour". After all, says Cr. Peter Allen, one of the city engineer's defenders, Mr. Bradnam has 20 years service with the council and has saved the council and the ratepayers thousands of dollars by his work in the past.

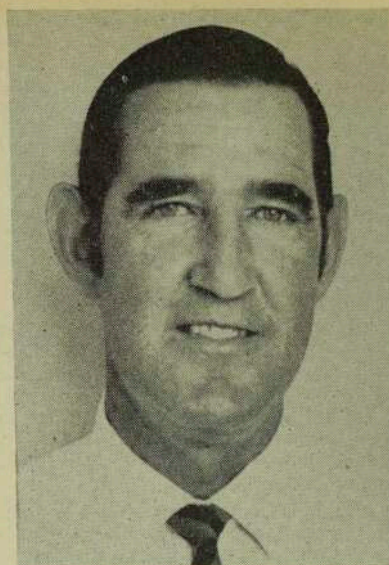
"They are being vindictive," Cr. Allen accuses. Mr. Bradnam told PIM factors which resulted in the cost of renovation being more than trebled, and over which he had no control, included the archaic costing system which provided no real check on spending; big rises in prices of materials; wage rises; the fact that the job took five months to do instead of the scheduled two months; bad work which needed re-doing; the low productivity of the council workers and extra jobs which were found necessary when parts of the house—in upper class Muanikau suburb—were stripped. At the time of writing, the council was split into two camps and Mr. Bradnam was still the city engineer on leave in Sydney.

● Mr. L. J. Davis, New Zealand High Commissioner in the Cook Islands, was taken ill at Rarotonga in April and is now in hospital in Auckland. He was flown to New Zealand in a Royal New Zealand Air Force Hercules plane which was sent specially for him. A medical team of four, three doctors and a nursing sister, were in the plane. Mr. Davis, who is believed to have a liver complaint, was accompanied by his wife. The High Commissioner was taken to the Rarotonga Hospital on April 10 and flown to Auckland the following day.

● The Prime Minister of Western Samoa, Tupua Tamasese Leolofi IV, got a telephone call on April 5 which cost him at least a pint of his blood. The call was for a blood donor and the Prime Minister, himself a doctor, was soon at the hospital giving some of his urgently-needed blood. Although he has taken on the strenuous duties of running a country Tamasese has insisted on his name being retained on the blood donors' list.

● Patolo Taafuli, statistical officer of the Western Samoa Bureau of Statistics returned on April 8 from Tokyo after a 10 months absence. He attended a course on statistics at the Asian Statistical Institute and was awarded a certificate. Government

Although this winsome lass, Miss Tabotai, is seen by few people in the far-flung islands of the GEIC thousands know her voice. A dweller in Northern Tarawa, she's a popular singer on Radio Tarawa.



Mr. L. J. Davis.

Statistician F. E. Betham is at the same institute on a six weeks advanced course.

● Unlike most anglers, Steve Colwell, of Pago Pago, doesn't exaggerate when he stretches his arms wide to tell how big was the one that didn't get away. Steve, son of American Samoa Tax Office manager Bill Colwell, did a man-size job at the beginning of April, boating a 150 lb marlin. Using regulation 130 lb tackle he landed his prize after a 90-minute battle off the south coast of Tutuila. He's only 14!

● Mr. David Lincoln-Gordon has been appointed Pacific Islands manager of the Fiji Development Co. Ltd., a subsidiary of the giant Commonwealth Development Corporation, and will work for the company's head office in Suva. Mr. Lincoln-Gordon becomes chairman of the FDC's Home Finance Co., in which the Fiji government has a half-share. He is also chairman of Pacific Lumber Co. Ltd. and a director of the FDC, Solomon Islands Plantations Ltd. and the Kadavu Timber Co. Ltd.

With the retirement of Mr. John Henry Sand and the promotion of Mr. Parbhu Dayal to manager of the Fiji Development Co. Ltd., the company is now managed entirely by Fiji nationals. Mr. Dayal is also a director of Home Finance Co. Ltd., Fiji Development Co. Ltd., and an alternate director of The Pacific Lumber Co. Ltd.



This attractive young miss is 17-year-old Ivana Seeto, of Rabaul, whose ambition in life, at present anyway, is to be a tourist guide. And she's got more qualifications for the job than most teenagers. She speaks English, French and Chinese. Her home town is Santo in the New Hebrides.

● The Rev. Father Laurent Fuahea, parish priest of Sigave on the island of Futuna, has been named by the Pope as auxiliary bishop to the Bishop of Wallis and Futuna, Bishop Michael Darmancier, S.M. This is the latest appointment of an indigenous priest to the Roman Catholic hierarchy in accordance with the Church's "localisation" programme. Father Patrick Finau, S.M., Vicar General of the Diocese of Tonga was appointed in February as coadjutor bishop to Bishop Rodgers, Bishop of Tonga.

● The Rev. V. H. Mo'ungaloa, of Tonga, former director of the Methodist Youth Department in Tonga, has gained his Doctorate in Philosophy at the University of Ohio in the United States. He now adds a Ph.D. to his M.D. (Master of Divinity) which he obtained last year. An ex-student of Leigh College, the Methodist theological college in Sydney where he spent three years from 1950, he was ordained into the Methodist ministry in Sydney.

● Western Samoa's Minister of Justice Amoa Tausilia and the Deputy Director of Economic Development Mailele Malielegaoi returned to Apia in the middle of April after representing Western Samoa at the 25th conference of the Economic Commission for Asia and the Far East (ECAFE) in Bangkok, Thailand.

● Twenty-one-year-old Saimone Raikuna, of Suva, a fifth-year shipbuilding apprentice in the Fiji Marine Department, has won the first New Zealand shipbuilding work study scholarship to be awarded in Fiji. The award entitles him to enter the design class at Auckland Technical Institute, which is associated with the Derrick Technical Institute in Suva. Under the award he gets a \$100 clothing allowance, paid accommodation in Auckland, return air fares and pocket money. He will study at the Devonport naval base in Auckland and also work for three weeks in an Auckland boatbuilder's yard.

● The Rev. Barry John May, who has been at St. Martin's Anglican Church at Boroko, Papua, for about a year, was farewelled by parishioners on April 14. He and his wife Katherine were guests at a barbecue during which they were presented with a carved bowl from the Trobriands. Mr. Barry's first contact with PNG was in 1962 but not as a clergyman. He was a police officer but after three years he decided to study for the Anglican priesthood and returned to Australia in 1965. He has returned as a priest last year. He has taken another post in South Australia.

● Himalea Ikimotu Douglas is the first Niuean to obtain a full university degree. He has been awarded a Bachelor of Commerce and Administration degree after studying at Victoria University in Wellington (NZ). He first went to New Zealand in 1959 under the NZ Government's scholarship scheme. He was also the first Niuean to obtain a fellowship to attend the Cobham Outward Bound School in New Zealand.

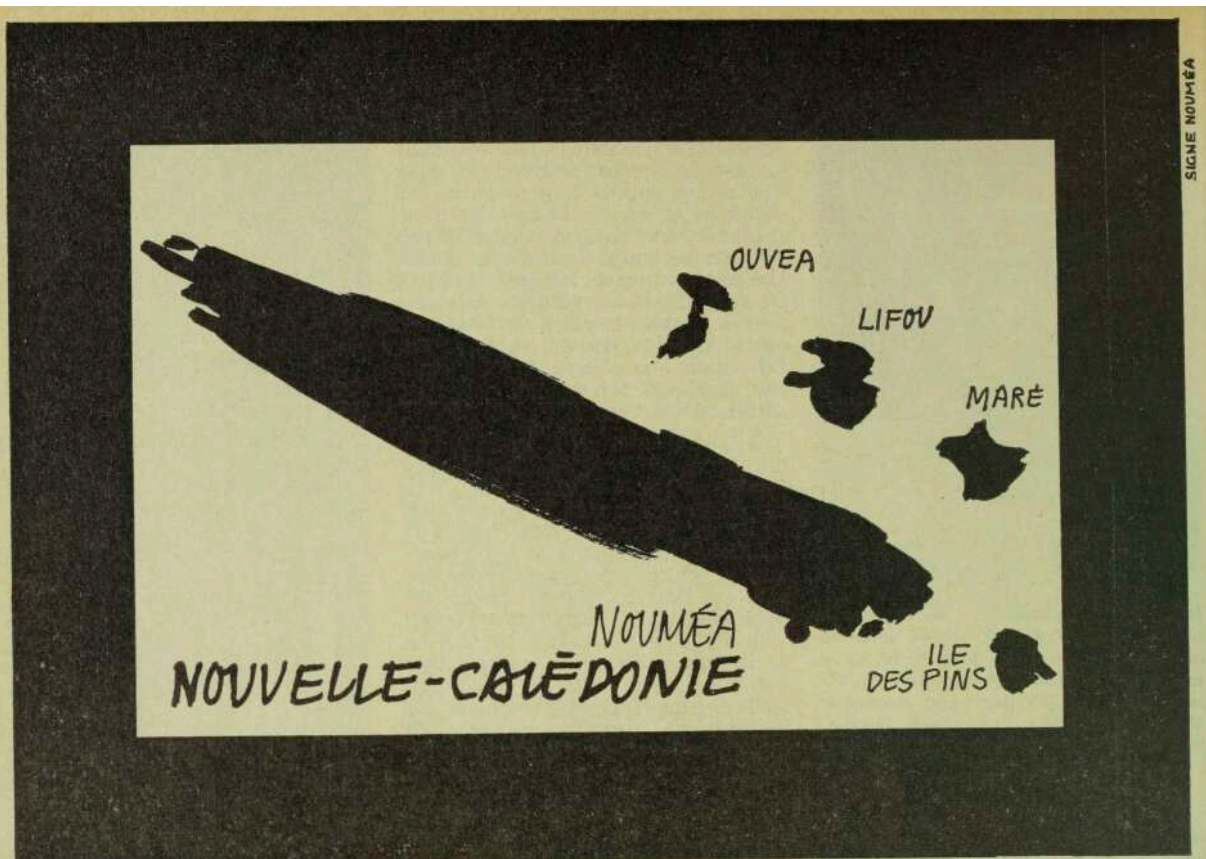
● Prince Tuipelehake, Prime Minister of Tonga, underwent a successful operation for gallstones in hospital in Auckland in April and his condition was reported to be satisfactory. At the month-end he was convalescing in New Zealand.

● Samoan External Affairs Officer, Latu Lome, and Apia businessmen Joe Annandale and Bob Rankin, stopped off in Sydney in April on their way back to Western Samoa after a three-month world study trip sponsored by UNCTAD/GATT. Their study course, on export promotion and international marketing, took them to Bangkok, Geneva, Western Germany, the United Kingdom and Australia. Bob Rankin is proprietor of Island Styles, a textile printing and garment factory, and Joe Annandale is employed by O. F. Nelson and Co. Other Islanders in the study group included six Fijians and a man from Papua New Guinea.



This is 20-year-old Miss Johanna Taira, a Rarotongan typist, who has won a crown which has been without a wearer for 10 years. It's the crown of Miss Rarotonga, last competed for in 1962. She won it, and \$80, at a public judging before 1,400 people at a gathering organised by the Democratic Party which, somehow or other, had managed to include the contest in its election campaign. Twenty-six girls from villages on Rarotonga competed and were judged, first in mini-pareu and bratops and then in evening frocks. What the judges looked for was appearance, figure, deportment, personality, dress, grooming, entrance and confidence. Johanna obviously had the winning figure and appearance. We can take the rest for granted. Runners-up were 18-year-old Miss Margaret Neri, a Tereora College student from Tauvae (second) and Miss Christine Buckley, 21, a hairdresser from Avatiu, third.—Photo: Johnson's Studio.

In Sydney Bob Rankin said that when the Islands group found that their return tickets were via UTA, they exchanged them for tickets with BOAC "as a protest against the French decision to resume nuclear tests in the Pacific, which is endangering Islanders".



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B MAY, 1972—PACIFIC ISLANDS MONTHLY

SHE'LL DRIVE A HARD BARGAIN FOR PAPUA

Josephine Abaijah is an attractive young Papuan with a diploma from London University, the ability to raise a \$3,000 bank loan in two minutes and she is the first woman elected to the territory's House of Assembly.

And even before she was declared winner of the Central Regional Electorate she was offered, and refused, a ministerial post by the country's two major parties.

She is also refusing to be labelled a representative of women. A Women's Lib tag, she said in an interview, is the last thing she wants.

"I was elected by men as well as women," she said. "The men in the house don't just work for men. I'm not going to separate the sexes."

Nevertheless, she is sufficiently a woman to refuse to disclose her exact age (she is about thirty).

One of 17 children from Milne Bay, Miss Abaijah has been training and working as a health education specialist in the Department of Public Health since leaving high school about 10 years ago. This has made her, she believes, an expert in village-level communications. The six

men she easily beat in Central Regional are unlikely to argue about her success as a communicator.

Her campaign costing about \$3,000 was a mixture of hard slog through the villages, which the athletic former territory netball vice-captain handled with comparative ease, and high pressure advertising by letter and in the national newspaper.

She said she raised the campaign money in a two minute interview with her bank manager.

Miss Abaijah said both Pangu and United Parties had offered her a ministerial post in return for her support.

"I refused them," she said. "I don't want to be committed. Apart from that, one of the messages that came through most clearly while I was campaigning in the villages was that the people don't want their member to be a minister. They think ministers are stooges and have no time to spend with their people."

As things stand now Papua would be a junior and mendicant partner in a united and independent Papua New Guinea.

She said she is neither for nor



Josephine Abaijah.

against national unity as a concept. "I will support it if it's best for Papua. I will oppose it if it is not," she said.

Her attitude towards self-government is equally pragmatic. "Australia wants to give us self-government as soon as it can," she said. "So what's the use of shouting for something we can have anyway."

"We should be capitalising on Australia's eagerness to get out by driving as hard a bargain as we can."

Miss Abaijah describes herself as a Papuan nationalist. She said she will be forming a movement called "Papua Besena", which means roughly Papuan nationalism. It will aim to make Papuans more aware of their identity and to mobilise support for greater development.

Because of its separatist overtones it is this activity that is most likely to bring Miss Abaijah into conflict with the administration and Australian Government. Australia's most basic policy is that Papua and New Guinea shall proceed to independence as a single country.

Reservations about imposed unity are increasing in Papua. A movement called "Papua Action", with broadly similar aims to Papua Besena, made a brief appearance last year.

To the growing concern of Papuans about their future, Miss Abaijah will bring one of the most articulate and distinctive voices in the new House of Assembly.



Friendly smiles and a handshake after the signing of the wage agreement between the Airline Workers' Union and Air India. Left to right: The airline's Fiji manager Madan Lal, union secretary Apisai Tora and Air India's manager for Australasia, R. K. Narpal-Singh. Photo by Stan Ritova. Story in "Fiji Talanoa", p. 36.

Rampaging unions problem for new government

Bright young public relations director from New York, Mr. Lee Laino, was talking about his company's attitude towards investment in the South Pacific. "Both Flagship and American Airlines are very **bullish** about the South Pacific," he said. "You know that word down here? Means aggressive, enthusiastic."

Flagship Hotels, a subsidiary of American Airlines, is looking forward to the opening of its first Fiji hotel at Pacific Harbour on September 1. Executives are busily planning two lavish official openings in November, with top travel industry personnel from Australasia being entertained during one three-day weekend and invitees from North America being allocated the other.

The company is also considering hotel involvement at Denarau, the resort development planned for Nadi Bay, and in early April was said to be close to signing an agreement.

Flagship is only one of several international hotel companies buying into Fiji tourism. There are of course oil companies and breweries and land developers and restaurateurs and all manner of other potential investors ("and what was that about JAL?")—all bullish about Fiji.

But aggression of another kind is an established part of the Fiji scene and it's one that threatens to cancel out the other, if the latest muscle-flexing ever becomes full-scale rampage. At the time of writing, the secretary of the Airline Workers' Union, Mr. Apisai Tora, had announced that his union would go on strike because of a wage dispute with Qantas. He hadn't said when—just "in our own good time".

It takes me back to 1967, when, visiting Fiji for the first time (with the prime purpose of eulogising about its tourist attractions), I stepped off the plane with a group of journalists to find the airport workers on strike. Their union, later deregistered, was led by Tora. The dispute was with Qantas—and the timing coincided with the annual tourism convention.

At that time even the parliamentary

opposition was on strike, having walked out of the House en masse that September over a political issue. The then colony had been bedevilled by industrial unrest for weeks. At one stage, more than 1,000 men were refusing to work, either because of wage demands or in support of other unions.

When I got home I wrote for an Australian newspaper a piece which some enthusiastic sub-editor entitled "Trouble in Paradise". It certainly

hour, bringing the basic rate to 40c an hour, backdated to December. Other aspects of working conditions were also included in the union's claims. Suva Chamber of Commerce members describing the airport workers' demands as entirely unreasonable and likely to frighten away investment. The unionists were unperturbed and said that as well as striking against Qantas, they would boycott all French commercial and military aircraft passing through Nadi Airport.

This was to be their contribution to protests against the French tests at Mururoa Atoll, they explained. Conveniently, it would coincide with the strike action against Qantas.

Qantas hasn't been the only airline confronted by Mr. Tora in recent



didn't please the tourist officials who'd invited me—but it was true. You can't hide nasty facts from visitors, as Mr. Tora is well aware. Fiji's need to present only its best face to tourists is one of Mr. Tora's strengths.

In April, it looked certain that Nadi Airport would soon be the scene of another major stoppage, in all likelihood during the South Pacific Festival of Arts between May 6-20.

There'd been speculation that the strike would occur during the general elections in late April, because the government might be expected to be in a state of disarray. Then the betting swung to the Arts Festival, because of the ready-made publicity. Television cameras would be there. And **National Geographic**. And big names like Laurance Rockefeller. And thousands of tourists, a great many of them from neighbouring islands.

The talks between the union and Qantas broke down completely at the beginning of April, with the unionists demanding a basic wage of \$40, which Qantas said was an increase of 198 per cent. and out of the question.

Qantas was offering a rise of 8c an

months. In March, after drawn-out negotiations, the union won a 30 per cent. pay increase from Air India, with 20 per cent. backdated to August 16 last year when the log of claims was submitted.

In mid-April, strike action on the part of 150 construction men at Nadi Airport forced shutdown of work on runway improvements. The strike followed the dismissal of a man by the New Zealand-based contractor, Wilkins and Davies Construction Co., after he allegedly punched a foreman. The Building Workers' Union and the company sought conciliation and the matter was expected to be dealt with quickly by Labour Department officials.

In April, Suva's wharves were having their share of trouble. Rumours were rife of intimidation, cargo pilfering, absenteeism and a general disinclination to work on the part of some dockers. Shipping company officials were loath to talk about specific incidents, fearing that the position might worsen as a result.

It was reported that a watchman on board the Nauruan cargo ship **Rosie D** had been beaten up and the liquor cargo broached by unidentified dockers. A shipping com-

pany official was said to have confirmed reports that on Saturday night, April 8, some dockers were seen reeling around drunk from liquor they had allegedly taken from the *Rosie D* and another ship, the *Newcastle Star*.

Gangs working the *Rosie D* were stopped at 10 p.m., an hour earlier than they were due to finish, because according to a shipping man "they were doing more damage than work".

Some shipping men say that since last year's dock strike and subsequent pay rise for dockworkers, work output has fallen by 30 per cent. They talk of slow turn-around times and cargo pilfering and complain that members of the Dockworkers' and Seamen's Union won't attend inquiries held to investigate complaints.

It looks like being a tough year for Fiji's new government . . .

* * *

While the unions and the bosses bickered and the politicians declaimed, postured, mud-raked (and in the case of all too few, said sensible things), the airlines offered some light relief on the matter of air fares for Fiji and other Island countries.

"Very special cheap prices for you" was the gambit, whenever one met an airline man. It was bemusing to watch the fares go down and individual companies jostle to get maximum mileage out of the situation.

First, one company boasted in a full-page *Fiji Times* advertisement that it was the **only** airline which could offer Fiji people the \$697.00 return fare to London—"PLUS the most frequent direct one plane service, PLUS your choice of VC10 or 747, PLUS a choice of route—via the Orient, the USA or Tokyo/Moscow".

Its competitors were quick to follow. Four carriers pooled their resources for a full-page ad, telling us that the "\$697 fare to London return is available from any airline (including us)". The message behind the advertising copy was that all airlines operating in and out of Fiji had been instrumental in getting the new low fares and it just wasn't cricket for any one carrier to appear to claim exclusiveness.

Qantas stole the show however with its news of slashed one-way fares between Nadi and London. We could get there for \$420 via the US and for \$495 for flights via Australia and Asia, with no time restrictions!

A few days later two other airlines



Another sea mystery

A diving party from the Suva-based salvage ship *Salmar* has found a previously unknown sailing ship wreck near the Solo lighthouse in the North Astrolabe lagoon of Kadavu.

The diving party consisted of four Americans—Pat and Howard Ruweler of California and Cynthia and Jim Colt of Oregon—and co-owners of the *Salmar*, Ian Lockley and Neville Garrick.

They were on a seven-day diving trip in the Astrolabe when Mrs. Ruweler spotted debris from the ship in 45 ft of water. According to Jim

Colt, the ship must have been "a good sized one, probably a century or so old."

The hull of the ship had disintegrated, but the divers found worm-eaten oak dead-eyes, ballast stone, tiles from the ship's galley, brass fittings and bronze nails.

The picture above shows Jim Colt with some of the items which were found.

Last year the *Salmar's* owners found the wreck of a steel-hulled sailing ship off the reef at Vatoa in southern Lau. The wreck is still unidentified.

announced that they could do it for \$409, with an 18-hour stop in Los Angeles. The other carriers followed suit. Qantas then dropped its fare by \$10.

People were hoping it wouldn't stop there. If airline one-upmanship means we can get there for less, then we're all for it. If the charter boys hadn't been nosing around the South Pacific, who knows when we'd have got it.

Let's not forget that this is the month of the big, bouncing, fascinating, unique South Pacific Festival of Arts.

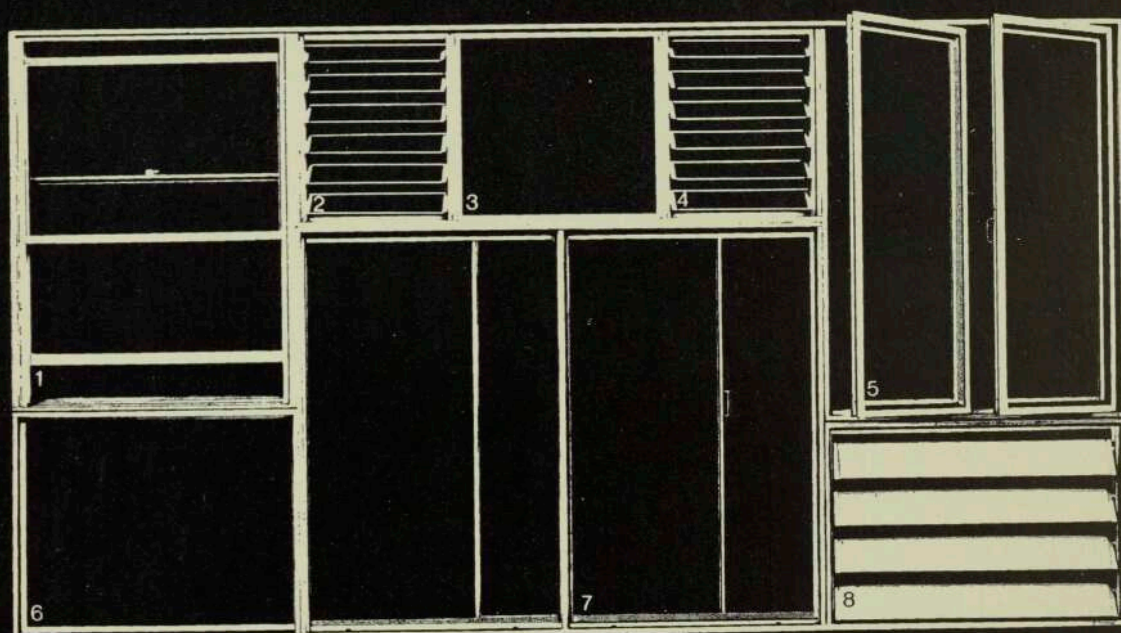
Suva will take a long time to re-

cover from the excitement of hosting this first festival, although in April, the preparations have been overshadowed within Fiji by the general elections. The new government will barely have been announced before the festival gets under way.

Billed as one of the great cultural happenings of the century, it looks like having something for everyone.

It's whispered that a big land development company in Fiji is hoping to buy up all the artefacts for future use. That's if it can get in before the museums and people like me who'd like to have something to remember the festival by!

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Family planning programme for pigs



Pork by the ton at an Island feast—feasting or just maintaining the ecological balance?

The mortality rate among pigs in the Islands rises sharply whenever the Islanders have anything to celebrate, the pig appearing high on the menu in any Island feast. Two territories, Tonga and American Samoa, have had a lot to celebrate in the last few years — independence, royal visits, royal weddings and just plain, everyday jollifications. The result — an alarming decrease in the porcine population.

Tonga, which is tackling a human population explosion, has found that a campaign for more pigs must also be launched. On Tongatapu in 1969 there were 14,840 pigs, which worked out at about four persons to a pig. Last year there were only 11,537. Other islands had the same pig tale.

The price of sucking pigs has more than doubled in 12 months, from \$2 each to as much as \$5.50 and, warns Veterinary Officer Mr. R. T. Knowles, "The decrease is causing us concern because of the increase in the people population. Soon, there will not be enough pig for the people to eat."

Thousands of pigs perished in 1970 when Tonga ceased to be a British protectorate; when Queen Elizabeth paid the kingdom a visit and when Princess Siu'ilikutapu was married to the Hon. Kalanivalu.

American Samoa has been early alive to the death-rate and is launching a new swine-breeding programme using the old methods and the old equations—one boar + one sow = any number of good dinners. But

how to speed up the process. In the old days, the villagers relied on chance for the boars to meet their brides.

Then the Agriculture Department, in an attempt to improve stock, farmed out its fine boars to the villagers who had lonely sows. But, in many cases the boars died from lack of care, or overwork, or both, and many escaped into the bush. So, the process was reversed so to speak, the sows being brought to the government's Taputimu farm. That didn't work satisfactorily. The female guests sometimes brought vermin or disease with them. Often, the farmers, unable to pay the fee for a week's entertainment for their sows, left them at the farm where their piglets were born, which meant more mouths to feed and higher costs.

Now, the department is trying another wheeze—squeals on wheels. Two trailers have been built and equipped with food and water troughs and everything needed for a piggish honeymoon. They are towed by truck to the farms—complete with boar—and parked in the farmer's compound for as long as it takes the boar to get to know all the farmer's sows. Then they're off to pastures new. In a five-month trial period 12 farmers took advantage of the new scheme.

"The present programme doesn't claim to solve all the problems," a department spokesman said, "but the acceptance by the people and the results are the things that count."

It's also said that the boars are

enthusiastic about the whole thing and are queuing up to climb on the bandwagon.

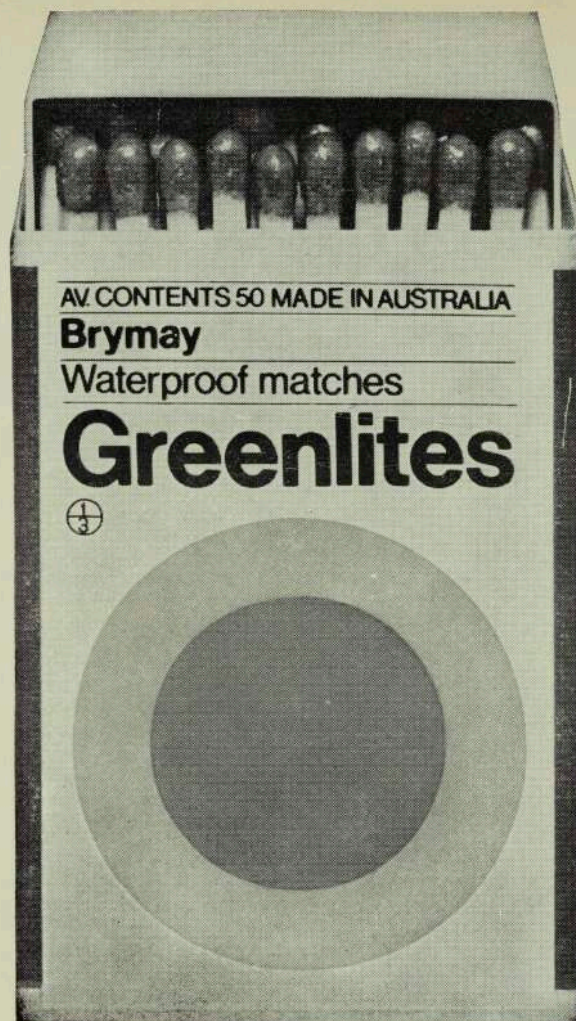
But there's more to the pig than that. According to the newly-published *Encyclopaedia of Papua New Guinea* (Melbourne University Press in association with the University of PNG), the pig plays an important part in Polynesian and Melanesian religious and tribal ritual; is a valuable source of protein and has an important physiological role.

Under stress, the New Guinea Highlanders turn to the pig as a sacrifice to placate the spirits. Stress—injury, illness, rage, fear, anxiety—uses up protein in the body. The pig is killed as a sacrifice; the flesh is eaten and the much-needed redress in the protein balance is achieved.

But . . . as the encyclopaedia points out, in happy times the pig population flourishes and tends to become "too much of a good thing". Then there is agitation for the inception of pig festivals.

"Expanding pig populations increasingly compete with human beings for garden food and their care calls for larger and larger outlays of energy," says the encyclopaedia. "The lavish slaughters, wasteful as they appear in the short run, may thus serve in the long run to maintain an ecological balance among pigs, people and garden crops."

There is a lesson there for the Polynesians. Presumably they have overdone it and upset the balance.



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MORE HOMEWORK NEEDED TO SOLVE SOLOMONS' LAND CONTROL PROBLEM

By TED MARRIOTT

"Our land and our women are our most precious possessions," said Sam Kuku at the last public meeting of the Solomons' Governing Council. Sam is the elected member for New Georgia and is also secretary of the Christian Fellowship Church.

He wasn't defying the Women's Lib movement, but was opposing the Land Development Control Bill shortly before it was tossed out, to everyone's surprise, by the back-benchers of the council.

Designed to protect the interests of Solomon Islanders from the ravages of "hungry expatriate wolves" in land-development exploitation of Pacific Islands, such as the New Hebrides, the bill had seemed certain of strong support from the elected members. But as indicated by Sam, land is a very emotive word in the Solomons, and development means subsidies and grants under British aid; any legislation on this subject was therefore bound to be suspect.

Fear was plainly at the heart of the objections raised by the back-benchers, who dominated the debate. They would not accept any interference with the absolute rights of ownership in native or customary-held land, even when the legislation was intended to give them and their children legal protection.

"Let this apply only to the alienated land and not to customary land,"

they all said. And that was the nub of their objection.

Under the bill, which was introduced by David Kausimae, chairman of the Natural Resources Committee, a board would be set up to control land development in such areas as would from time to time be specified. In this way exploitation (by anybody and particularly by outside companies) could be checked and conservation heeded. The Solomons have no other legislation under which these measures can be taken.

An unfortunate legacy of the past, dating from the days of the first Resident Commissioner, Woodford, who honestly believed that the Melanesians were a dying race and that the only hope of developing the vast tracts of apparently waste and vacant land lay in purchase by expatriate planters, is that 10 per cent. of the land is alienated. Furthermore, this alienated land is, of course, generally among the best land in the country; and, to rub salt into the wound, much of it has still not been developed.

A constant source of complaint in the council is that the government is always wanting to acquire yet more of the customary land for forestry, mining or other purposes, and does nothing about the alienated land.

It is also unfortunate that administratively the most convenient way for the government to acquire land is through compulsory acquisition. Great trouble is gone to in explaining the need for the land and the benefits that will come to the whole country—and indeed to the individual land-owners, because compensation payments are generous to a fault—but the "compulsory" part, plainly stated on the forms that have to be filled in, sticks in the gullet.

Thus, despite the fact that the land is unregistered, unsurveyed, subject to endless boundary disputes and indeed held only under a form of trust by an elder on behalf of his line, there can be demands by the Rennellese that they should have the right to negotiate directly with Mitsui over the proposed mining of bauxite on their island.

It can be seen how passionately the Solomon Islanders regard their heritage of land, but when Alfred

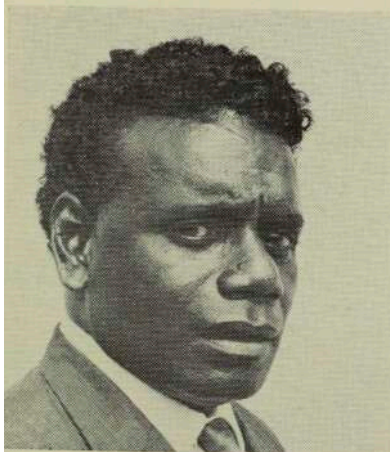
Maeke made his case against the Land Development Control Bill, one might well have thought he was describing the dire results of having *no* control over land development.

"We will be reduced to penury," he said, "families will be begging for money at the roadside, children will be scratching in the rubbish bins for food, and our women will be selling their bodies to foreigners." This was his prediction of what would happen if landowners had first to apply to the board for permission to develop their own land.

Peter Thompson sensibly pointed out that the Governing Council was still the ultimate authority and that areas of the country to come under the board's control would first be put to the council for approval. But no one was prepared to listen to him. They turned instead to Solomon Mamaloni, who put on a display of oratory and flatly stated, "I don't trust boards!"

"There is too much indecision here," he continued. "Are you for this bill or against it?" There was an involuntary gasp of "noes" around the chamber. He had them eating out of his hand.

Gordon Siama, one of the committee chairman, supported the bill, pointing out that at that very moment



Gordon Siama.



David Kausimae.

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there was an American with his eyes on an island close to Goldie College in the Western District, which he wished to turn into a tourist resort. This might turn out all right, he said, but if it developed in a way the surrounding people did not like, there was nothing that they or the government could do about it. Nevertheless, he saw no reason why the bill should not be amended to exempt customary land from control.

No offer was made, however, to accept such an amendment. For one thing, there is customary land on the outskirts of Honiara and it is only a matter of time before a local landowner conceives the idea of putting up his own low-cost housing to relieve the shortage of workers' accommodation in the capital. Control of such development would, of course, be equally desirable.

The bill was not pushed to the limit, because although the voting would have been interesting, it would not have reflected the consensus that Govco likes to achieve. No other committee chairmen spoke, and Kausimae, winding up, said he could understand the opposition that had been expressed to the bill. Nevertheless, he still believed in the necessity for it and was prepared to wait for something to happen—which would not perhaps be long—before re-introducing it to the House.

In fact, it was only the next day that the Commissioner for Lands, taking note that the Governing Council had no wish to control land development, gave his approval for the subdivision of an estate on the beachfront at Tenaru.

No one sees any harm in this move, but a precedent has been set and one wonders what will turn up next. There is, for example, the American company that now owns the old plantation at Berande on the north coast of Guadalcanal: is it really there to grow coconuts and make copra?

Perhaps the members of Governing Council only need a little more time to do their homework and to realise what exactly is meant by land development.

One thing is sure, and that is that it will be a long, long time before Solomon Islanders accept wholeheartedly any western-style land laws. It is as though they believed in the fundamental right of each family to determine for itself its ownership of land, together with primary and secondary rights. This complicates the issue beyond the patience of most outsiders.

* Footnotes

WHEN is a cargo cult not a cargo cult? This is a question which Papua New Guinea's third House of Assembly may be called on to answer.

On the one hand, Matias Yaliwan, leader of the Mount Turu cargo cult, and more recently of the Peli Association which has grown out of it, has been elected as member of the House of Assembly for one of the Sepik District electorates, and apparently envisages himself as about to be acclaimed Papua New Guinea's national leader.

On the other, Pangu Party members from the Sepik District have announced their intention of promoting legislation to outlaw cargo cults. If they succeed, a legal definition of "cargo cult" will have to be devised, and this should give the lawyers a few headaches.

How do we get the things we want? By know-how, by ritual, or by a bit of both? Undoubtedly Papua New Guinea's traditional answer was, "A bit of both".

In the part of Papua which I know best, the cultivation of yams was surrounded by ritual (magical or religious, according to how you define these words). But no Papuan woman was so foolish as to suppose that she could get a good crop merely by observing the appropriate rituals. She knew that she had to contribute her own know-how, learned from her mother, aunt or grandmother, to achieve success. The bumper crop, when it came along, was in her estimation due in part to her own know-how, and in part to rituals faithfully observed and accurately performed. Both were, in her thinking, essential to success.

If she had known of them, she would have thoroughly approved of such sayings as "Trust in God and keep your powder dry" and "God helps those who help themselves".

We of the west have largely abandoned, though only recently and still not completely, our faith in the effectiveness of ritual, and tend to

HEADACHES AHEAD FOR THE LAWYERS?

regard our success as the product of our know-how alone.

The cargo cultists are at the opposite end of the scale. They seek to secure success and affluence by ritual alone — generally the white man's affluence, though not always. At the height of the Mount Turu cult, its leaders were variously promising their followers the white man's "cargo" on the one hand, and greater success in gardening and hunting on the other. And although in this case the prescribed ritual — the removal of concrete survey markers from a mountain top and their manhandling down the mountain side—did involve a considerable amount of hard work, it was from the ritual, not from the hard work, that results were expected.

To devise a definition of cargo cult which has no ragged edges will be very difficult indeed.

On the one hand, cargo cults shade off into confidence tricks. In a recent episode in the Highlands, villagers were induced to

part with varying sums of money, in some cases as much as \$50, in exchange for boxes of stones, which were to be buried in the ground and which, when dug up on a date to be fixed, would be found to be full of money. When the ordained day arrived, they were dug up and found to be, as before, full of stones. In the meantime the organisers of this jape had taken off for destinations unknown. Apparently they had no confidence in their own "cult".

Although this incident was described by the news media as a cargo cult, it was clearly nothing of the kind. It was just a confidence trick, and, when the law caught up with some of its perpetra-



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tors, they were very properly gaoled for obtaining money by false pretences.

But in other cases the organisers appear really to believe in the bizarre creeds they teach, and often only benefit from them in terms of imponderables like prestige and power. To have obtained the respect and even the veneration of one's fellow men and women can hardly be made a legal offence. On the disciples' side, the neglect of food gardens under the erroneous belief that gifts of food and other "cargo" from the ancestors are about to arrive in planes, ships or trucks, while it may be condemned as foolish, can hardly be as criminal.

If on one flank cargo cultism shades off into confidence trickery, on its other flank it shades off into religion.

I have suggested that what distinguishes the cults from both traditional Pagueinean religion and introduced Christianity is that, while both the latter accept St. James' dictum that "faith without works is dead", the cultists believe in the efficacy of ritual alone, any "works" involved being incidental to the performance of the ritual rather than vital to the success of the exercise.

But a definition of this kind might easily catch in its net some marginal Christian sects whose watchword is "by faith alone". And then the fat would be in the fire. Banner headlines would break out in American magazines: "Papua New Guinea Suppresses Freedom of Religion".

If legislation is to be prepared to outlaw cargo cults, I'd just hate to be the legal draftsman who has to prepare it.

There is, however, a closely related field in which some sort of legal control might be not only possible but desirable. I refer to the control of fund raising. At present there is nothing to prevent a single person or a group of people going around collecting money from the enthusiastic or the gullible. There is nothing to prevent a group of people forming themselves into some kind of association or society with ill-defined aims and objects, quite inadequate organisation, and then enrolling members and collecting subscriptions. Sometimes these associations grow out to a cargo cult and have vaguely economic aims, as in the case of the Peli Association.

Sometimes they have a more political slant, as in the case of the Mataungan Association. Many Pagueineans seem to like joining and subscribing to organisations of this kind, even though they sometimes have little idea of their aims or of what their money is going to be spent on. In some cases those who are responsible for raising and disbursing these funds are completely honest; in others perhaps less so. But even in cases where

there is no actual dishonesty, it is often very difficult, due to inexpert and happy-go-lucky accountancy, to find out at a later date just how much money has been collected and what has happened to it. In my missionary days I frequently ran into problems of this kind with village church funds.

Legislation providing that any organisation collecting contributions or subscriptions must be registered, must have clearly defined aims and objects, and must keep such minimal records as will make it possible to find out at a latter date how much money has been received and what has happened to it, would not be unreasonable, I think, and would serve to restrain racketeering.

Exceptions might have to be made, perhaps, in cases such as that of members of a kinship group "dobbing in" to buy a communal truck—though even in such cases a bit of elementary book-keeping might help to prevent the strife which all too frequently stems from such operations.

At least an approach such as this might be better than the very tricky business of trying to "outlaw cargo cults".



The cargo cult phenomenon is not restricted to New Guinea. This cultists' cross is on Tanna in the New Hebrides. Percy Chatterton warns on the distinction between the cargo cultist and the confidence trickster.

● Neighbouring territories get together for friendly competition usually when the South Pacific Games are in the offing. New Caledonian Lacabanne and New Hebridean David Naupa took part in one such meeting last year in the New Hebrides.

Can Islands' sportsmen keep in step?

By MIKE HOHENSEE



The sporting seasons should be standardised throughout the South Pacific, says Maurice Garbutt in a recent letter to PIM. Mr. Garbutt, president of the Gilbert and Ellice Islands Amateur Sports Association, believes the sporting calendars of the islands should coincide, so that everyone is playing the same sport at the same time of the year.

He writes: "From exchanges with officials (at the South Pacific Games) of other territories we have obtained information about their sporting calendars and for the most part there is no cohesive organisation of seasons. Each body goes its own way and it is only the stimulus of the Games that brings them together. In a number of cases it is only in the Games year that any semblance of effort or organisation appears."

That is very true. I said much the same thing in this column a few months ago with regard to the attitude of Games competitors. But what is the object of Mr. Garbutt's recommendation? He explains: "The GEIC proposed at the Games Council that a greater effort be made by territories to standardise on seasons in order that competitive exchanges can be planned while all of them were active in a particular sport."

In other words, Mr Garbutt feels that common seasons would encourage inter-island competition at a time convenient to all concerned. In addition, such pre-planning would not disrupt the workings of individual associations and the training and

playing programmes of their members.

The timing of the South Pacific Games is important. Some Island sports associations, especially those governing athletics, are obliged to rearrange their training schedules, and in some cases their championships, so that peak performances can be timed to coincide with the Games.

In theory, Mr. Garbutt's proposal is an excellent one but I feel it would be almost impossible to put it into practice. It is true to say each territory "goes its own way", but they do so out of necessity. They do not make a conscious effort to ignore their neighbours nor do they wish to undermine attempts to stage international competition.

Quite simply, territories have enough to contend with internally before they can consider aligning themselves with other associations which may have a completely different concept of sports administration and organisation based on local conditions.

To some extent perhaps the timing of the sporting seasons may have been influenced by the expatriate, nurtured in different climes, who feels that by very definition cricket wouldn't be cricket unless it were played at the opposite end of the year to football.

But it is the availability of grounds and the climate which ultimately decide who shall play where, and when. If cricket must share the same venue as rugby because of the lack of pitches, their seasons must be sepa-

rated—and there's not much anyone can do about that!

The Islands do rally round the flag in Games years and they make the necessary sacrifices and adjustments to be represented. After all, they have years in which to prepare themselves. But it doesn't follow they can conveniently stick to these arrangements year by year without causing havoc within their own sporting set-up.

There is much to be gained by the territories getting together to discuss the subject, or alternatively, exchanging information regarding their seasons. They may be pleasantly surprised at the outcome, for I feel sure few could, with any certainty, name those territories which have begun their rugby and soccer seasons in recent weeks.

And if anyone anticipates holding South Pacific Championships or inter-island competitions, he should have this sort of information at his fingertips.

Ideally, there should be a South Pacific association for each sport, and until that happens I cannot envisage the free exchange of ideas or the machinery to implement them. The only opportunity, in most instances, for Island delegates to get their heads together is at the council and technical meetings held during Games time.

Finance will always be the stumbling block. To send teams or individuals half-way across the South Pacific costs money, and few associations have the resources to do so

without appealing to the public or government for help. Over the years there has been a growing resentment at the vast amounts needed to send teams to the Games. Some Island associations are still paying off their bills.

There is a case for immediate neighbours with common interests coming closer together. Their overheads would be much lower. Mr. Garbutt's association has already seen the possibilities.

Says Mr. Garbutt: "At the council meeting we also proposed that South Pacific Championships be introduced and that there be an exchange of invitations for territories to send teams in international matches. Out of this have come the Fiji Amateur Athletics Association agreeing to hold an Invitational Marathon in July and the Rarotonga AAA organising an athletics meeting for August.

"In addition, the Nauruan AAA held an Invitational Marathon championship in December. This was arranged as some form of compensation for not being able to attend the Tahiti Games.

"The event was an organisational triumph and a credit to the NAAA. Mile times were available for the seven competitors and each runner was supported by a radio-controlled Landrover. The marathon was won by Robbie Morgan-Morris of Nauru.

"This was the third time the GEIC and Nauru have met in sporting events since October, 1970, and plans are in hand for 1972 exchanges."

From all accounts the Gilberts have an active sports association. Since last October, says Mr. Garbutt, they have held a successful cricket league on Tarawa and a ladies' volleyball team flew to Abemama in November for an inter-island meeting.

"We are into the football season (other islands take note) and for those who feel so inclined a road-running season as a build-up for the Fiji and Cook Islands' invitations.

"We have invited all the colony's islands to send a representative to Tarawa for the Queen's Birthday athletics meeting—in particular the marathon. From this meeting we will elect the team to travel to Fiji and, hopefully, the Cook Islands," says Mr. Garbutt.

"Each of the islands in the colony as some form of sporting activity and we are gradually extending the concept of organised sport. In the past most effort has been extended to Tarawa. We see the project being spread over 5-10 years before the colony association is truly a colony association. However, events like the Queen's Birthday marathon will aid in this direction."



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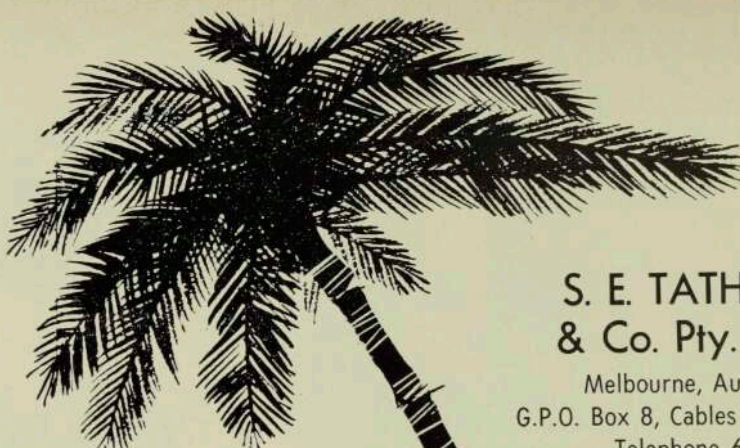
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- A controversy is developing in PNG about the control of broadcasting in the future. Here, Percy Chatterton, who has been very close to the situation for a long time, argues for a compromise, and what's more important, for a decision soon.

FIGHT FOR INDEPENDENT BROADCASTING IN PNG

From PERCY CHATTERTON, in Port Moresby

The first attempt to provide a broadcasting service for Papua New Guinea was made by AWA (Amalgamated Wireless Australasia Ltd.) in the 1930s, when a small broadcasting station, 4PM, was established in Port Moresby. Technically, I suppose, it was a commercial station, though I cannot recall that it ever carried any advertising. At that time radio receivers were cumbersome and expensive, and it may safely be assumed that 4PM's listening audience was almost exclusively expatriate. The station suspended operations at the outbreak of the Pacific war.

During the period 1942-46, ANGAU, the military administration which replaced civil government in Papua New Guinea for the duration of the war, inaugurated an embryo broadcasting service, mainly concerned with disseminating information, advice and instructions to the populace at large. Involved in this service were Dick Humphries and Maynard Lock, both subsequently victims of the Mount Lamington disaster, and Geoff Baskett, happily still among us and still involved in broadcasting.

In 1946 the provisional Civil Administration took over this service in a caretaker capacity, pending the already-expected arrival on the scene of the Australian Broadcasting Commission.

Early ABC programming was aimed mainly at the expatriate sector, but a period of 1½ hours was allotted each afternoon and early evening to what was called "the Native People's Session". This session was prepared and presented by officers of the Department of Education, and was designed to be informative and educative as well as entertaining.

Under the direction of Peter Livingston, also still among us, it achieved these aims with a good deal of success; indeed, on the mission station of which I was then in charge, the programmes were eagerly listened to. Perhaps this was in part due to the fact that an "old boy" of our mission school was one of the announcers and

occasionally gave us a short burst in our local language, Roro.

Other vernaculars, in addition to the lingua franca, English, Motu, and Pidgin, were also used in these programmes. Which vernaculars were used depended on the availability of announcers who could speak them, rather than on their importance or range.

Unfortunately in those pre-transistor days the only radio receivers available to most indigenous listeners were those provided by the Department of Education, the missions and similar organisations, and the servicing and battery upkeep of these receivers presented considerable problems.

In the late 1950s and early 1960s administration participation in the preparation and presentation of broadcasts was progressively phased out. The ABC assumed full responsibility for the programmes broadcast from its stations, and initiated a policy of

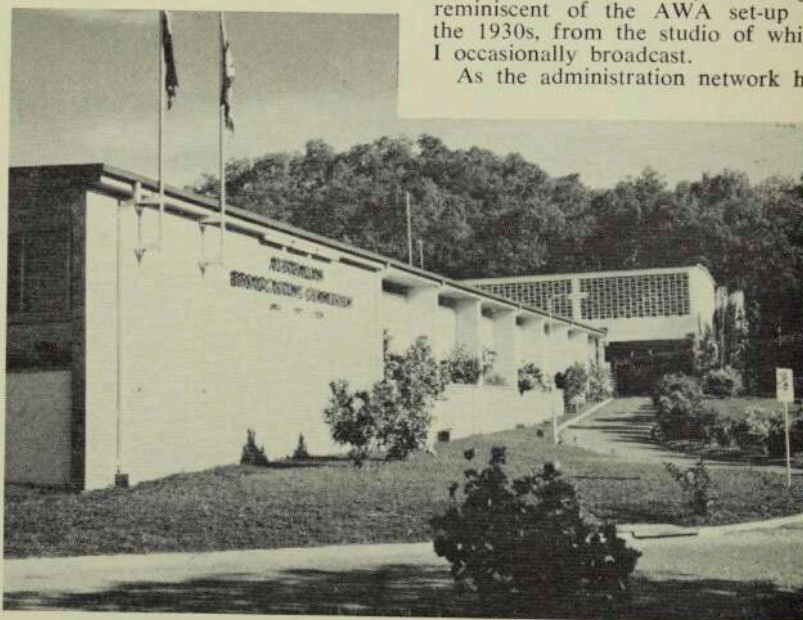
integration, as a result of which the Native People's Session disappeared as a separate entity.

The commission's aim has been to present a range of programmes designed to appeal as far as possible to all sections of the listening public, irrespective of race. In the meantime the introduction of transistor radios, which became progressively cheaper as time went on, substantially expanded the listening public. More and more Papuans and New Guineans were able to have their own radios.

Early in the 1960s the administration, perhaps resenting its exclusion from direct participation in ABC programmes, decided to establish its own broadcasting network. Its first station was established at Rabaul in 1961, and subsequently stations were opened in other districts. There are now 10 of these administration radio stations, and the aim is to have one in each of Papua New Guinea's 18 districts.

These stations are run in a very simple and informal way, amusingly reminiscent of the AWA set-up of the 1930s, from the studio of which I occasionally broadcast.

As the administration network has



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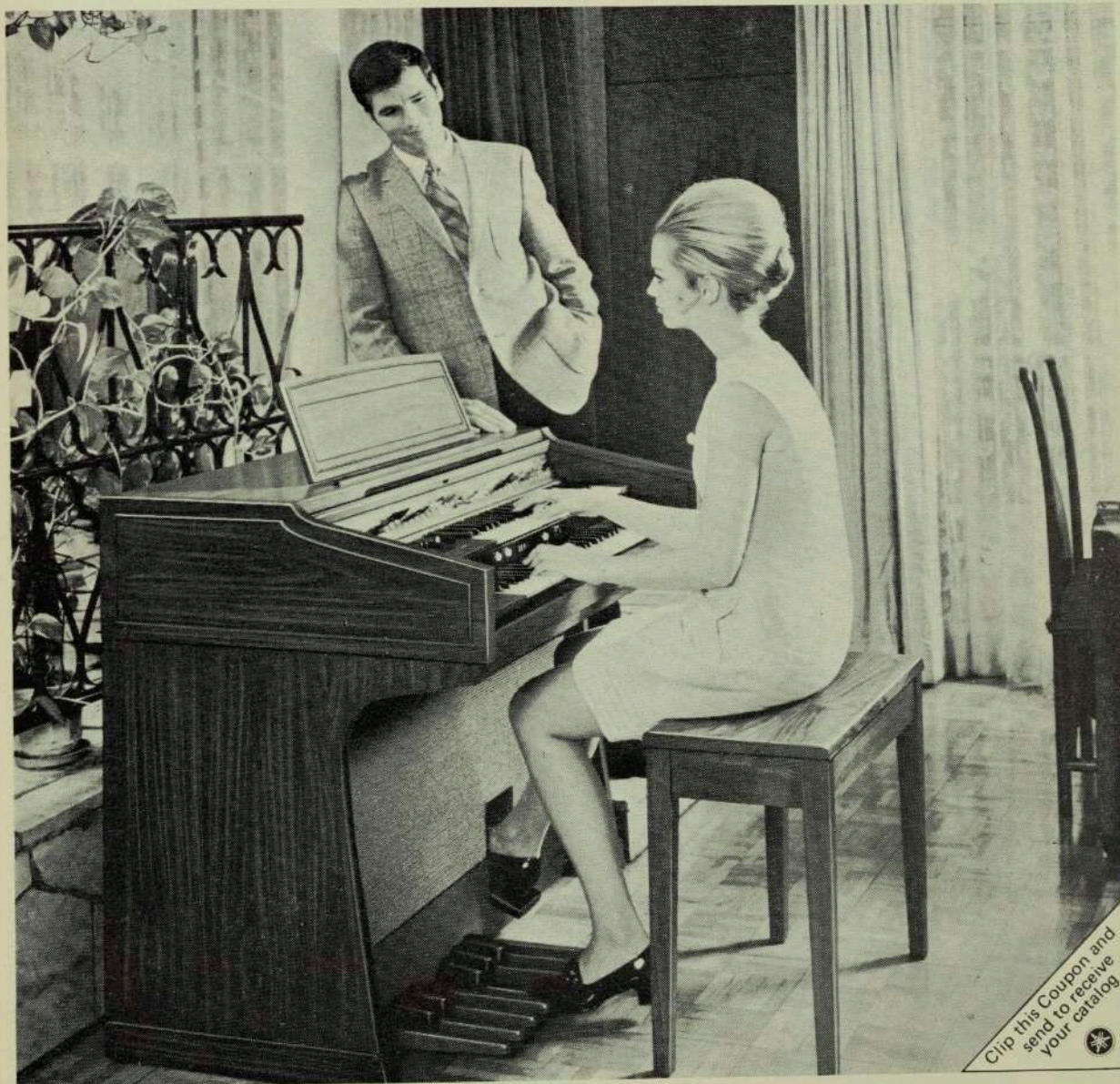
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developed, a trend, if not a specific policy, has emerged in the operation of the two networks. The ABC has concentrated on programmes of nationwide appeal, aimed mainly at the more sophisticated sector of the community, brown and white, and has confined its broadcasts to the three official languages — English, Motu and Pidgin.

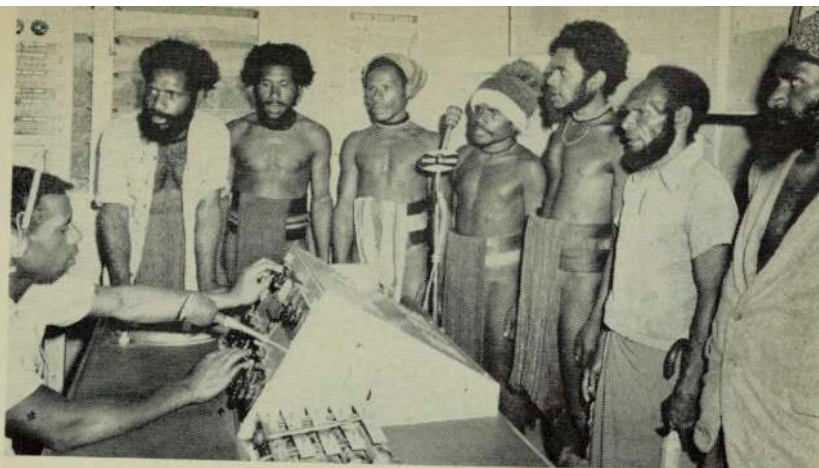
The administration stations, on the other hand, have tended to cater for, in the main, village audiences, have made extensive use of local vernaculars, and, while not ignoring national and even international topics, have concentrated largely on programmes of local or regional interest.

The end result has been that the two networks have between them given Papua New Guinea a very adequate radio coverage. However, many people, including the present writer, have been concerned at the prospect of Papua New Guinea going into self-government and independence with a radio network controlled by a government department and consequently, in the future, by the government of the day.

In this connection it has to be remembered that radio is Papua New Guinea's most important publicity medium. Few Paguianians can read newspapers and fewer still do read them. The power of the Press is virtually nil. It has also to be remembered that, of the two existing radio networks, it is the government-controlled one which reaches the mass of the people rather than the independent one. Concern over the situation is therefore amply justified. Government-controlled radio would place an enormously powerful propaganda weapon in the hands of the political party in power.

In 1966 the Australian Government set up a Co-ordinating Committee on Broadcasting in Papua New Guinea, the chief aim of which appears to have been to do as little as possible as slowly as possible. In 1969, three years after its establishment, the best that the Senior Official Member could say, in answer to a question in the House of Assembly, was that the committee had met "on several occasions", and in November, 1970, he had to admit that it had met for 14 months.

Feeling that the problem was a more urgent than the co-ordinating committee appeared to regard it, in June, 1970, I moved in the House at this House calls upon the administration and the Australian government to establish without delay a Papua and New Guinea Broadcasting Commission to take over and end the broadcasting facilities now



People of the Mul council area recording songs at Radio Mount Hagen. Administration radio has extensively used local languages in its regional programmes.

operated in the territory by the Australian Broadcasting Commission and the administration, to promote the territory-wide dissemination of entertainment and information, and to provide a forum for the expression of a variety of views on the social, economic and political problems of Papua and New Guinea".

Debate on the motion was adjourned, but, at the next following meeting of the House in September, 1970, it was carried on the voices. It was subsequently endorsed by the Administrator's Executive Council.

The response of the Australian Government was to set up a "study group", comprising representatives of the administration and the Department of External Territories, to examine the proposal.

At the final meeting of the second House of Assembly, in November, 1971, a white paper on the subject was tabled. Its findings may be summarised as follows:

- The Commonwealth Government agrees that a single broadcasting authority be established.

- This statutory authority is to be known as the Papua New Guinea Broadcasting Authority.

- The House of Assembly *must* (sic) pay attention to the following matters:—

- (a) The Government of Papua New Guinea should appoint a governing board or committee for this broadcasting authority.

- (b) A ministerial office holder will have overall responsibility within the Papua New Guinea Government for broadcasting.

- (c) The House of Assembly will determine the degree of control it wishes to exercise over the proposed authority; and it will also determine who is to look after this broadcasting

authority. (The meaning of this last phrase is not clear!)

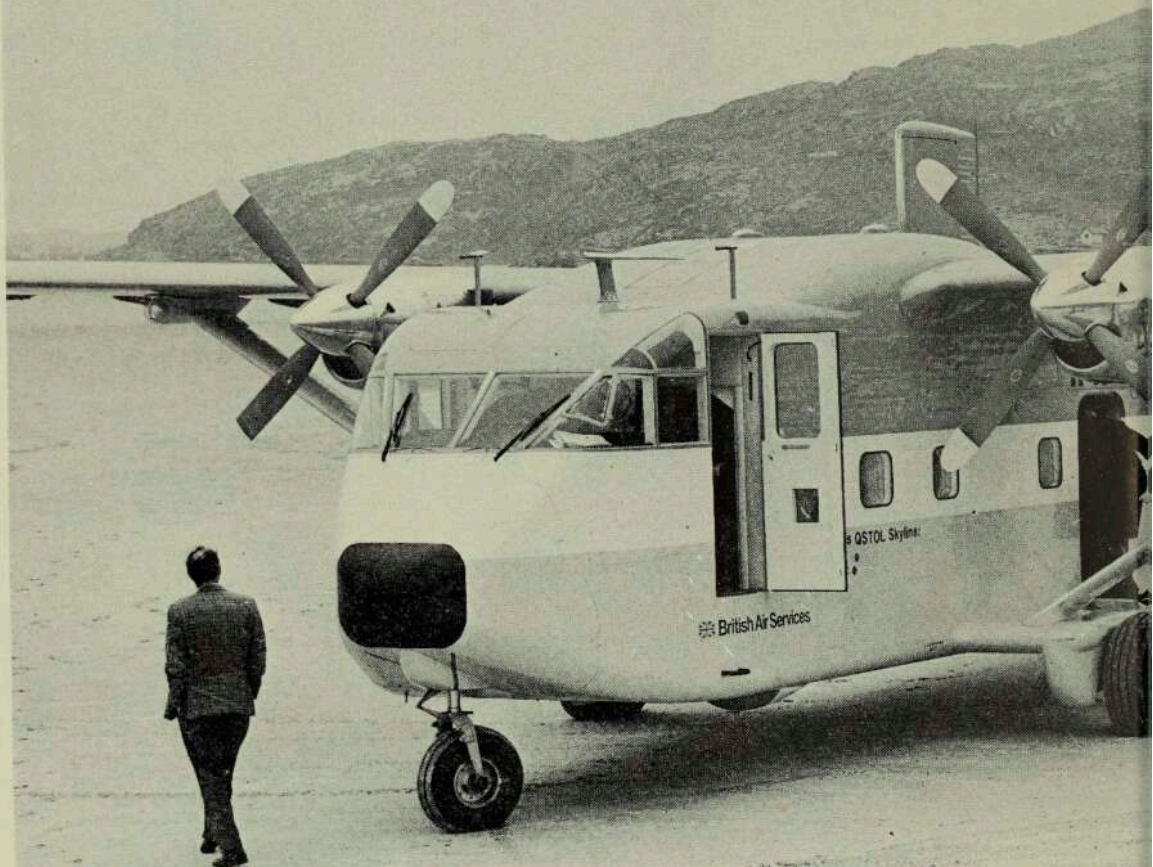
(d) Subject to the views of the House of Assembly the objectives of the authority will be set out in the legislation setting it up.

So far so good. Or is it? Will the withdrawal of the ABC and the setting up of the proposed authority mean in fact less independent broadcasting rather than more? The Australian Government seems to be throwing out pretty broad hints in favour of government control of broadcasting; and it is disturbing that, outside the House, the Assistant Ministerial Member for Information and Extension Services in the previous House (the department which at present controls the administration network), Donatus Mola, has expressed himself in favour of such control—a rather unexpected line from a Bougainvillean.

It is clear that when legislation is brought down to set up the authority, it will need to be very closely scrutinised. But I suggest that those of us who are concerned for independent broadcasting must be prepared to compromise a bit. In a new, and far from united nation such as Papua New Guinea, it is not unreasonable that the government of the day should have some right of access to broadcasting facilities in order to get its message across to the people. A "government hour" would not be unreasonable, and may be the price we shall have to pay for having independent broadcasting during the remaining hours.

Paguian "democracy" already shows a disturbing tendency to evolve forms designed to keep the "ins" in and the "outs" out. Control of broadcasting by the party in power might prove to be the last nail in its coffin.

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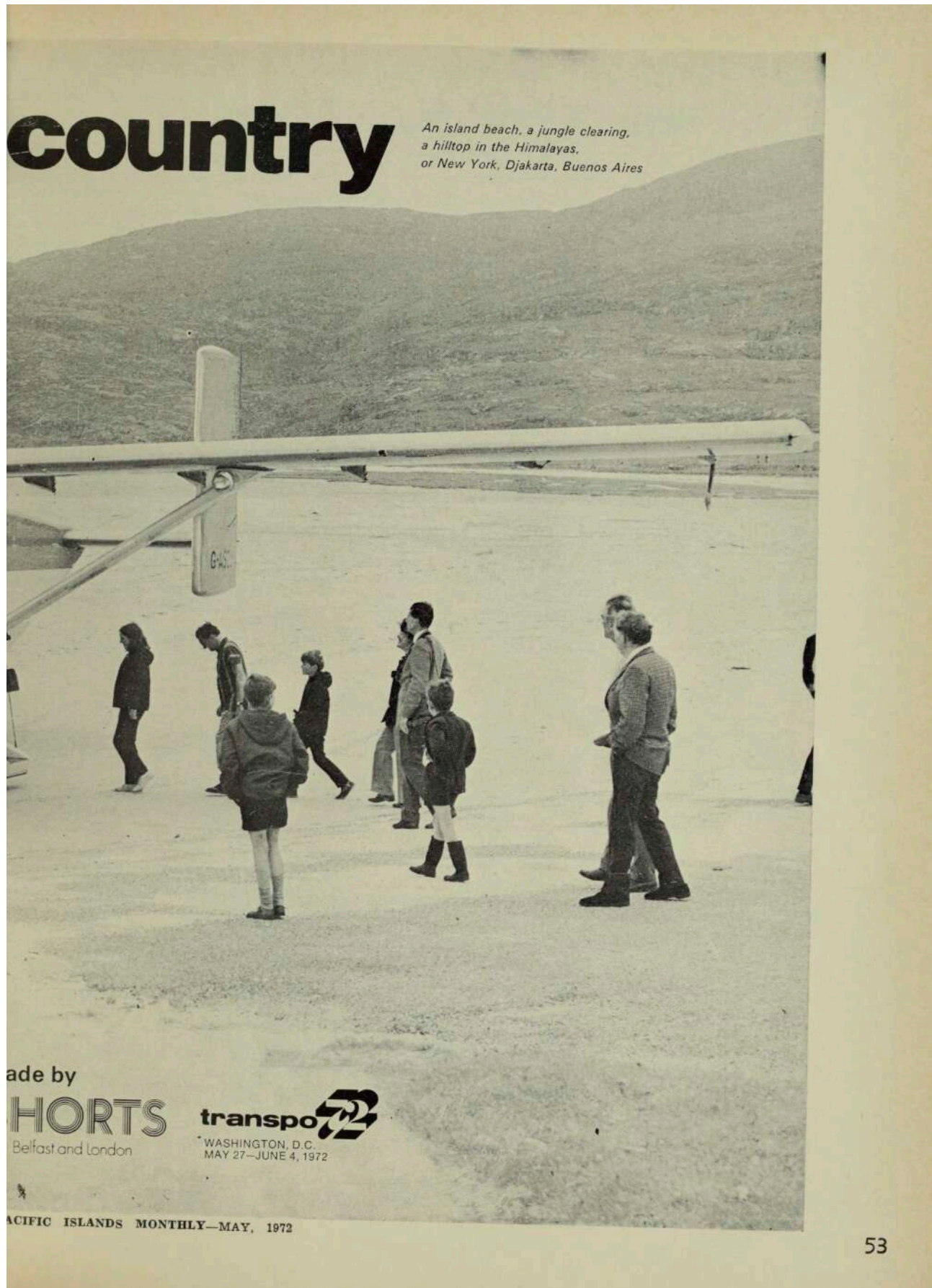
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FIJI REVISITED—A QUICK AUDIT OF THE NEW MANAGEMENT

Sophistication! That's it. I had been in Suva for only a few hours and I'd been searching for a first impression. You've got to have one of those when you come back to a place. Friendliness? Yes, there was that, although some of the "belongers" I talked to about impressions had only gloom to impart. "The place has gone down, not half. There's no friendliness here anymore. Look at the shops."

I'd already looked. "They don't smile when they serve you now, and down at Government Buildings it's worse. When you get them to open their eyes, they don't seem to want to talk to you." That ruled out friendliness as a first impression, but maybe that "belonger" had a hang-over.

I know I had—from Sydney with its surly shop assistants and post office workers, not to mention the bank chaps. In comparison, the Suva folk, Fijians, Indians, part-Europeans, Europeans, the whole polyglot, were positively, overwhelmingly friendly. No, the image the tourist has enthused about was still there.

But that wasn't the first impression. It dawned on me after 24 hours, a sort of reaction to the bunglings of the hotel waiter who brought me coffee instead of tea, pineapple juice instead of grapefruit juice. They've always been bungling, but as the travel writers always say, "They send you up the wall with their bungling but smilingly, so you don't mind". I didn't either.

I did catch that first impression. Sophistication. Not a lot, but definitely some. Suva, at least, looks a little more sophisticated and its people have a newly-acquired air of being somebody, going somewhere. No doubt independence did that—the first stirrings of nationhood.

Maybe it's tourism, which is exploding: 38 per cent. increase in visitors last year and more big leaps forward expected. "Wait till the Japanese start to pour in, any time now," I was told. So many tourists from so many sophisticated places. It's bound to rub off.

What else did I find? A week isn't a long time in which to find anything but there were some things to be seen very clearly, easily. It might have been the lingering impression of an

Formerly on The Fiji Times editorial staff for nearly nine years, PIM's assistant editor John Carter returned for a short visit in March after more than two years absence. In that two years, Fiji has become independent. What changes has that brought? Here he records his impressions.

untidy Sydney—the Sydneyite is an untidy, polluting creature who thinks a wastepaper basket is a waste and should be used for something else.

Compared with Sydney, Suva has become a clean city; there are newer and bigger waste baskets about with their exhortation to "Keep Suva beautiful". The locals say the place is filthy, a disgrace and that's why they passed a law only a few weeks ago to fine litter-bugs. I don't care. I still think it's a darned sight cleaner than any other city.

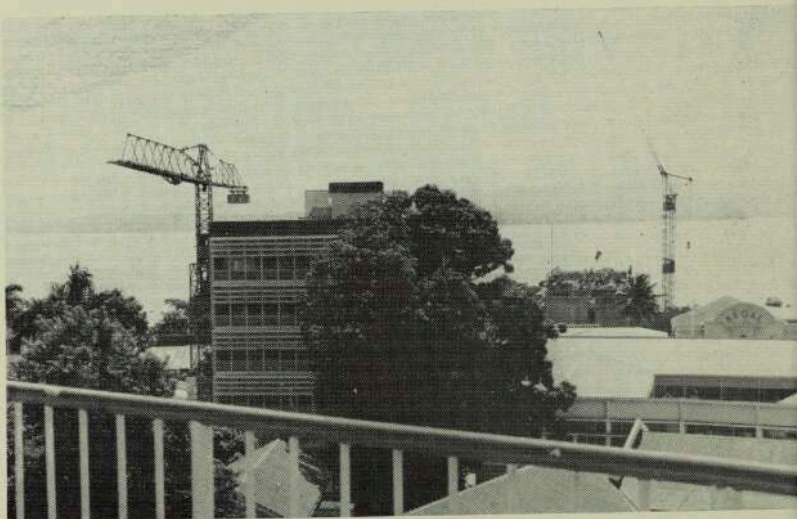
It looks a bit tatty in parts, of course. The Indian shopping area always has looked tatty and it hasn't altered, though some of the ever-present *Lutu Sobu* (sale) banners looked a bit cleaner. There's been

little new building in the city over the last two years, and apart from Williams and Gosling's new five-storey block, a new hotel going up on Gordon Street, two new club-houses, the Union and the United, there's nothing new.

Which doesn't mean the place is slipping. There's no room to build. The big estate boys would put up dozens of multi-storeyed mushrooms, given the land, which has zoomed in price to the highest ceiling in the South Pacific outside Australia. The condition of the city streets is lousy, there's no other impolite word for it. There are potholes all over the place and little of the top sealing remains on many streets.

Why? Some shrug. They don't know why. Maybe it's because the council hasn't enough money. Maybe there's no interest. Maybe with a one to 15 ratio—one doing the job and 15 looking on—repairs cost too much. But the streets are bad, and some tourists are going to notice them.

There was a report in *The Fiji Times* the other day about protests over noise coming from a guesthouse in Amy Street, Toorak. Guesthouse! When I first arrived in Fiji nearly 12 years ago guesthouses were guest-



The crane in the left of the picture is putting the finishing touches to the Williams and Gosling building, newest of Suva's high-rise buildings and one of the few to be built in the last couple of years. Suva can expect higher buildings in the future as techniques improve for fashioning 'quake-proof skyscrapers.

houses, unliquored places where the tariff was well below the hotel prices, and standards more so.

Today, "guesthouse" can be a euphemism for a plain, dishonest-to-goodness brothel and my, how they've proliferated in the last two years. I daresay two years ago there were two, maybe three in Suva. I didn't make the rounds. You can't do much in a week, but I'm told there are now dozens and some even have a red light outside.

And, it's becoming a serious business. Once it was an operation limited to a few good-time girls, more enthusiastically amateurish than practitioners of professional prostitution. Today, according to some responsible Suva citizens who know the score on most things, there's a real danger of a Mafia-type of operation developing.

And pot! Yes, there's pot, but the clampdown on this has been pretty severe, with several successful prosecutions and nowhere is it out of hand, though there are those who'll tell you they know who can get you some grass any time you want it. Some of the old Indian farmers have grown it for years, in the days when people thought Indian hemp was the stuff convicts sewed mailbags with. But, there seems to be little evidence of the presence or use of hard drugs in the country.

Prices? Yes, they've all risen. One dish in a restaurant which used to cost me 70c is now \$1.50, but there are still many articles on sale which, despite having to be shipped into the place, are cheaper than in, say Sydney, and certainly cheaper than in some of the other Island territories. On the other hand of course, wages have also risen but not at as fast a rate, and there seems to be quite a gap between wage rises and the upward spiral of the cost of living index.

But you can't lay all the blame at independence's door. Fiji is particularly vulnerable to economic stresses. As an archipelago, the rise of world freight rates (and there've been a lot lately), wage rises overseas, in fact anything which sends living costs up in other countries, produces echoes in Fiji pockets.

The other week *The Fiji Times* carried a story of a "sharp increase in house rents", an increase of 10 points on the index in the last six months. That has been a continuing story for the last two years and some of that can be blamed on independence, although the trend had begun just before I left at '69's end. With independence came the diplomatic missions with almost bottomless purses. They wanted houses, the

executive type, and they didn't care what they paid.

My house a few miles outside Suva cost me a mere \$60 a month—there was a bit of grace and favour about the thing. Today, four times that amount wouldn't cover it. In the early part of 1970, a good executive type of house was rented at between \$600 and \$800 a year. The price today is at least \$3,200 a year. The same goes for flats.

With that kind of money around, little wonder that the impact carries into other spheres, the retail trade, entertainment, transport and the rest. It even reflects itself in the much greater number of squatters around the city. Squatters were a problem before independence. They're a bigger headache today. It works this way.

As the diplomats and big business executives flocked into the erstwhile

colony and took over the best houses, the sitting tenants had to move out. They were outbid. So, they moved into the house on the next level, and adhering to the creed "Do as you've been done", offered a higher rent.

That meant another move by an outbid tenant and, like big fleas and lesser fleas, on almost *ad infinitum*, down to the lowliest who found himself left with nothing but the chance to squat on open land, often times illegally. In spite of a government housing scheme which hasn't its equal in the other Islands, Viti Levu today has more squatters than ever before.

In one area, ironically on the edge of the Raiwaqa low-cost housing estate, there are 400 families living in very much sub-standard dwellings, which is a polite way of saying they are in hovels, and they have no

Whatever else has deteriorated, or changed in Fiji in the 30 months bridged by John Carter in his "Fiji revisited" article, the seas around the islands are still crystal clear and, seemingly, unpolluted. There is proof of that in this picture of Suva salvage diver Neville Garrick. It was taken at a depth of 215 ft by his partner Ian Lockley, without any form of artificial lighting, when the two were working off Cicia Island salvaging an anchor. The clarity of the photograph is due to the clear water, the brightness of the sun and the reflection of the white coral sand.



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sanitary services of any kind. Now Fiji, and Suva City Council in particular, have always striven to get rid of the shack-dweller. In the past there was always a determined "no" to any suggestion of lowering housing standards. Today, it seems, it's a losing battle.

There's no doubt living standards have risen in the last two years. The only barefooted pedestrians I saw, in the main that is, were tourists from countries where barefeet don't reflect the economic position of the shoeless one. In few Island places are the people better dressed than in Fiji, and in Suva the untidy individual slouching along Cumming Street is as likely as not to be a tourist and not a local.

There are more wheels in Suva than ever before. This year the number of new cars imported will be well above the two thousand figure. Cars reflect economic standards, and today few of the gentry working in government buildings travel by bus or "shanks' pony". Most have cars bought with loans which a generous government is handing out. In 1969, the people of Fiji paid \$1,820,876 to bring 1,405 cars into the country. In 1970 those figures had risen to 2,531,651 and 1,907.

The rise in living standards, specially of the civil servant, has been quite spectacular, but there's a loomy side to it. The sudden acquisition of wealth, with in some cases promotion bringing another 2,000 a year, has resulted, so I'm old, in some reckless spending. "But what the hell," some say, "it makes the money circulate."

Talking about governmental generosity, some people in the business community fear the government might be heading for a little financial stress through handing out so much subsidies to the rural communities.

The idea, say these businessmen, to prove to the people that Fiji is a much better place under a beneficent government of their own people and choosing than it ever was under colonial rule. It could be, of course, that the government, which has lacked the support of a large section of the farming community, using its moneybags to conjure up little support in that sector.

There must be many changes, some good, some bad, some subtle, some glaring, when a country takes up the reins of its own government. I saw few, I missed plenty I've no doubt, but I tried to pump some of the details for impressions. There was a remarkable consensus about the effect of the change on the civil service and the people in the service industries, and as the ones I talked to were of



World record-breaking swim star Shane Gould receives a traditional Fijian welcome during a ceremony at Nadi Travelodge. The 15-year-old swimmer—who lived with her parents at Nadi for seven years and learned to swim there—was on a sentimental visit to Fiji in April to display her magnificent prowess in Suva's brand new Olympic Pool. She twice went for a 100 metres freestyle record but returned 60.4 sec. both times, 1.9 sec. outside her world record. It was, of course, a Fiji allcomers' record. Giving the commentary for Shane's demonstration swims, her father Ron Gould told an appreciative crowd that when she competes at the Olympic Games in Munich, it will be for Fiji as well as for Australia.—Photo: Stan Ritova.

all races they couldn't be accused of bias.

This is what I learned. The efficiency of the civil service has deteriorated at all levels. There is a somnolence over government buildings, a don't care attitude in offices, coupled with a lack of a spirit of discipline. Time-keeping is bad but, say "they", how can you get the civil servant in the lower echelons and the worker in commerce to go by the clock when the bosses are so careless over time-keeping.

I confess I didn't twig any of it. Government buildings, especially in the new wing, were quiet. It could have been the quiet of deep sleep or the quiet of an industrious battery of workers, though one man told me that if I had looked into some of the offices I would have found rows of clerks, doing nothing industriously and patiently waiting for 4.30 p.m. Maybe he had a hangover as well, but that's what he said. One thing I can vouch for. I asked the Government Statistician's Department for some facts and figures and got them in about three minutes flat. Try to do that in Sydney!

One businessman, long resident in Fiji, came down heavily on the side of those critical of "the way things are to what they were".

"There is a lack of discipline, of public discipline and a considerable weakening of the sense of responsibility and a sense of obligation among the people as a whole. This

is evident in government and commercial circles. Courtesy, helpfulness and efficiency have all dwindled—courtesy almost to the point of disappearance. Instead of a spirit of co-operation and unity one would expect to find in a people newly independent, there is disunity, a malaise which has spread almost entirely through the community, and it's not the work of any party propagandists."

He pointed the finger at the Medical Department and the long queues in the outpatients' departments and, sadly, at the Police Force.

"Its image is deplorable," he said.

Well, I looked around the city and watched the law at work, or going about its work. I saw a batch of traffic violations including ignoring "red" stop lights, but no one booked them. They might have booked themselves. They were police constables.

One funny thing I did see—a squad of police motor cyclists roaring along Victoria Parade. Behind them was a police Landrover packed with uniformed policemen. They were doing about 45 mph. Where were they going? Somebody said they weren't going anywhere. The noisy column, red warning lights showing at the front, was in training, working to a pattern provided by a gentleman from the Hawaii police, in Fiji to train the motor patrol section. No sirens shrieked. They'll probably come later. I've no doubt that in

Closer to people

time Fiji will become famous for its police motorcade.

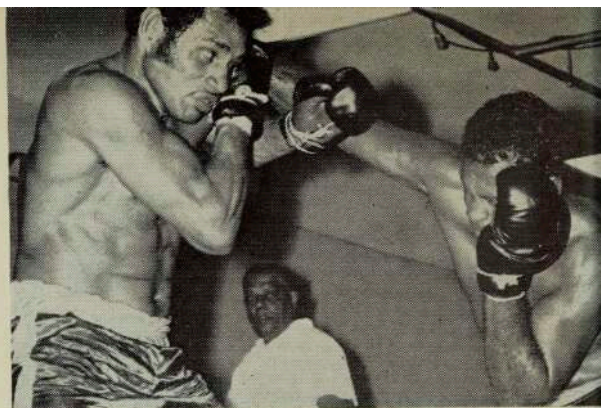
There's a lot on the debit side, but I think much of it is just human nature; that it'll straighten out in time and that, when the going gets tough, as it will, Fiji's people will prove equal to it. There's a lot of hard work being done, mostly by the Indians, and any drop in efficiency standards in the civil service can be blamed on the rapidity of localisation—much too rapid, say some local civil servants. It will find its own level again.

One shining spot was uncovered for me. I found that there is much a closer relationship between the government and the people. In the old days, "they" said, there was an artificial barrier between the expatriate civil service and the people, because the former would insist on going through the old colonial procedure of passing the buck.

Files would pass from one officer to another and there would accumulate from a variety of sources opinions galore, so that, when a decision was made there was no one man to blame if things went wrong.

Today, all that has gone. Perhaps

Former Australian middleweight champion Dick Blair shoots wide with a right as Fiji light-heavyweight champion Sunia Cama covers well in their recent 10-round contest in Suva. Cama won easily on points.



they don't care who's to blame, but at any rate urgent matters—except perhaps clangers dropped by Immigration—are very quickly dealt with. Red tape is cut, and very often if things seem too desperate, the minister concerned will step in and tackle the job himself.

There is a willingness to tell the people the score, and now the government is giving the people an ombudsman—a silly Scandinavian word—(why not People's Champion?) with the job of taking the bureaucrat off the people's back if need be.

No, there's not a lot sadly wrong

with Fiji. Governments are often wrong, the world over, and people are people everywhere. There are the arrogant from the North Pole to the South and professional toe-steppers abound. Fiji has its share of the good and the bad, but it's still one of the good places of the world.

The sun still shines, and along Victoria Parade in Suva the mini-skirts still pass, along with some of the best shaped limbs in the South Pacific. Thank heavens I didn't see one maxi-skirt—there is something to be said for the high humidity after all.

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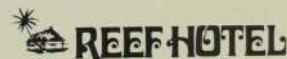
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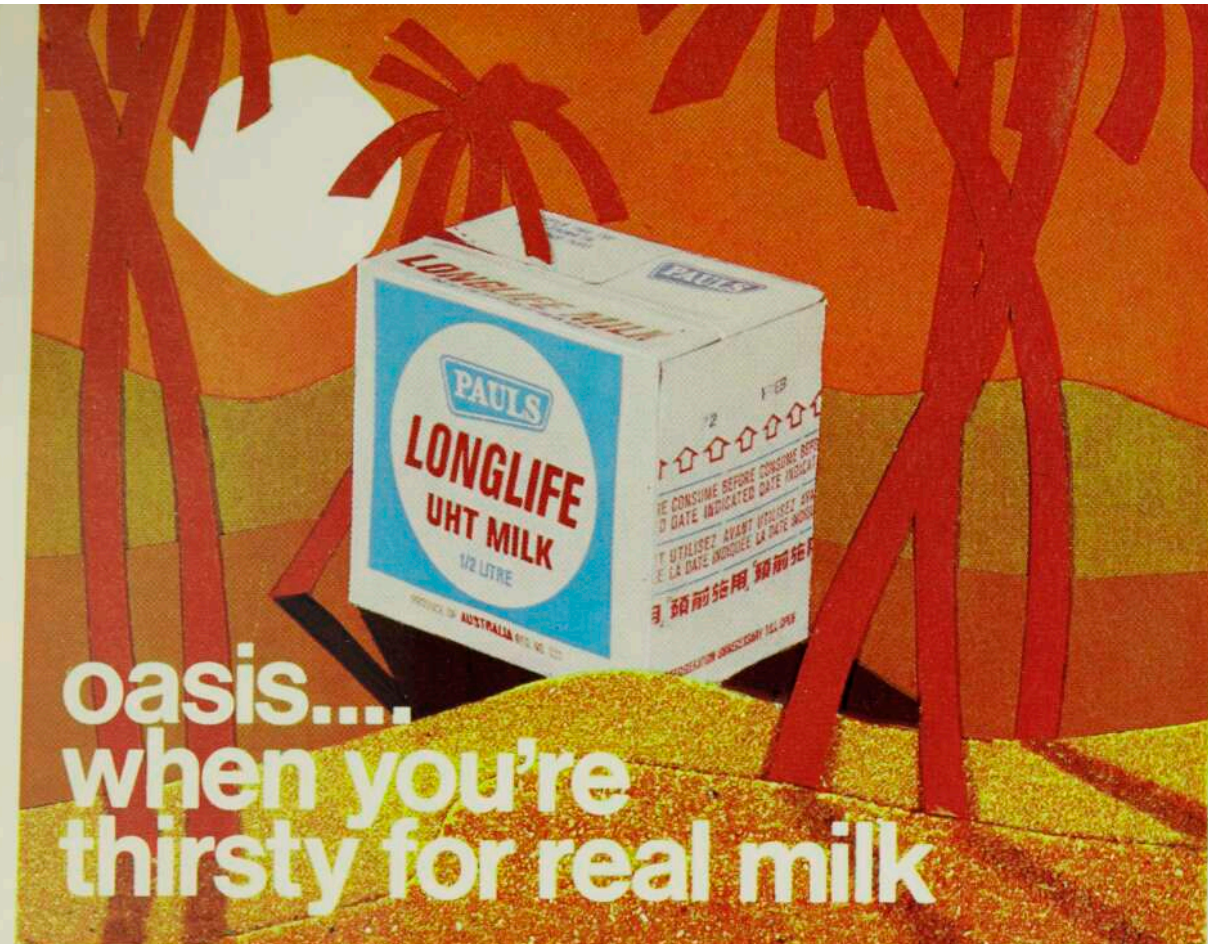
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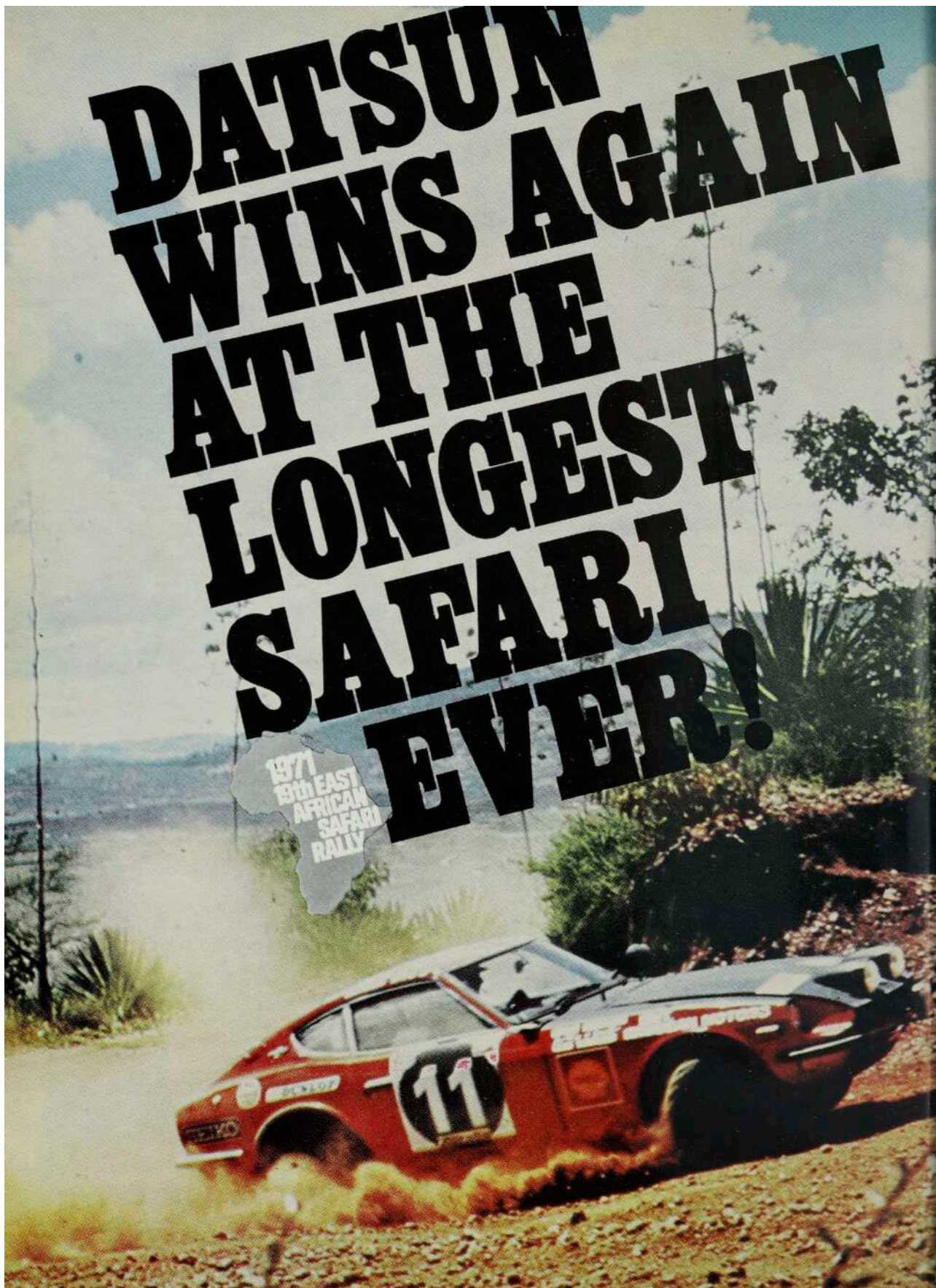
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PACIFIC ISLANDS MONTHLY—MAY, 1972



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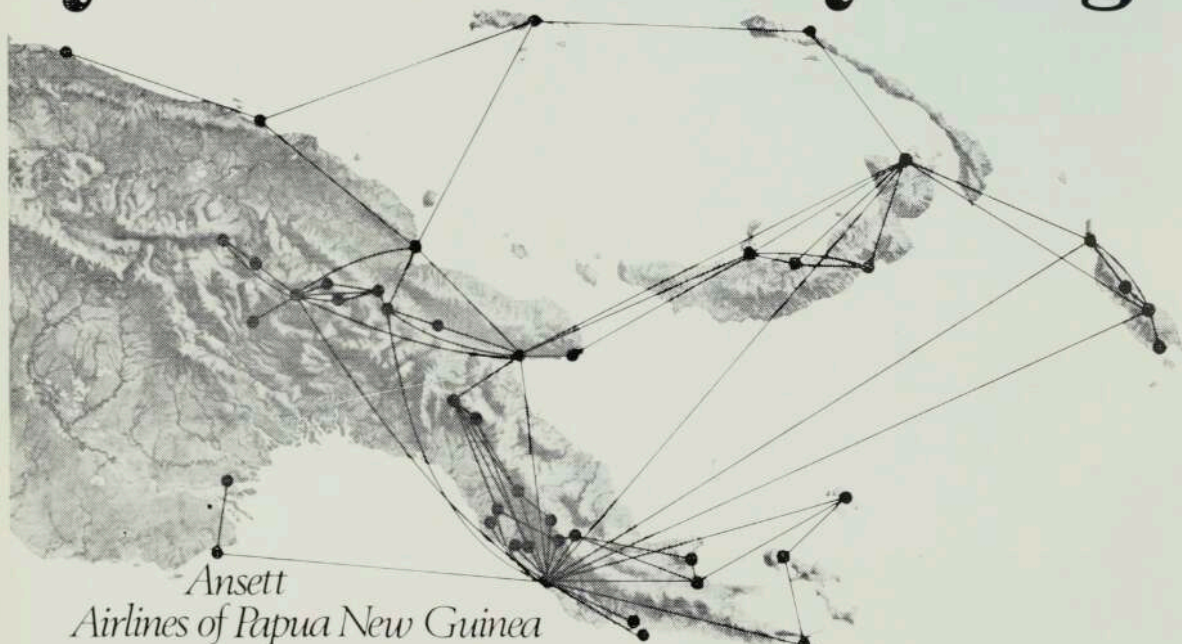
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Magazine Section

COMPUTERISED CLUES UNLOCK A DOOR TO POLYNESIA'S PAST

The time has come for another look at the Polynesians and the question of where they came from. Let me say at once that they are not American Indians, and they did not come from Peru on a raft.

It is time because of what the new breed of anthropologist has been doing. This is not to look down upon the old, but the years have been passing, giving everyone more experience and training. If the archaeologists, instead of measuring stone platforms, find more information in unnoticed trash heaps, that is what they have learned to do; and they have the benefit of radiocarbon, to give dates in actual years.

Linguists and physical anthropologists have learned a thing or two, and they have computers. Radiocarbon was first used in 1951; computers could not be used easily until 10 years later.

The older breed did what they could, and did it well, studying culture and language—above all the oral history and tradition of the Polynesians. Religious conceptions were so impressive, and genealogies so explicit, that European scholars easily magnified accounts into long voyages of migration.

Who can blame them for succumbing to a few romantic notions? Writers found connections as far away as the Aryans of India and the Buddhism of China. The vigour and integrity of Polynesian culture challenged scholars to think it must have been brought intact from somewhere. But where?

The physical anthropologists could not help. They were baffled by the outward appearance of the Polynesians, which they interpreted as a blend of Caucasoid, Mongoloid and Negroid features, an interpretation which immediately involved them in complicated hypotheses.

The Polynesians, they concluded, had probably arrived in more than one migration, and the cultural

By W. W. HOWELLS,

Professor of Anthropology at Harvard University, who prepared this article on the Polynesian question especially for PIM.

anthropologists agreed with them, offering various homelands and migration routes. For example, they might allow one or more voyages through Melanesia into Polynesia, plus perhaps a third through Micronesia direct to Hawaii, all to explain slight internal differences in Polynesia.

These views have been given up in the face of new facts, the kind of evidence which will let us trace the Polynesian story backward by detective work. Let us begin with the physical anthropologists. They have

been re-educated. They no longer believe that a stately bearing and a moustache signify Caucasoid ancestry emerging, or that broad noses have to be Negroid, or other features Mongoloid, all to be sorted out.

The Polynesians are simply a natural population and by statistical tests, a rather uniform one, which has expanded into a "race" by spreading through the islands and multiplying greatly. Computer studies (partly my own) of their skulls show them to be quite distinct from Melanesians, with characteristic features of shape. They are least unlike (the best way of putting it) various Mongoloid populations of Asia and, at a next remove, Europeans or American Indians.

Blood type testing also shows them



These three lovely Polynesian girls from Wallis Island were photographed in Vaitupu, Ellice Islands, by Sheree Lipton.

to be generally uniform, but here they are quite unlike Asiatics. Most notably, eastern Polynesia (New Zealand also) is lacking in blood group B, which is high in Asia but absent in American Indians. This and some other blood features would indeed allow Heyerdahl's theory of American connections; however, it would also allow Polynesians to be allied with Australian aboriginals.

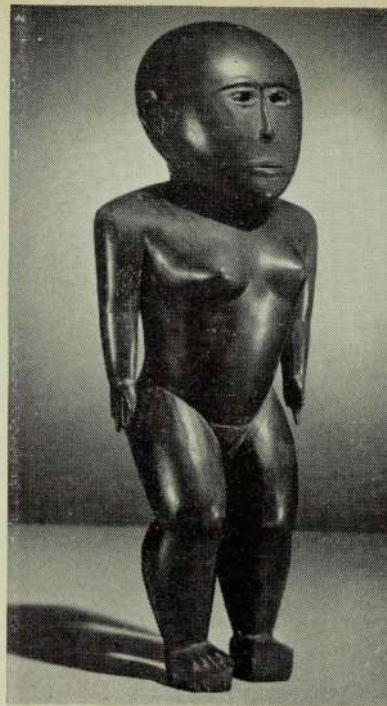
Today it seems that such blood percentages are not good evidence of ancient connections, as had been hoped. Rather, it is realised that when populations are small and isolated they are apt to lose some genes by accident, particularly that for B blood. This is important, supporting the view that Polynesian colonisation started from an original small and isolated colony, and later established others, also originally small and generally isolated.

Polynesian languages say the same. They are hardly more than dialects. In fact, Captain Cook had barely met his end when a Spanish scholar noted the existence of the great Malayo-Polynesian stock (now called Austronesians). Today linguists can translate likenesses between languages, especially in vocabulary, into a family tree, and so they can reckon, roughly, the date at which two languages once the same became separate.

For Polynesia they find that Maori and Tahitian had one common parent not very long ago, and Marquesan and Hawaiian another. These all have an earlier common parent which they share with the language of Easter Island, which split off earliest, perhaps 500 AD by estimation.

This ancestral language, proto-eastern Polynesian, existing some time not long after the beginning of the Christian era, came from an earlier ancestor still, proto-nuclear Polynesian, which had dissolved to give off proto-Samoic, parent of Samoan, and the languages of the Tokelau and Ellice groups, together with the bulk of the outliers in the west. Finally, earlier still, this proto-nuclear was joined with proto-Tongic in the parent of them all, proto-Polynesian.

This may sound like the Old Testament begats, but it is a clear picture of Polynesian development when you run the film the other way. About 2,500 years ago a community, still small, spoke an actual proto-Polynesian language. This divided into ancient languages spoken in Tonga and Samoa; from Samoa there was a long colonising voyage to a new centre in eastern Polynesia (the Marquesas? Tahiti?) and from here came the settlements of all the mar-



A Tongan goddess of the early 19th century which is now in the Chicago Natural History Museum.

ginal groups from New Zealand around to Hawaii.

The linguists can virtually speak proto-Polynesian, reconstructing it by allowing for regular and obvious changes the modern languages have made (for example, in Hawaiian "k" is substituted for "t" in "tapu" and all similar positions), and by building up the lists of words which must have been present in it. So, because proto-Polynesians talked about mountains and waterfalls, Andrew Pawley and Kaye Green (at the University of Auckland) have decided that they were not atoll-dwellers, concluding that the most likely first home of these early Polynesians was Tonga. Professor Pawley also finds that the language has an essential relation to Fijian, but that Fijian (which is actually made up of many varied dialects) differs from Polynesian partly because it was affected by certain other different but closely related languages, especially from the New Hebrides.

The conclusion is this: about 1,500 to 2,000 BC there existed such a group of closely related tongues, known as eastern Oceanic, in eastern Melanesia. Several of them at different times reached Fiji. One of them, unaffected by the others, reached Tonga, and this proto-Polynesian,

with the benefit of a long period of isolation, took on its specifically Polynesian nature before it broke up through colonisation of the rest of Polynesia, expanding throughout the eastern Pacific.

Therefore the original Polynesian started as only one of a group of languages in eastern Melanesia. This writes finis to notions about multiple migration: Polynesian language and culture were shaped in Fiji and Tonga, not India or China. Sister languages, from an eastern Oceanic parent, still exist in Fiji, the New Hebrides, and the southern Solomons, with two more probable members well to the west—Nakanai of north-west New Britain, and Motu of Papua.

But the linguists leave us with this question: how did the parent of all these languages get into eastern Melanesia before its dispersal? Eastern Oceanic (of which Polynesian is actually only a small piece) looks like one branch of many among the Austronesian languages, a number of which were already present in Melanesia.

Let us ask the archaeologists, who are working from various active centres, especially the Department of Prehistory at Australian National University. They agree very well with the linguists about the peopling of eastern Polynesia. Easter Island was settled early, 500 AD being considered the earliest allowable. Hawaii and New Zealand, reached later, may have had arrivals from both the Marquesas and Tahiti. All this exploration seems at the moment to have radiated first from a centre in the Marquesas, where the oldest remains are believed to date from about 350 AD.

These oldest finds include a little pottery. Pottery was supposed not to have been made by Polynesians, but the art arrived in the Marquesas, only to die almost at once. Other objects, especially adze forms, point like the pottery to an origin in Samoa for the eastward migrants. For the earliest levels yet found in Samoa are dated by radiocarbon to the third century BC, and pottery making was certainly established here, though it stopped after a few centuries. Origins for Samoa in turn point clearly to Tonga and Fiji.

In these places pottery was made in profusion, in the Lapita style, and its early forms are identical in the two groups. The oldest radiocarbon date now known for Tonga is 1140 BC, and that for Fiji 150 years before, at 1290 BC (there are margins of error in such readings). It was also present in southern New Caledonia as early as in Fiji, and with

Digging in Tonga reveals ancient history

nearly as early a date in the Isle des Pins. It was made in the New Hebrides, but the date is not clear.

This looks like the work of the people who were speaking the oldest eastern Oceanic languages. Where did they come from? Origins of Lapita ware remain unknown. It is being found in various small islands in Melanesia (see PIM, December, 1970, p. 39), including Watom off New Britain, and Yule Island in the Gulf of Papua, near the speakers of Nakanai and Motu respectively.

The long-sought route of the Polynesians? Apparently not—the dates, as known, are all later than the oldest in Fiji, New Caledonia or Tonga, 550 BC at Watom being the earliest. So these sites look like settlements from the dispersal of eastern Oceanic-speaking peoples after they got to eastern Melanesia, not before.

Let us get back to Fiji and Tonga. Here, obviously, archaeology has located the ancestral Polynesians, well before 1,000 BC, when typical Polynesian culture was beginning its incubation. In the September, 1971, *Journal of the Polynesian Society*, L. M. Groube, whose own recent digging and surveys in Tonga established the 1140 BC date there, has proposed some important ideas.

Historically the Polynesians, like the Melanesians, subsisted on familiar foods, especially taro, yams, bananas and breadfruit, and on domestic pigs, dogs and chickens. But, Groube points out, no pig bones are found in the oldest living sites in Fiji or Tonga (apparently this is true for New Caledonia also).

And these sites are all shell middens along the shores, leaving untouched the fertile inlands, so hospitable to the crops named. Only with the settlement of Samoa, nearly a thousand years later, do remains of inland villages appear, with bones of domestic animals.

So, says Groube, the ancestral pre-Polynesians were devoid of pigs. They may have grown taro. His principal site shows signs of large pits, suitable for storage of taro or breadfruit. But he believes that they were reef-fishers and shellfish collectors, not primary gardeners as the Polynesians are assumed always to have been. If for centuries they found no other uses for Fiji, this must be so. We can only conclude that eventually they got animals and the completed list of plants from the Melanesians.

Here we push off into the unknown. Ward Goodenough suggested some time ago that reef-users and atoll

dwellers must have evolved such a special existence from a high (volcanic) island background, and only after the high island had been settled. (Some archaeological evidence, for example in Palau, would support this.) His idea, coupled with those of Groube, seems to open the way for arrival of the early, eastern Oceanic-speaking Polynesian ancestors, about 1500 BC, out of eastern Micronesia.

Now a Micronesian migration route has been unpopular with anthropologists, partly because of difficulties raised by the food plants and the absence in Micronesia, from end to end, of pigs, dogs and chickens in pre-European times. A Melanesian route lacks evidence, and is unlikely, since the Polynesians would have hybridised to a visible extent with resident Melanesians along the way. The larger islands of Micronesia (Yap, Palau, Truk, Ponape, Kusaie, Nauru) had most or all of the plants, but not the animals.

Language would allow us to suppose an early eastward settlement (perhaps via Palau). In eastern Micronesia the diversity of language would match that of the eastern Oceanic group at least, and a relationship is more than likely between the two.

If the Micronesians then began adjusting themselves to atoll life,

managing to keep taro and perhaps breadfruit (as do atoll-dwellers today), but stripped of other plants except the ubiquitous coconut, they could expand through the atoll world of the Marshalls, the Gilberts and the Ellice Islands, until they came down into Fiji and the New Hebrides. After generations of life as pigless reef-fishers, they were ignorant of the fertility of Fiji and Tonga. They used these rich lands as if they were atolls.

If we believe this (and there are plenty of loose ends), the Polynesians came, beginning about 2,500 BC, from some place in the Formosa-Philippines-Celebes region, a solution which is the most reasonable one for their physical features. Later changes in those places will have made it impossible to show direct connections now.

And, to cite the Old Testament again, we must not compare the Polynesians to the Israelites, preserving an identity through thick and thin. Instead, they were doubtless only one community among their somewhat varied Micronesian or early Indonesian cousins. They happened, it is true, to have a special history, eventually finding an open realm of rich and healthy islands. So, after some 3,000 years of slow movement, losing and regaining important food plants, and forming their own culture tradition in a Tongan sojourn, they grew at last to a people hundreds of thousands strong.



The use of pigs is a significant element of Polynesian culture. Enormous numbers are barbecued or baked on ceremonial occasions, but there was a time when they were unknown, according to archaeological evidence. Photo by Rob Wright.

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- "Who rules the waves, rules Tonga", King Taufa'ahau Tupou IV told his people in March during a reception ceremony for the "Tauloto", ex-"Tsingtao", ex-"Island Chief", newest addition to Tonga's newly-named national shipping line, the Pacific Navigation Company. His Majesty delved into history, the mechanics of weight-lifting and the principles of marine warfare in a graphic illustration of shipping's role in the welfare of the kingdom. He even brought the Republic of Minerva into his argument. King Taufa'ahau has a happy knack of wrapping his royal pronouncements in a wealth of interesting facts, and this, his latest, is no exception and well worth a place in PIM's Magazine Section.

"TAULOTO" BEARS A BURDEN

We, here in Tonga, are aware of the meaning of the word *tauloto*. It is the carrying yoke or pole to which load is attached at the front and rear and balanced over a man's shoulder.

This method of carrying a heavy load was adopted long ago before we came into contact with the outside world and had a chance to consider the mechanics of it. It is still used in some parts of Tonga and those of you who are acquainted with the laws of physics will realise the Tongan method of *tauloto* is a strenuous way of carrying a load because the centre of gravity is high and the carrier, if not careful, is liable to stumble and fall.

In spite of this, we are venturing today to undertake an economic burden not only for Tonga alone but also for Fiji and the Samoas, who are both looking to us to accomplish this challenge with responsibility.

It is interesting to note that countries like China, Korea and even Africa are still using other variations of the *tauloto* method of carrying a heavy load.

The Chinese for instance use a longer rope to suspend the load from either end of the bamboo carrying pole, with the result that the lift is only some six inches from the ground. This is much different from the Tongan method where the initial lift is something like five or six feet from the ground and conversely when the Tongan wanted to take a spell he had to lower the load by that great distance—whereas the Chinese calculated that the six-inch lift and lowering process was much easier and suited his smaller and less powerful physique.

The Koreans, on the other hand, have a different method altogether. They have a light wooden frame shaped like a blackboard easel strapped to the carrier's back to which the load is tied. When the carrier stands upright the lower end of the

frame is only about a foot from the ground—when he wants to take a spell, he lowers himself slightly until the foot of the frame touches the ground. Another lift of only 12 inches and the journey can be resumed. It can be seen, therefore, that the Chinese and Korean methods of carrying heavy burdens were both superior to the Tongan method.

I consider the most difficult method of all is that still practised by the Africans. They carry a load on top of their heads.

Not only is the load supported by a limited number of muscles down the head and neck but has to be lifted the maximum height of a man off the ground and down again when he requires a spell. The African way is by far the most difficult method followed by the Tongan way and the Korean way. The Chinese method of *tauloto* is by far the best because it is the least strenuous and the most manoeuvrable. When the carrier wishes to shift the load, all he has to do is swing the front half

and the bamboo yoke revolves around the back of his neck and the load is transferred from one shoulder to the other without the necessity of lowering it to the ground.

I hope I have made the meaning of the word *tauloto* clear but in all this we see that the man who practised this method of carrying a heavy load was usually a strong man, reliable, conscientious and upright, and I can only say that if the men who sail this vessel named *Tauloto* possess the same qualities of judgment, responsibility and application to duty, then we shall be able to meet the challenge and discharge our obligation to Tonga and other neighbouring countries.

The second matter I wish to touch upon is that mastery of the sea walks hand in hand with a country's economic well-being. Historians often refer to it as the influence of sea-power. This is not limited to mere naval strength. It includes merchant shipping and fishing operations. For instance, a stern trawler can quickly be converted to a mine-layer for the



Stern view of the "Tauloto" as she appeared recently in Sydney.

Ruling the waves

protection of harbour facilities in time of war.

In our case the *Tauloto* was formerly a British vessel, though built in France. And the British Admiralty sees to it that all British merchantmen are constructed with a short powerful aft lifting-crane, capable in time of war of handling heavy military equipment such as tanks, heavy trucks and even locomotives. By the same Admiralty direction and subsidy, the forward portion of each merchantman is often reinforced to mount a heavy machine-gun for self-protection against surface or air attack. The *Tauloto* is in this class and you can see the growth of our own merchant fleet is contributing to the theory of strength on the sea.

Many books have been written on the conduct of total warfare. German generals and theorists have concentrated on land warfare and developed an efficient military machine. But one of the most prolific and ablest writers on overall tactics was the naval philosopher, Admiral Alfred Maine, who lived from 1840-1914. Theories propounded by Alfred Maine were found to be true in his day and are still applicable today and have been widely adopted by Great Britain and other European countries as well as the USA.

His best-known works are: "The Influence of Sea Power upon History from the years 1600-1783", published 1890; "The Influence of Sea Power upon the French Revolution and Empire, during the years 1793-1812", published in two volumes in 1892; "The Influence of Sea Power upon the War of 1812", published also in two volumes in 1905.

He also wrote two volumes on the Life of Admiral Lord Nelson.

Out of his comprehensive investigations and research Admiral Alfred Maine came up with one unassailable conclusion: "It is the country or people who control the sea who will ultimately control the land as well."

The history of world conquests and settlement proves this. When the Greeks and Persians were at war some 300 years before Christ, it was the Greek superiority at sea that led to ultimate victory and the glorious feats of Alexander the Great.

In the struggle between Rome and Carthage, weakness at sea forced Hannibal to travel overland through Spain to approach Rome from the north. Whereas the Romans with the balance of sea-power sailed direct for Carthage for a frontal attack.



King Taufa'ahau Tupou IV.

History also tells us that the Vikings from Norway, Denmark and Sweden with their tremendous sea-power were able to overrun and settle half of Britain and France, a part of Russia and sailed as far as America.

Today, the inhabitants of South America are predominantly Spanish and Portuguese for that simple reason and at one time these two countries between them possessed the most powerful naval forces in Europe.

The time was when the Dutch owned what is known today as Indonesia because Holland, one of the smallest countries in Europe, was a powerful seagoing nation.

There are many English-speaking nations in the world today like Canada, the United States of America, India, parts of Africa, Australia and New Zealand; these were parts of the far-flung British Empire built up last century by British sea-power and domination of the sea. The result of two world wars further demonstrates the truth of Admiral Alfred Maine's theory.

Even in the case of Tonga this principle was manifest. We know that a part of Fiji was settled by Tongans because they were more daring on the high seas. During King Aho'eitu's reign, Tongan chiefs settled and held sway in Samoa because they operated

more and better ships. More recently in our history, the reason why Finau 'Ulukalala became king of Vava'u was his ability to control the sea—he also owned a large area of the swamp grass called *kuta* which grows on the island of Ngofe to this day, from which sails of the double canoes were made. In those days it was the chief who held mastery of the sea who emerged as controller of the land area.

In the case of unification of Tonga during the reign of King George Tupou the First, the deed was not done by the people of Tongatapu but by the star navigators and seafaring chiefs of Ha'apai and Vava'u. As king of Ha'apai and Vava'u at that time, George Tupou I was in sole control of shipping which gave him both the power and the opportunity to establish the kingdom with its constitution and laws as we know it today and to reign over it as the first king over the whole of Tonga.

We are told that when the warrior chiefs from the two northern islands were being farewelled prior to launching attacks on Tongatapu their friends ashore would call out tearfully "Take good care, lest you be overcome and killed". To which the departing chiefs replied, "All is well. If we should die, we die for Tonga". It was the late Prince Ngu who turned this heroic saying into a motto for Tonga College *Mate Ma'a Tonga*—"Give your life for Tonga".

It can be seen that, although Tongatapu was much larger than either of the two northern groups, she was conquered by them because they had mastery of the sea. This principle has held true throughout history.

On the eve of undertaking this new shipping venture we can almost hear our neighbours say, "We are handing you the key to the Pacific". Rightly or wrongly, we are conscious of the fact that we are living in a vulnerable situation—a house with no protective doors. In the event of war, it would be normal and our responsibility to protect our harbour entrances with such weapons as mines, torpedoes, rockets and missiles. But because we are without these weapons our house remains vulnerable. The news of the establishment of a Republic of Minerva so close to our shores strengthens the view that we should set about creating protective measures for Tonga. This may prove to be a serious matter that cannot be taken lightly.

In your presence, we welcome this vessel today and accept our responsibility in the traditional Tonga style to carry our burdens and the burdens of others—*Ofa atu*.

Prophesying is a risky business unless you happen to have an "in" with the stars or, as most professional seers do these days, you shove in dozens of alternatives and ambiguities, one of which is almost sure to click. PIM has often stuck its neck out over the years, but honestly, and made some shrewd prognostications. Some came true, some didn't.

Twenty years ago this month we forecast—maybe warned would be a better word—that if the government began mucking about with fiscal changes in Papua New Guinea, toying with the idea of a free trade area with Australia, it would mean the arrival of the biggest bloodsucker that's ever been known—INCOME TAX.

Yesterday

They were blessed days in PNG when there was no such thing as income tax. Then somebody thought to meddle with taxes and proposed a Customs union. PIM said: "The obvious fact is that, if the Customs Tariff is to be adjusted downwards, so as to allow goods to come in at reduced cost, revenue must come in from another source; and that, of course, would be taxation of incomes." PIM was right. It took another seven years but with cuts in Customs dues came the birth of income tax in the territory.

Other prophets said that if the tax man began dipping his claws into personal pockets, it would probably lead to an immediate exodus of Europeans from the territory, particularly the salaried class. That was way out. There was no exodus, but there was an awful row about it.

That was Papua New Guinea in May, 1952. In most other places in the Islands life just jogged on, as did the South Pacific Commission which was holding its ninth session around the beginning of the month. The United States, which had only a short time before joined the commission as administrator of the Trust Territory of Micronesia, was attending its first meeting. The chairman was Mr. N. A. J. de Voogd of the Netherlands.

In those days of course there wasn't the same publicity given to their deliberations. The Islanders were content to do what they were told and take what the Metropolitan powers thought

was good for them. There was the usual list of projects; surveys of this, that and the other, coffee, coconuts and cocoa growing and fish supplies in the lagoons.

They're still at it with identical surveys which never seem to produce anything other than reports and some nice fat fees for experts. PIM had a go at the whole setup in its Up Front with the Editor this February and got a pat on the back from Bill Forsyth in a letter to the Editor in the April PIM. As he was the SPC's first Secretary-General he knew what he was talking about.

Rice growing is one of the subjects which the SPC has toyed with from time to time and through the commission's efforts, or the United Nations Development Programme, or both, there's more home-grown rice in the South Pacific than ever before. But that wasn't the case 20 years ago. PIM's Honiara correspondent told readers of a crisis which had arisen in the Solomons—a shortage, nearly a famine, caused by a production drop in Australia.

It was really an artificial shortage because there was any amount available from other sources but import licences were needed and so few were granted to suppliers elsewhere that Australian growers almost had a monopoly. Because of a production drop at home, the Australian Government refused a quota to the Solomons. There were no rations for labourers and PIM pointed out that it could seriously affect the protectorate's economy since copra could not be produced if labourers had no rice.

There were several deaths recorded that May, notably that of Captain Kini McPherson, who died in Suva at the age of 63 on April 30. He has a niche in the Islands, indeed in world history, as the instrument by which the notorious World War I German sea raider, Count von Luckner was captured at Wakaya Island. Von Luckner and his party landed on Wakaya after the wreck of the "Seadler" and McPherson, who was sheltering with his cutter at Wakaya heard and recognised the language spoken by the German raiders. McPherson hightailed it for Levuka and raised the alarm. And that was the end of von Luckner's raiding career.

One story was about filthy lucre; a host of complaints from Tahiti about the large number of filthy and torn banknotes in circulation in French Oceania. A sample reached PIM's offices and PIM described it as being the "dirtiest and most delapidated bit of money we have ever seen". One writer said "Everyone hates this filthy money". Us, we'd sooner have \$20,000-worth of filthy notes

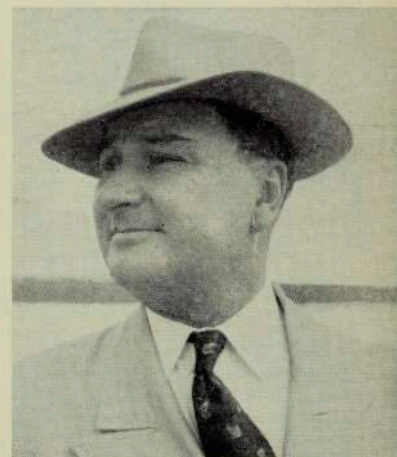
than half that in crisp, clean, germ-free stuff.

Another bit of light relief was about a report in the Sydney "Sun" quoting an American visitor who said that, as the recent hurricane had destroyed schools in Fiji, classes were being housed in breweries, which were strongly built and stood up to severe weather. She said there was a brewery in every small town.

No doubt, temperance advocates were horrified, but PIM put the record straight. Said PIM. "Little Audrey laughed and laughed because she knew that what Mrs. Ongley said was 'Bure', not 'Brewery' and that a 'Bure' is a native house, built of native materials."

Other stories paraded by PIM included the loss of Burns Philp's inter-island motor vessel "Lolowai", which ran ashore on Ambrym Island in the New Hebrides; first moves to film "His Majesty O'Keefe" at Deuba in Fiji; an increase in TEAL's flights between Auckland and Suva from a weekly service to three flights fortnightly; and plans to teach natives in the New Guinea Highlands how to weave wool from the sheep which had been introduced into the area a short time previously.

Sheep production hasn't flourished as much as was hoped but there's a deal of weaving going on today in the Highlands. There's no shortage of wool though. Some politicians pulled a lot of it over the eyes of the voters in the recent elections!



Twenty years ago France honoured Papeete's Number One citizen, Mr. Alfred Poroi, the Mayor, who was awarded the Medal of the Legion of Honour for outstanding service. French Polynesia's representative in the French Senate from 1962, he was unseated in the elections in May, 1971, by the old warrior, Pouvanaa A Oopa.

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Book Reviews

VOLUMES TO BE BUILT UPON



The *Cyclopedia of Fiji, Samoa, Tonga, Tahiti and the Cook Islands*, published in Sydney in 1907, has been a much-loved and frequently invaluable curiosity in PIM's library for 40 years. It laid claim to be a "complete historical and commercial review" of those islands, and of Fiji in particular—"a compendium of Statistics and Data concerning the Group never yet compiled or brought together in a Single Publication".

In fact some of its Statistics and Data were outdated before the volume reached its subscribers, but the vast quantity of information that remained made the brave enterprise worth while, for it was true that such a wealth of information on the Islands, outdated or updated, had never been brought together before.

That "togetherness" gave that volume its purpose.

So it is, I think, with another green-bound Islands' cyclopedia that has followed 65 years later—the three volume *Encyclopaedia of Papua and New Guinea*, just released by the Melbourne University Press in association with the University of Papua and New Guinea and with the added financial help of a number of Aus-

The new "Encyclopaedia of Papua and New Guinea" is in three volumes including an index and gazeteer, each volume 7 x 10 in.

tralian firms, organisations, and government departments.

In some things it is already outdated. The very name of the Territory of Papua and New Guinea has been officially changed since the encyclopaedia's publication; there is now no "and", and it is not now known as the "Territory". A big number of the New Guinea ministers whose biographies are listed have disappeared from the political scene as a result of the February elections; the Australian Minister of Territories has been replaced by another; the composition of the House of Assembly has been altered; Fiji Airways has changed its name to Air Pacific; some of the contributors have changed their titles and positions; etc., etc.

But such details are of little moment while Pigs continue to be pigs, Fishes and Leeches are still fishes and leeches, and Fungi, Flies and Forests change little. Here for the first time is PNG togetherness—Agriculture, Art, Beetles, Bougainville, Crocodiles, Currency, Education,

through to External Relations, Financial Institutions and Food, and on to Marsupials, Material Culture, Sport, G. A. V. Stanley, Vegetation and World War II. About one and a quarter million words, photographs, line drawings, and a lift-out map of Papua New Guinea containing the only colour in the book with the exception of the picture of Papua New Guinea's new flag.

The absence of colour is noticeable especially in the sections on fishes and butterflies, and there is also a dearth of black and white illustrations for a work so extensive. The appearance is thus predominantly one of printer's type; it lacks the immediate eye appeal of a *World Book Encyclopaedia*, but then, its publishing budget would hardly have been a fraction of a *World Book*, or the *World Book's* print figure.

One can only admire MUP and the work's general editor, Peter Ryan, for their bravery in tackling such a work at all, considering the comparatively restricted demand.

The general editor is well aware

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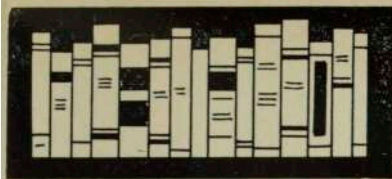
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that, as he puts it in his introduction, "neither knowledge nor history stands still obligingly while an encyclopaedia records them, frozen and motionless in some unreal instant of time . . . and in some departments of life in Papua New Guinea the rate of change is bewildering". Now that the work is out it can be built upon, while filling an important need meanwhile.

What has been brought together is uniquely a work on Papua New Guinea. Where else would pigs rate two whole pages and string figures a page and a half? Where else would land tenure rate as much space as languages?

The editor's decision to allow his contributors to pass judgment on occasions on matters on which they are qualified to speak, is a success. Nowhere in my extensive browsing did I feel that a writer was pushing his opinions down my throat; rather I felt I was getting valuable advantage from informed opinion.

Thus Stefan Wurm, in a most readable account of the development and current use of Pidgin English, appears to be quite in order in attempting to predict its future development with the following comment: "There seems to be little reason for questioning the serious candidature of Pidgin for becoming the future national language of an independent New Guinea nation. In the light of recent history, it seems unlikely that a newly emerging nation will be willing to adopt the language of its former alien rulers as its national language, though it may accept this, at least for a period, as the official language, especially in matters like higher education, top level administration and relations with the outside world."

Peter Ryan himself, in a clear account of how World War II affected PNG, expresses an opinion, and some criticism, on the "pointless" mopping-up operations by Australian forces in New Guinea at a time when the Japanese could just as well have been allowed to die of sickness or starvation in small pockets. He says there is sufficient evidence now to believe it likely that the Australian troops were kept in the field because General Sir Thomas Blamey, the Australian in command, wanted to continue in command of a large army in the field.

Hints for a Lovelier Complexion

By a leading
Skin-Care
Consultant



A SOFT, dewy complexion that is cared for and pampered all through the year is a foundation on which you can confidently build your beauty. Here are some suggestions for skin care beautifying that will make you even lovelier tomorrow and the days ahead.

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PAMPER your skin every day with tropical moist oil to bring out a lovely, fresh bloom that never fades. Smooth oil of Ulan lightly over every inch of your complexion so that its isotonic properties can assist Nature to maintain the natural oil and moisture balance of the skin. The Ulan oil not only helps tissues to keep young and pliant, but used as a protective skin-cherishing base beneath make-up, it will endow the skin with the very foundation of breathtaking beauty every woman desires.

A Beauty Facial

AN occasional facial steaming will do wonders for your complexion. Commence by cleansing the face and neck thoroughly with a mild lemon cleanser, then lubricate the skin with a little tropical oil of Ulan. Pay particular attention to the sensitive areas surrounding the eyes (crows feet lines) where a little extra oil should be gently tapped in.

With a towel over your head, steam over a basin of hot water for a few minutes to soften the skin and clear the pores.

When the warmth has stimulated the circulation dry off with a soft towel and then massage in a further film of Ulan oil to give the surface skin silky softness and youthful loveliness.

A Beautiful Neck

A BEAUTIFUL face deserves a beautiful neck . . . routine toning is of immense value for it prevents the neck and throat from becoming slack and lined. Soak a pad of cotton wool in lemon Delph freshener and briskly pat both neck and throat in an upward and outward direction, whipping up the circulation so that sluggish skin cells are reactivated and any tendency to sallowness is corrected. Follow this with a smoothing of moist oil of Ulan to give the neck clear, smooth beauty.



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and because Blamey and Prime Minister Curtin "were at least partly under the influence of a small but persuasive group of Australian intellectuals who foresaw, or thought they foresaw, a wider and more powerful Australian presence in the Pacific in the coming peace". Such is the stuff of history, and this is the place for it.

The account of education policy, particularly its development under the late W. C. Groves, and Hasluck, is typical of the kind of information to be found that is both informative and fascinating. The section on gambling is another example of information made readable.

Of course, there are errors and omissions. In the biographies there is Malinowski but not Mead—I can't even find her in the cross index. The section on goldfields gives an account of the early days of Edie Creek and Bulolo, but fails to mention that vast latter-day goldfield at Panguna, where Bougainville Copper Pty. Ltd. is taking out what it has estimated to be 500,000 oz of gold a year in conjunction with its copper. That figure is in fact mentioned in a separate part of the book, under the Bougainville Copper Project.

Under the heading of exploration,

nobody has mentioned the work of the Akmana mining expedition, which seems to have been first into the Highlands and first to bring out Highlands wigs. PIM published an account 12 months ago.

One notices factual errors here and there, as for example the date of PIM's birth, given as 1930 in one place and as 1932 somewhere else (it was 1930). And I would have been glad to have seen a more detailed index, as one has the feeling there are riches of knowledge locked up under unlikely headings.

On the other hand the extensive bibliography created by the decision to give every worthwhile article its own, is a great asset.

One could continue with high praise and minor criticism, but the important fact is that this is now *the* reference work on Papua New Guinea, and it can only improve. Let's hope that constant demand will enable the publishers to update it with reasonable promptness, and that it will never become the curiosity of the old *Cyclopedia of Fiji*, much-loved as that volume may have been.

—Stuart Inder.

(ENCYCLOPAEDIA OF PAPUA AND NEW GUINEA. Melbourne University Press. Three volumes including index, \$50.)



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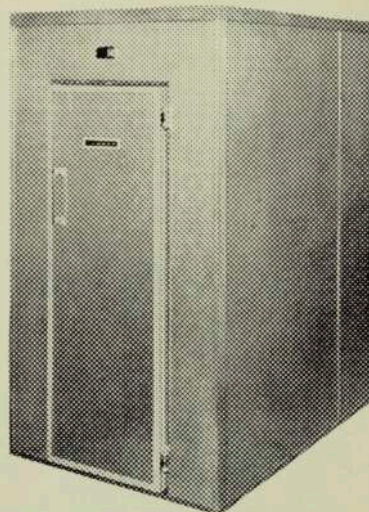
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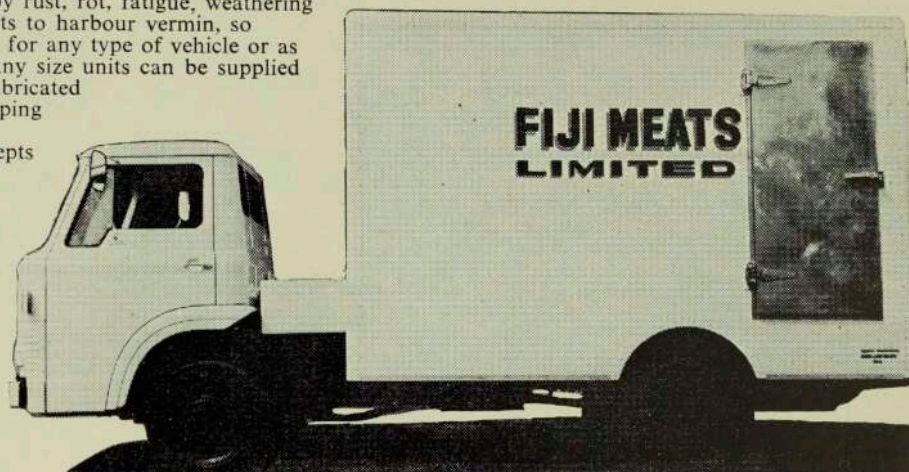
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Tropicalities

H-BOMB ISLANDS ARE STILL AN EXPLOSIVE ISSUE

The people of Bikini and Eniwetok want to return to their nuclear-torn islands. More than 25 years ago, the people of the two American-administered atolls were uprooted from their homes. Since then, their atolls have been drastically altered by a series of nuclear test explosions.

Eniwetok is located in the north-western Marshall Islands about 1,060 miles south-east of Guam. For 12 years it was used by the Americans as a site for nuclear bomb experiments. More recently, the coral atoll has been used as an "impact area" for test missiles launched from California.

About 140 people originally left the island and, with their families, they now number about 280. They began demands to return home after hearing unofficially that the island was no longer being used by the military.

The US Air Force has denied this, claiming a continuing need for the island, where a token group of less than a dozen military men now live. Despite the Air Force attitude, the people of Eniwetok, who now live on the island of Ujelang, are determined to return.

An advertisement, which has been running since December 28 in the Marshall Islands newspaper *Micro-nitor*, states: "We, the representatives and leaders of the displaced people of Eniwetok, are making public notice of our intention to return to our island before the end of 1972."

The islanders have asked to return to their homes before. In October, 1968, 200 of them massed together on a government ship to protest about a food shortage on Ujelang and demonstrated their anxiety to return to Eniwetok.

The government sent \$22,000 worth of emergency food to the

islanders. This action, plus assurances that their case would be considered, caused the people to drop their demands temporarily.

This time, the islanders have hired an attorney to help them get back home. The attorney, Mr. Dennis Olsen, says the islanders "are deadly serious in what they say about returning and nothing short of direct military intervention will stop them."

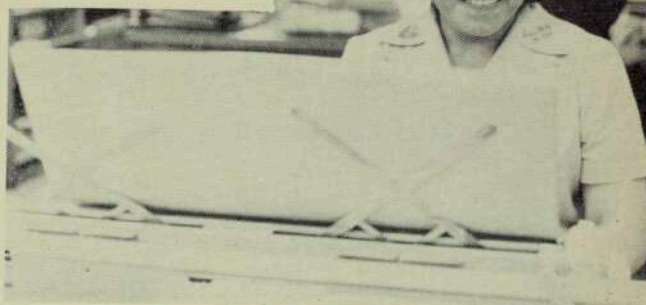
On Bikini 190 miles east of Eniwetok, the situation is somewhat different. Like the Eniwetokese, the former residents of Bikini have been away from their island for a quarter of a century. Unlike their neighbours, however, when they are allowed to return they will be the beneficiaries of an extensive rehabilitation programme which government officials say will leave them with a "model island."

Since November, 1948, the dislodged islanders, who now number about 300, have been living on Kili, a small island that was previously uninhabited because it could not sustain life. One problem with Kili is that it lacks a safe lagoon for fishing—a major form of sustenance for the people. Also, during the winter months, the island is inaccessible to supply ships and therefore isolated from the outside world.

In 1969, the Bikinians demanded \$100 million from the Americans in return for damage inflicted on their atoll. No reply was received.

Instead, in March, 1970, the US government officially made Bikini a trust territory. This came in the midst of a three million dollar resettlement programme designed to clean up the atoll, restore food crops annihilated by the nuclear blasts, construct housing and repatriate the people.

Much of the work has now been



Tongan Mele Luani at work in Sydney.
See her story below.

completed but no word has been given about when the displaced people can return. Meanwhile, like the people of Eniwetok, the Bikinians are restless. For both groups, the effect of the long wait on their culture and traditions has been devastating.

Administratrix

Mele Luani's latest job is typing out ships' manifests—for the time being anyway. For Mele (36), from Nuku'alofa, is working her way through the host of duties associated with shipping agency administration at Burns Philp's head office in Sydney.

Mele is "on loan" for 12 months from the Tonga Shipping Agency (now the Pacific Navigation Company) office in Nuku'alofa where she worked for two years before coming to Sydney in January. "If I can, I want to cover all the aspects of this type of work before I return," said Mele last month.

Captain Hill-Willis, manager of the Agency and Nuku'alofa's harbour-master, arranged Mele's transfer so that she could gain more experience. Burns Philp's Sydney office manager, Mr. Monty Stobo, said: "We were only too happy to oblige."

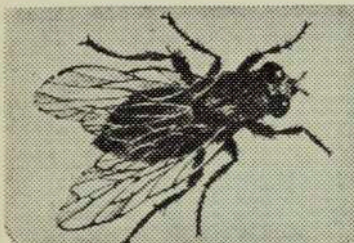
Agatha played up in the Cooks

Banana plantations in the southern Cook Islands were extensively damaged when hurricane Agatha raged across the area from March 22-24. Aitutaki reported all banana

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With summer heat and humidity providing ideal conditions for prolifically breeding flies and mosquitoes, Australians face serious outbreaks of disease spread by swarms of insect invaders. Once more, householders are urged to combat this threat to public health by killing every disease-carrying insect seen. A.N.I. Research Chemists are constantly at work world-wide to ensure that Pea-Beu aerosol insecticide is effective in eliminating flies and mosquitoes from households. Pea-Beu is specifically formulated to contain Pyrethrins, one of the most powerful insecticidal ingredients known—deadly to flies and mosquitoes and yet harmless to man and his pets.



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Four centuries ago, flies were suspected of spreading tropical ulcers. Modern pathologists have proved they spread a whole list of infections, ranging from mild but unpleasant summer stomach upsets to infective hepatitis, bacillary dysentery, typhoid and persistent amoebiasis. Worse still, flies transmit crippling scourges such as cholera, smallpox, poliomyelitis, ophthalmia and trachoma. A highly efficient method of fly extermination is to use powerful Pea-Beu aerosol insecticide. A few short bursts of Pea-Beu in a room will kill all flies on the wing. The permeating action of Pea-Beu also spreads into hidden corners of the room, thus eliminating any hidden insects.

The mosquitoes' record is just as grim. Besides wrecking your night's

rest with their irritating whine and inflicting painful toxic bites, mosquitoes pass on many serious diseases including malaria, hepatitis, dengue and yellow fever, disfiguring elephantiasis and encophalitis.

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Controlling these dangerous disease-spreaders demands rapid destruction wherever they appear. Long-term research was needed to formulate the insect spray that combines high killing potential with complete safety for users, as powerful Pea-Beu aerosol does. Pea-Beu is particularly effective against flies and mosquitoes as the wide action spray ensures total coverage of any room. Pea-Beu's efficient spray seeks out and destroys flies and mosquitoes before they have a chance to bring irritation and illness to your family.



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palms destroyed, Mitiaro 85 per cent., Rarotonga 75 per cent., Atiu 40 per cent. and Mauke 20 per cent.

Aitutaki took the worst beating. In addition to the destruction of bananas, the Resident Agent reported that between 80 and 90 per cent. of orange trees, 75 per cent. breadfruit trees, 60 to 80 per cent. of arrowroot, 40 per cent. of coconuts and 20 per cent. of taratarua were destroyed.

Aitutaki houses lost 40 per cent. of their iron roofing; 90 per cent. of houses built of native material were blown down, and 90 per cent. damage occurred to power poles and wiring.

On March 28, MV *Manutai* left Rarotonga for Aitutaki with a cargo of food and building material. One of the passengers was Mr. Pat Yala, builder and quantity surveyor of Public Works, sent to assess damage to government buildings and carry out urgent repair work.

A special stamp issue for hurricane relief was made on March 30 when the Post Office placed on sale, besides three Easter stamp denominations, three other definitive denominations overprinted with a surtax to provide funds for hurricane relief.

"You can forget about Aitutaki bananas for nine months," Premier Albert Henry told banana marketers in New Zealand by radio telephone after a damage survey had been made of the group.

'Don't degrade us' appeal on Pitcairn

"We hope such degradation never comes to Pitcairn", runs a line in the islanders newsletter, *Pitcairn Miscellany*. What degradation? Taxation, says the *Miscellany*.

Some of the Pitcairners are worried that their public work system may fail, forcing them to impose taxes. The scheme works this way: The men have two categories of work—Paid Work and Public Work. The former is work normally done for the government such as well-digging, road-making or school painting and the pay is 28c an hour.

But, for Public Work, which seems to differ little from Paid Work, there is no pay. By law, on the ringing of the island's bell in peals of three strokes, the men turn out for tasks set by the Internal Committee, usually work on the famous longboats or on road maintenance. The latest stint of Public Work was being done in March.

"One never knows," says *Pitcairn Miscellany*, "but should the system of Public Work ever fail for one reason or another, Pitcairn Island

may be lowered to the level of other societies and have to accept taxation by the government as a means to provide for the community's needs." Heck!

Getting bounce into Radio Fiji

Following the arrival from England of Fiji Broadcasting Commission's new general manager Mr. John Hunt, rumours abounded about the dire possibility of English vanishing from Fiji's radio programmes.

FBC staff became accustomed to being bailed up about this "non-sensical plan" to reduce English to only a few hours a day and introduce Fijian and Hindustani into what had always been the English-language network.

The confusion arose from the fact that Mr. Hunt's appointment to the FBC followed recommendations in the Taylor report on Fiji broadcasting, one of which suggested that the hours of English should be reduced to allow for increases in the other two languages.

When Mr. Hunt first arrived late last year, it was reported that he planned to establish a new system of separate Fijian and Hindustani channels with "a thread of English" running through them.

In reality, the intention was to establish one network carrying Fijian and English programmes and another on which Hindustani and English-language sessions were interspersed.

The process has begun with the establishment of Fijian and English on Radio Fiji One. From July 3, English and Hindi will be heard on Radio Fiji Two, which currently carries Fijian and Hindi. Under this new arrangement English will occupy an average of 13 hours a day (partly on one channel, and partly on the other), Hindi 11 hours a day and Fijian about the same.

The aim is to attract as wide a listening audience as possible to both channels. Under the former system—with one network devoted to English only, and Fijian and Hindustani shared by the other—only a small, albeit important, percentage of the population tuned into the English-language station.

The majority of Fijians and Indians are more at home listening to their own language programmes. They have little interest in such expatriate-oriented sessions as *Date-line London*, *International Call from London*, *BBC World Report*, *Sam Pollock's Newsletter from Britain*

Shooters may get the bird themselves

Illegal entry by people from Kieta (Bougainville) into the Shortland Islands in the Solomons is causing grave concern. The Oema Island bird sanctuary in the Fauro group appears to be the attraction—not to admire the birds but to kill and steal them.

The Shortland Islanders are very angry because they have left the birds alone for many years, yet they claim the sanctuary is now nearly devoid of birds because outsiders have more or less wiped them out. Visitors to the island have reported finding many spent shotgun shells.

A Korovou customs official recently managed to apprehend a speedboat full of Europeans and warn them off. The matter is being raised in Governing Council by the member for the area Mr. Remisio Eresi, who is hoping to get a fast speedboat to enable Korovou police and customs officers to patrol the waters.

and *NZ Weekly Review*, although programmes like these, plus frequent BBC and ABC news broadcasts, do keep Fiji in touch with the outside world.

Mixing the three languages over the two networks, with English broadcasts at peak listening times, is seen as one means of bringing Fiji's multi-lingual population closer together. The FBC already has three bi-lingual announcers and hopes to train more. A brighter, bouncier approach has become obvious on all the locally-produced shows and there's a new emphasis on in-depth news reporting.

Among Mr. Hunt's ideas for improving the FBC's output are separate daily breakfast sessions in all three languages, music and message sessions every afternoon in Fijian and Hindustani and a weekly multi-lingual entertainment programme called "The Voice of the Pacific". The last includes messages in other Pacific languages.

Staunch supporters of English-language programmes have been assured that the FBC will continue to recognise the importance of English as a vital language force in Fiji. They are simply having to get used to changing frequency from time to time.

Samoan language is in danger

Samoan "as it spoke" and Samoan as it should be spoken are two different things and it's the difference which is worrying the Education Department in Apia.

Despite the threat of "dilution" of the language through foreign occupation with English, then German, then English again as the official language,

the Samoans kept tenaciously to their own tongue until the latest invasion by the tourists. Now there are signs the language is being bastardised.

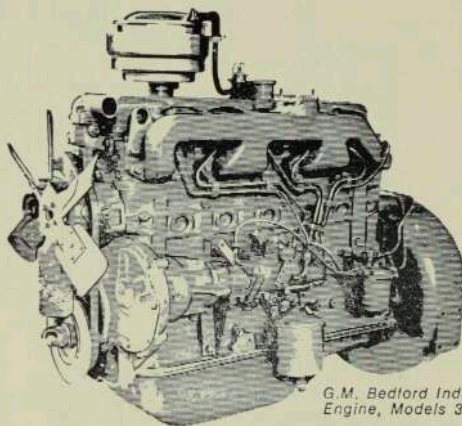
A worried Education Department has countered the threat to the purity of the language by introducing the teaching of the Samoan language and culture in all the schools. The move is hardly surprising for one rarely meets a person in town who can speak the language with any refinement such as is spoken by the elderly and knowledgeable *matais* (chiefs) of the villages.

Very often, Samoans tend to speak in grunts, a new trend in keeping with Western Samoa's rapid industrialisation. And, Samoans, particularly those who have been overseas, are tending to speak a kind of language which uneducated Samoans do not understand.

This language consists of Samoan and English words put together to make a sentence but only those who are bilingual can understand it. For instance, *Lo'u mother* means "My mother". Though one is sympathetic with the need of Samoans who have been overseas to speak like that, this does not free them from the condemnation of those who treasure their Samoan language, and who are insulted if this is not spoken correctly. The conclusion to be drawn, therefore, is that if the schools do not teach the orthodox language and culture, Samoa may end up like Hawaii.

There are also increasing signs that Samoan culture is gradually giving way to other cultures. This is regrettable from the point of view of the patriots and the anthropologists. Not that the Samoans should close themselves to other cultures—but it simply means that Samoans should not lose their own culture while at the same time profiting from the assimilation of other cultures.

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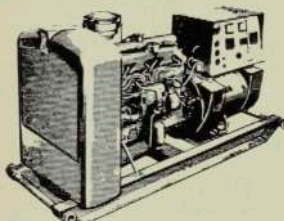
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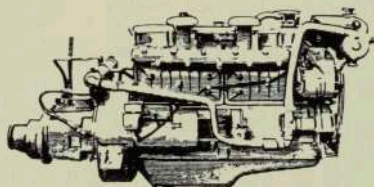
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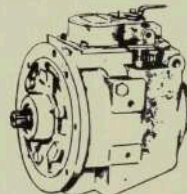
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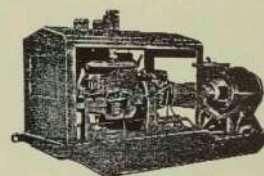
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Pacific Shipping

WHAT'S GOING OFF ON THE SUVA WATERFRONT?

More appears to be behind the news of trouble with unloading the Nauru Pacific Line's *Rosie D* in Suva last month than merely the well-known propensity of dock workers everywhere for making short work of any alcoholic beverages that happen to be on hand.

It started out with the assault on a watchman who attempted to bar a locker from boarding the *Rosie D*, which was unloading cargo, including beer, at Suva.

With a section of the work force drunk and incapable, not much cargo was being unloaded, and the ship left two days early for Lautoka, intending to discharge the rest of the cargo on return. The beer was all off the ship by then.

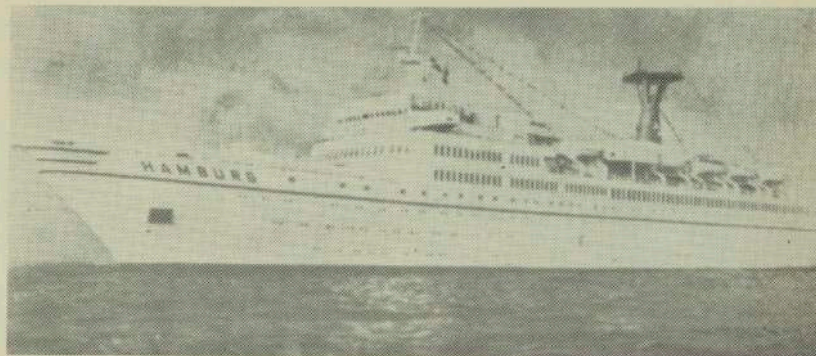
At the height of the trouble, the second mate of the *Rosie D* threatened to call the police if more beer was stolen, so three gangs of watersiders walked off the ship. Two of the gangs were not directly involved as they were working in other holds.

The *Fiji Times* reported that another ship, *The Newcastle Star*, suffered similarly at the hands of pilferers of a cargo of hard liquor.

The real problem is to determine whether this was an isolated incident or part of a general deterioration of control of the Suva docks.

There are Suva people who will say, off the record, that the indiscipline of the wharves is costing them and indirectly the public, large sums of money through delays and losses in cargo handling.

They won't be quoted for fear of retaliation against their particular goods in transit. One company which could stand up and be counted was Fiji Industries Ltd. which had a



Nicknamed the "space ship" because of her streamlined looks, the "Hamburg" (pictured) was due at Suva on April 25 for her first visit. The 25,000-ton liner, flagship of the German Atlantic Line, went into service three years ago and is making her first Pacific cruise.

cargo of 5,000 tons of clinker on the *Rosie D* for its cement works. A company spokesman said it was taking six days to discharge instead of the estimated four, and the subsequent increases in cost were making it difficult to sell the cement produced by the company in Fiji.

One thing is certain. It won't do the cause of militant unionism seeking more pay or better conditions any good if an irresponsible element is allowed to kill the goose that lays the golden eggs. That's what they'll have done if shippers have to curtail their business through losing money on the wharves.

NEW LINE CONFIDENT OF FUTURE

Shareholders of a two-month-old shipping line, Compagnie Maritime Hebridaise formed by 14 shareholders in New Caledonia and the New Hebrides, are already thinking of buying more ships.

Skipper of the company's lone ship *Erakor*, Captain Henry John Helme told PIM that his ship has attracted so much business on the Sydney-Noumea-Vila-Santo run, that his company is looking for more ships.

Erakor's success follows a struggle with the harbour authorities in the New Hebrides to obtain recognition for the infant line in its claim for a share of the port facilities at Santo. For 20 years, said Captain Helme, a part-French, part-Tahitian skipper, former master of the *Ville de Noumea* and a director of the *Ville*

de Noumea's owners, Chargeurs Caledoniens, the Messageries Maritime's *Polynesie* had been given priority at Santo's wharf which had berthing space for only one vessel at a time.

His company had complained that they had been unable to get proper facilities at the wharf although carrying out the same type of service for the people of the New Hebrides. Now their protest had been heard and *Erakor* was being given equal rights with *Polynesie*.

"We have had a good start and are doing well," said Captain Helme. *Erakor*, of 2,350 tons dwt, was formerly the *Valfer* and was registered at Marseilles for the North Africa service. She completes the Sydney-Noumea-Vila-Santo run every 21 days.

FRENCH LINE QUILTS NEW HEBRIDES

Messageries Maritimes has decided to boycott New Hebrides ports and has re-routed its 7,500-ton freighter *Gange*, cutting out Santo and calling at Tahiti instead.

A company spokesman told PIM that it had been decided to switch the *Gange* from the New Hebrides to Tahiti for two reasons—too much time was being lost in ship's turnaround at Santo because the harbour authorities were giving berthing priority to other companies and there was a lack of support from shippers in the condominium.

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one ship at Santo and ships had to anchor in the stream to allow another ship to discharge cargo. Messageries Maritime said they had found that whenever the *Gange* wanted to use the berth other ships had been given preference.

Consequently, the *Gange* had had to remain in the stream and lose several days on every voyage.

The *Gange* has been plying between Sydney, Melbourne, Adelaide, Noumea, Fiji ports and the New Hebrides.

The new route, which also cuts out Adelaide because of an insufficiency of bookings, will serve Melbourne, Sydney, Noumea, Fiji and Tahiti every six weeks. The first call at Tahiti will be about June 15.

The *Gange* has cargo space of 13,041 cu. metres and also freezer space.

PUMP FAULT AND STRIKE PLAGUE 'TAULOTO'

Tonga's new ship, the *Tauloto*, ran into trouble recently—just two months after going into service.

Two hundred miles out of Sydney and heading for Suva, *Tauloto* turned about and steamed back to port for repairs to faulty bilge pumps.

According to her Australian skipper, Captain J. M. Stott (64), a veteran of the island runs, "We had a pumping defect which had to be repaired. We could have gone on but thought the repairs could be done quicker in Sydney."

Excess water was pumped out and the repairs were completed in four days. For a second time, the *Tauloto*, fully loaded with 3,500 tons of general cargo, prepared to sail out

COOKS DON'T WANT ANOTHER CAPTAIN

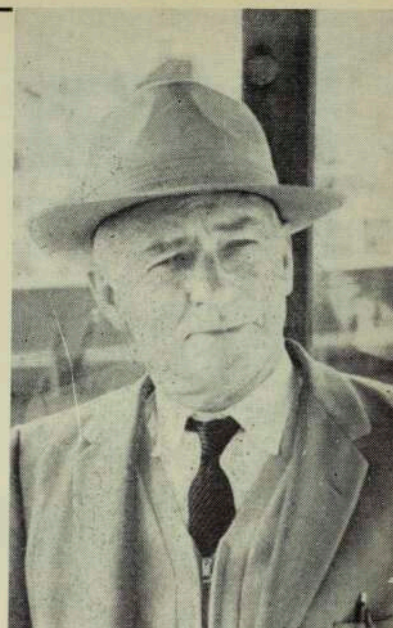
Master for 14 years of trading ships in the Cook Islands, Captain Hugh Williams, who now lives in Sydney, has had plans to return to the Cooks as a ship's master torpedoed.

Full of nostalgia for Island life, he managed to obtain another licence to buy and operate a trading ship in the group but Boyd and Silk, the only shipping company in the Cooks, appealed against the granting of the licence. The appeal succeeded.

"I fought against the decision," Captain Williams told PIM, "and I even offered to reduce fares but it was of no avail against the closed-shop set-up there. Nobody else can compete against the present monopoly."

During his 14 years in the Cooks, he sailed four ships among the islands. His first was *Inspire*, an 84 ft Brixham trawler which he sailed himself from England. Then he operated with an ex-NZ cargo ship, the 300-ton *Melva Dobiri*, another ex-New Zealander of 150 tons, followed and the last of the line was a steel-hulled 350 tonner, the *Apinui*.

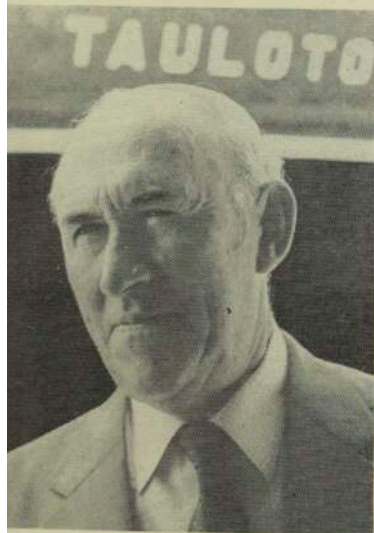
He sold out to the late Vic Brown about 10 years ago, said farewell to the Cooks and settled in Sydney. Latterly, he's been restless and wants to get back to the Islands. Several months ago



Captain Hugh Williams.

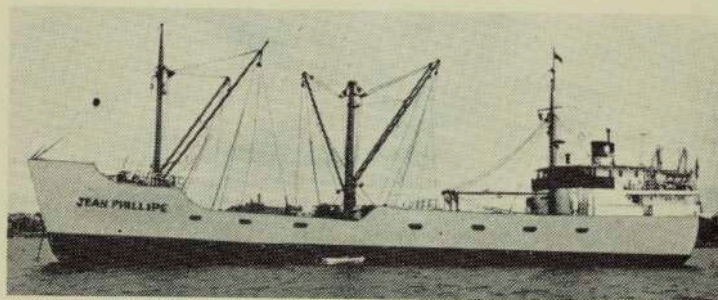
he tried a substitute. He bought a Fairmile cruiser and took it up to Cairns. From there he ran pleasure cruises to the Great Barrier Reef.

"It was no good," he said. "It wasn't the same. The heat and the mosquitoes were much worse than in the Cooks. In any case, there was no substitute for the Island people, so I gave it away and sold the cruiser in Brisbane recently."



Captain J. M. Stott.

M. V. JEAN PHILLIPE

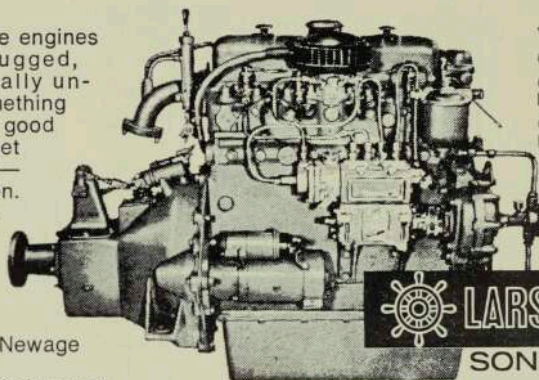


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of Sydney Harbour. But she was delayed yet again. This time she fell foul of a token strike by the Firemen and Deckhands Union. Finally she set sail the following morning. In all, she had been held up almost a week.

The *Tauloto* (5,156 gross tons) services Melbourne, Sydney, Suva, Lautoka, Apia, Pago Pago and Nukualofa on a 30-day turn around. She was built in 1954 and was converted to a unit cargo vessel in 1968 when she was trading on the Australia-New Guinea service as the *Island Chief*.

The *Tauloto* was chartered by the Tongans' own company, Pacific Navigation Company, for one year with a right of purchase from the China Navigation Company.

● "Tauloto's" royal welcome on p. 70.

SHIPS IN TROUBLE AROUND THE PACIFIC

● The master and four crew of the wooden motor vessel, *Haeremai Star*, abandoned ship off Booby Island, north of Thursday Island, in mid-March. The ship was on her way from Darwin to Daru, Papua, to load cargo, when a fire started in the engine room, rapidly spreading.

The five men were picked up by a trawler, *Jedda*, and taken to Thursday Island. *Haeremai Star* sank soon afterwards.

● *Ville de Noumea*, which operates a regular cargo service between Noumea and Sydney, was forced to turn to Newcastle for the second time in 10 days in late March, due to engine trouble.

● A tug was sent from Honolulu in late March to assist a grounded Korean motor vessel, *Kwang Myung*, stranded on a reef off Christmas Island.

Kwang's crew was reported safe. Two other vessels provided help while waiting the tug. *Kwang* was reported by Lloyds to have sustained damage to her bottom.

AMAZON SHIP JOINS SAMOA FLEET

An ex-River Amazon passenger and cargo ship and latterly on service to the Cook Islands, the *Bodmer* has joined the Western Samoa fleet operated by a new company, Ocean Samoa Co. Ltd., which has been established by locals.

Bodmer has been renamed *Misimooa* (after the late Afoafouvale Misimooa, first Islander to come a secretary-general of the South Pacific Commission. He died suddenly at Tarawa on February 18, 1971. *Bodmer's* new master is Captain Harry Moors jr., Misimooa's son.

The *Misimooa*, which is nearly 125 ft long with a beam of nearly 25 ft and draft of 9 ft, will be used to carry passengers and cargo, mainly processed timber from the Potlatch sawmills at Asau to the markets in Upolu and Tutuila. There is space for 400 tons cargo and a 160 cu. ft walk-in freezer.

Built in England, *Misimooa*, which was renamed at a ceremony at Apia early in April, was first registered at Georgetown, Cayman Island in the Caribbean.

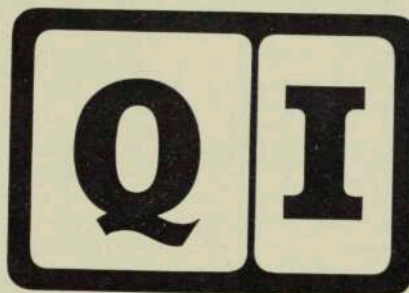
House flag of the new company bears Neptune's trident, a dolphin and seahorse on a blue background. The dolphin is in the shape of an 'O' for Ocean and the seahorse forms an 'S' for Samoa.

● The Suva-based salvage and towing company, Marine Pacific Ltd., has expanded its fleet by another tug and two barges, making a total of three tugs and three barges.

They have been leased from the British Inchcape group which formed Marine Pacific two years ago in partnership with Williams and Gosling Ltd.

● The Union Steam Ship Company has sold two of its smallest ships to Lineng Enterprise Ltd., a company registered in Panama. The two ships are the *Kaimai*, of 2,007 tons, which was built in 1956, and the *Kawatiri*, of 2,848 tons, built in 1950. They have been renamed and will trade out of Singapore.

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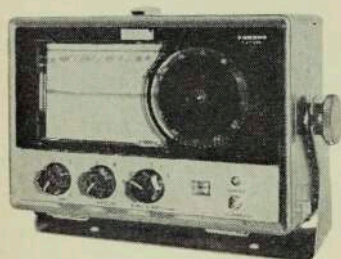
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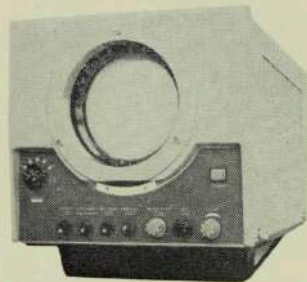
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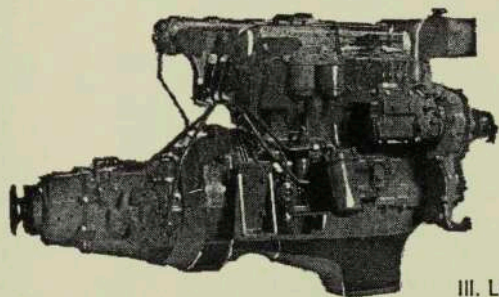
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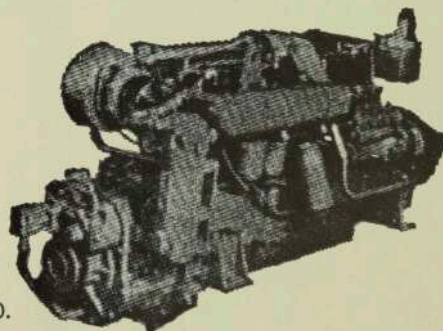
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D MAY. 1972—PACIFIC ISLANDS MONTHLY

Cruising Yachts

● **HUMMING BIRD II**, a 40 ft, hard chine, plywood ketch from the West Indies, is presently in Port Moresby. On board are Harold La Borde, his wife Kwaitan and son Pierre, aged 7. They will be leaving Port Moresby in mid-May for Indonesia, South Africa then home to Trinidad. Kwaitan has recently been to Toronto with second son, Andre aged 2, to leave him with her father while they are on their trip.

● **KAREELAH**, from Brisbane is a 35 ft, Nicol design Wanderer trimaran. Gus Troughet and his wife Carol are on board. They left Port Moresby on Good Friday heading for Samarai, Rabaul, Kieta then back to Samarai and on to Brisbane.

● Mike Bailes' 25 ft modified Folkboat, **JELICIE II** from England is presently at Madang after having quite an enjoyable sail from Port Moresby. Mike reports he had so little wind that he accepted a tow for the last 100 miles.

● An American yacht **SANTANA** with Marty and Charles Peet and three crew was in Port Moresby for a short while. Also the South African yacht **STORMY** visited Port Moresby for a time.

● Dr. Joergen Meyer, who is single-handing around the world in his 34 ft fibreglass sloop **PALOMA** from Germany was in Port Moresby for a short time before continuing with his voyage. His next planned stop is home in Germany.

● **JINDIVIK** a 33 ft Crowther design Tempest trimaran from Townsville has just arrived in Port Moresby for the sailing season. Don McGrath, the owner, is looking forward to some lively racing.

● Other cruising yachts presently in Port Moresby are: **FLOATING ROCK** a 38 ft ferro cement sloop from Sydney with Manfred Zenacke, **VALAURANNE** a 35 ft Piver design trimaran from Mackay with Ray and Val Goldston and family, **GETULA** a Daydream class yacht from Brisbane with Norm and Amy Saunders

and son, **CEBELE** a 36 ft Nicol design Cavalier trimaran from Mackay with Martin and Judy Krynen and family, **KARIE-L** a Tahiti ketch from Sydney with Len May and Lindsey Rogers, **NIA-ROO** a 29 ft home design trimaran sloop from Mooloolaba with Graham and Noela Byrnes, and **ALVIS** a traditional sloop from Sydney with Jim Fominas.

● **SUNSET SUE**, 36 ft ketch, registered at Coconut Grove, Florida, arrived at Rarotonga on March 29 with skipper-owner Al Crocker, his wife Nancy, and daughter Sue on board. *Sunset Sue* had come from Suva and Pago Pago and the Crockers intended to stay a week at Rarotonga before sailing on to Tahiti.

● **BAVARIA**, 47 ft ketch, arrived at Rarotonga from Tahiti and the Society Islands on March 31. On board were the German-born brothers Josef and Ambros Meyr, Wolfgang Liesens and Francois Dovat. The Meyr brothers built the *Bavaria* in Santa Barbara, California, and started their cruise from the US in July last year. Calls were made at Hawaii, Tahiti and the Society Islands before reaching Rarotonga. After a fortnight's stay at Rarotonga plans were to visit Samoa, Fiji and Australia.

● **WHISTLER**, 42 ft schooner, also arrived at Rarotonga on March 31 from Tahiti and French Polynesia. *Whistler* hails from Oxnard, California, and on board were Patrick O'Leary, insurance broker, and Lila Finn and Polly Burson, both of whom, until recently were professional stuntwomen in the movie industry. *Whistler* left the US in June last year and called at Hawaii and Christmas Island before reaching Tahiti. From Rarotonga plans are to sail to New Zealand.

● **LEMMING**, a 28 ft ketch sailed single-handed by Leslie Hamilton, which left Vila last October for Port Moresby, had not arrived in New Guinea by the end of February and a search was being made for her. At the time of writing, there had been no news although a search was made along the eastern Papua coast and Bougainville where Hamilton might have pulled in during bad weather. *Lemming* had no radio. Hamilton's nationality is unknown.

● **SAU-SEA**, 26 ft Cheoy Lee-built Frisco Flyer, docked at Kwajalein Island on March 23. Mr. Mason Meeks had been on a 38-day trip from Honolulu. Plagued by light winds for the first part of the voyage, *Sau-sea* put in at Johnston



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Island after making only 750 miles in three weeks. There, Mrs. Meeks and son, Michael, debarked and flew back to Honolulu. They will shortly join Mr. Meeks, an engineer, at Kwajalein.

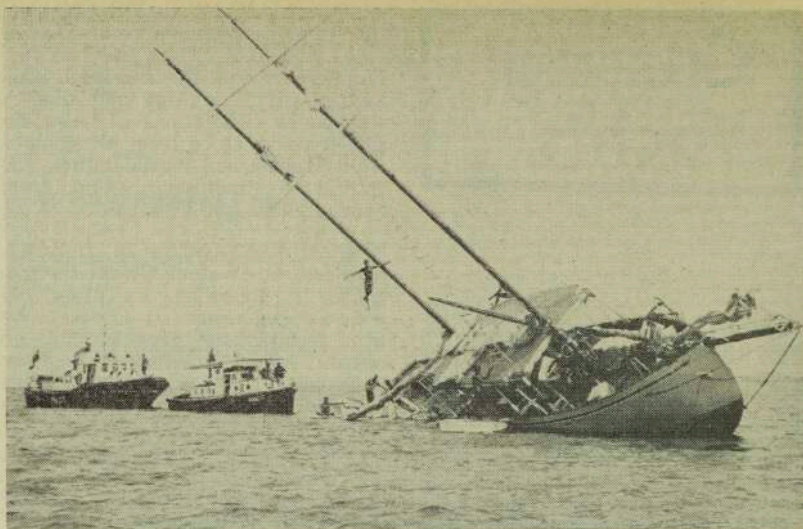
● **TEK-SOS**, a 40 ft steel sloop, originally from Europe, was in Sydney in April fitting out for a voyage north through the Islands. Owner-skipper Barry Hobart was recruiting crew and intended a halt in Fiji and other Island territories before setting sail for Europe and home.

'SEASPRAY' HAS ANOTHER ADVENTURE

The 83 ft schooner *Seaspray*, which is used to ferry tourists from Lautoka in Fiji to the offshore Castaway Island resort, ran aground on a reef near Naviti Island in the Malolo Group on April 9.

Nearly 50 passengers, who were in no immediate danger, were taken off by small boats from the Beachcomber Resort at Tai Island, about two miles from the reef, and taken to the Beachcomber Cruises vessel *Negera* which was standing by. They were then taken to Lautoka.

Twenty-two hours later, *Seaspray* was towed off the reef by two Marine



The "*Seaspray*" on the reef.

Department tugs and taken to Lautoka for a close inspection which revealed only slight damage to the hull which was not breached.

Seaspray was on her way to Lautoka from Castaway Island when she was stranded. She is one of the

best-known schooners in the world, having appeared on millions of television screens in the series *Adventures of the Seaspray*.

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Business and Development

Civil servants lead way for higher wages

From a Honiara correspondent

Inflation, rising costs and other monetary problems besetting the rest of the world are becoming more and more evident in the Solomon Islands. And the first to feel the pinch, naturally, are the lower-paid salary and wage earners.

Add to this the fact that basic commodities in store shelves are constantly being price tagged and re-tagged on an upward swing fast developing into a free-for-all among traders. Then take away the average minimum wages paid by employers to workers—some \$20 a month—and the answer is simply . . . a deteriorating relationship between employer and employee.

The bargaining power of organised labour in the Solomons, to say the least, is weak, unsure of procedure and badly in need of guidance. A general workers' union does exist, although many workers cannot even afford the union dues. But the first to take the bull by the horns were the higher-paid members of the local civil servants' association who called a meeting in mid-April to thrash out demands for either an immediate pay rise or an interim cost of living allowance.

Invited to the meeting were three government establishment officials to hear a variety of complaints of real or imagined hardships. One of the main targets was the disparity of wages between expatriate and local civil servants. However, until more qualified Solomon Islanders became available from the educational assembly lines there was little the government's establishment branch could say about this.

The 200-strong meeting did manage to squeeze out a promise that a full review of salaries would take place next year. In the meantime an in-

vestigation into various posts in the civil service would be carried out.

So much for the civil servants, local and expatriate. But what about the workers?

Although government's minimum for its classified workers—at nearly \$24 a month—is considered reasonable, salaries paid in the private sector can range from considerably higher to considerably lower. The basic monthly minimum for some categories of workers in the capital, such as servants and store hands, is only \$19.80, based on a 45-hour week.

This was OK'd by the High Commissioner towards the end of last year on the recommendation of the Public Service Advisory Board, which was originally asked to do this after a minimum wage bill was demanded by elected members of the Governing Council earlier in the year.

But in the last six months the price index has crept steadily up. If this continues in the next six months something's got to give. And it does

not need a crystal ball to tell from what section of the community the action will come. If anything, the current cost-of-living crisis could push indigenous, lower-paid workers to think seriously about organised labour and the bargaining power of unions.

The main problem, however, is that the word "union" is still a dirty word among some sections of the private sector. The government is just beginning to learn to live with it, and some private employers may do well at this stage to show some flexibility—if they really want to remain in the Solomons in the next five to eight years.

Just to prove a point, here are comparative prices for some everyday commodities selling in Honiara, with the 1971 price in brackets: 3 lb detergent \$1.25 (\$1.15); 3 lb powdered milk \$1.65 (\$1.45); 1 tin condensed milk 23c (18c); 1 lb margarine 39c (30c); 1 gal. insect killer \$2.35 (\$1.90); 1 lb butter 62c (42c); local beef, rump steak 1 lb \$1.00 (75c); fillet \$1.40 (\$1.15); topside 75c (65c); blade 72c (55c).

PNG COFFEE SALES IMPROVE

Papua New Guinea Coffee Marketing Board chairman Mr. Lloyd Hurrell, was optimistic in April that PNG planters were beginning to emerge from the current depression caused by low coffee prices and stockpiled supplies on the world markets.

"The stockpiling is getting less—they're eating into the reserves—and PNG has plans to help ease the situation," he said in Port Moresby.

PNG had a surplus of about 10,000 tons in March (out of a total production for the year of 30,000 tons), but the board was beginning to sell it to new markets and had good prospects for further sales. It is unlikely that it will all be sold quickly enough for growers, so the board has decided on a crop acquisition scheme, to buy unsold coffee from planters and hold it until the market improves.

It now has to arrange finance—in the shape of a guarantee—and PNG's new Cabinet will be invited to involve itself with this as one of its first tasks.

The board has also recently ruled that no coffee other than forward orders can be sold for other than world prices in future. This is to stop cheap exports to Australia. It is not likely to have an immediate effect because most PNG coffee has been sold to September under forward ordering.

PNG coffee production is now politically sensitive. About 73 per cent. of all production comes from native growers, who currently are angry at the depressed situation. The coffee-growing areas support a population of three quarters of a million people in PNG.

Western Samoa's short approach to tourist traffic

From FELISE VA'A

With the opening of the new Faleolo airport on April 21, Western Samoa could be said to have come of age in the modern world of communications. But not quite.

When the airport was opened on that date, it had a sealed runway of 5,000 feet in length and 500 feet in width. When finally completed an extra 500 feet will have been added to the length as well as a 900 feet stopway at each end.

Thus, although big enough to handle Polynesian Airlines' HS748s as well as Fiji's BAC111s, it would not be capable of taking the big Air New Zealand and PanAm jets that frequent the Tafuna International Airport in American Samoa.

A lot more work will have to be carried out at Faleolo before it will be capable of taking the big jets. In that case, Western Samoa cannot truthfully be said to have joined the international fraternity which includes Fiji, American Samoa, Tahiti and others.

Western Samoa's attitude, therefore, to international communication is largely a lukewarm one. Two major considerations have to be taken into account. The government fears undue encroachment of Western civilisation into the country and it believes in a controlled tourist industry.

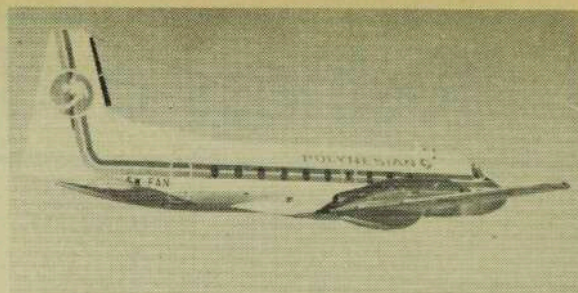
As to the first point, there is an

almost superstitious fear of Western civilisation the significance of which many Samoans find hard to understand. The *fua Samoa* is still the thing. There is also the concern that Western civilisation may harm the morals and society of Samoans. Hence culturally, the Samoans prefer a kind of isolationism—but is this practical?

On the second point, there is much to be said for a controlled tourist industry. But control usually comes only after the point of saturation has been reached. The tourist apparatus must first be allowed to grow unhampered either by social or government restrictions. Control must come when it can be seen that the country can no longer afford to absorb more tourists. To call for controlled tourism and try to develop it at the same time is hypocrisy of the worst sort.

It is a good sign, however, that many hotels are being planned for Samoa. A start will soon be made on the Hadley hotel at Taumesina while the Casino and Tiafau hotels have already been started. Hotels are being planned for Lefaga and Mt. Vaea and perhaps there are a few others.

Right now Aggie Grey's Hotel is taking care of most of the tourists and the rest are being absorbed by the old Casino, the Apian Way, the



Polynesian's new HS748 which is now operating a weekly service to Nadi and three services a week to Tonga. It began operation in February on the Apia-Pago Pago run.

Hideway and several other smaller ones.

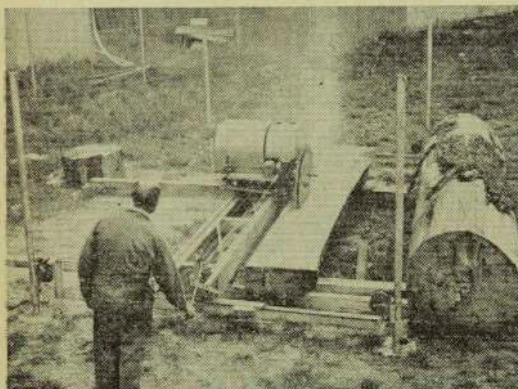
When Polynesian Airlines acquires its second HS748 later in the year, as it is planned, it is expected that there will be a much bigger influx of tourists into the country, and hopefully the hotels will be ready for them.

Nauru pays off as finance base

One of Nauru's first overseas groups to utilise the Republic's tax status for international financing, Comeng Holdings Ltd., increased profits in the December half-year to \$882,009, a jump of 15 per cent. on 1970's comparable results.

A Sydney-based heavy engineering company, Comeng registered a subsidiary, Comeng International, on Nauru in 1969. The subsidiary handled interest accruing from a \$2 million-plus loan by the parent company to South Africa.

The loan is to a former Comeng subsidiary, Union Carriage and Wagon Company, a major contractor



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to South African Railways. It was equal to 40.95 per cent. of UCWC's capital.

Comeng has used interest from the loan to invest in other overseas countries, especially South East Asia, rather than remit the money to Australia, where it would be subject to a heavy Australian withholding tax.

Comeng directors say in their latest report that Comeng suffered a \$122,435 effective capital loss on the South African loan because of the 12½ per cent. African rand devaluation against the Australian dollar.

Cocoa concord

No agreements were made, but a face saving formula was arrived at, when a 40-country conference to draw up an International Cocoa Agreement, ended in Geneva in March. The conference agreed that there was "wide-spread support" for a minimum price between 21 and 24 US cents a pound.

This successfully eliminated the excess prices demanded by the world's biggest cocoa importer, the US (20 cents) and a big exporter, Brazil (25 cents).

New Fiji hotel begins recruiting

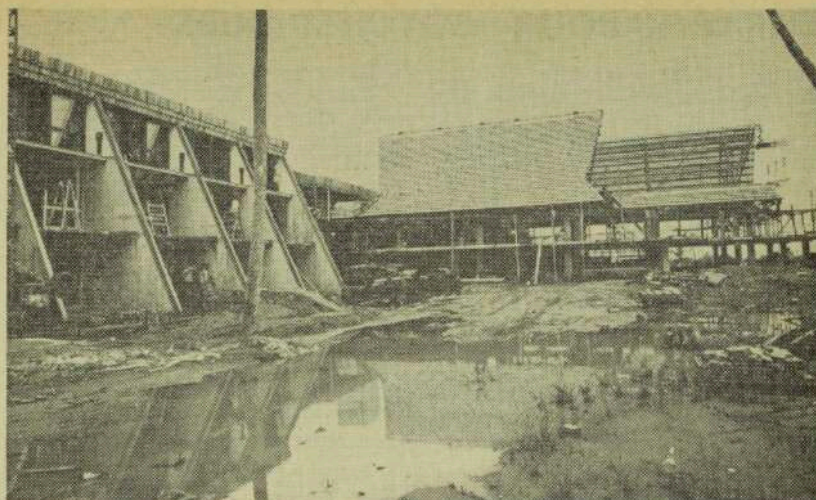
Local staff is already being recruited for the Flagship Beachcomber Hotel at Deuba in Fiji (pictured on right) although the first guests won't be booked in until September 1.

On-the-spot training programmes have begun under the direction of general manager Mr. John Tonetto and Flagship Hotel's executives normally based at Honolulu's plush Ala Moana.

Two official openings—each lasting three days—are planned for November. The first, between November 10-12, will be for government officials and travel industry personnel from Australasia. The second, between 17-19, will be for guests from North America.

Tariff at the 84-room hotel will range from \$F15 single, \$F18 double for rooms with a mountain view and \$F16 single, \$F19 double for those with a sea view. Suites, with two rooms and sea view, start at \$F35. Prices are on a par with those in Hawaii.

● Work has started on a new tourist resort on Bekana Island, just off Lautoka on Fiji's largest island of Viti Levu. With 60 double rooms, a restaurant, beach bar and a swimming pool shaped as a bare foot, the resort will be called Barefoot Village. "Dressing up" will not be encouraged!



The 84-room Flagship Beachcomber Hotel is progressing on schedule at Pacific Harbour, the resort development being created by Pacific Hotels and Developments Ltd. at Deuba.

Fiji company looks for a way out of the woods

While Fiji's building industry bumbles along with its outrageously high costs (in relation to its depressingly inefficient labour), Union Woods (Fiji) Ltd., the public company forced into receivership by the Fiji Development Bank, is scouting around for more capital.

The managing director, Mr. David Blake, has appealed to the 700 local shareholders for more money to enable it to get back on its feet. They could do this, he says, by buying 25c shares or advancing loans to the company.

"There is no doubt in my mind, and working without wages for the company for nearly five months is proof of my feeling, that if you invest a little more, your company will go ahead, be very profitable and never look back again," he told shareholders in a circular.

He told PIM in April that the company, which has a Nausori factory manufacturing mainly parquet flooring, had suffered because architects had shown no interest in pushing the product.

"No, I honestly don't know why they will not push it. Some have said they'd like to see it proved first, which I can understand, others have said they've had bad experience with overseas parquet, and therefore can't recommend ours," he declared.

"We've had very few orders locally.

Those we have had have been the result of extremely hard selling on our part. We've done several houses, a few offices and the Suva Motors showroom floor."

Like many of Fiji's problems, the company's difficulties resulted largely from last year's dock strike. (In April, there were whispers that another strike was looming, coinciding with the end of the present wage agreement between dockworkers and the shipping companies.)

"The strike caused a five-month delay in the delivery of machinery to the factory last year and the cost of local timber used by the factory had doubled," explained Mr. Blake. "We therefore lost a big Australian order for parquet."

The starting delays left the company without working capital and it defaulted in the fifth repayment of its loan from the Fiji Development Bank, from which it had borrowed \$51,500. (Some \$139,000 had also come from local shareholders.)

In February the FDB appointed an accountant as the company's receiver and manager.

Fiji's building industry swarms with disturbing stories, many of them concerning small firms who've overreached themselves and had to close down, frequently in the midst of construction.

While Union Woods is having

CHEAP LABOUR—BOTCHED JOBS

trouble, other companies building offices and individuals building homes have to wait, literally, months for such basic items as paints, tiles, door-knobs and light fittings to arrive from overseas.

Some contractors employ such cheap labour—paying, sometimes, less than 20c an hour—that the job is inevitably botched. It costs the home-builder twice as much in the end, because he must find, if he can, a skilled worker to correct the mistakes. Crooked walls and uneven floors are expected from some contractors. Yet, because of the demand, they con-

tinue to get work.

The serious lack of skilled labour looks like continuing for many years to come, according to figures collected by Dr. Ormond Pickard, chairman of the Apprentice Council Award Scheme.

A building trade survey had revealed a shortage of 1,600 skilled workers. The fact that of the 600-650 apprentices in training only about 70 were from the building trade indicated how much more remained to be done.

Similar surveys have been conducted into the auto service industry,

electrical and hotel needs. The shortages of skilled people in these industries and services was reflected in the poor service often encountered.

Overall, Fiji has only 600-650 apprentices in training compared with a work force of approximately 57,000. Although there are about 3,500 employers in Fiji, only about 40 support the Apprentice Council Award Scheme.

Development links major interests

The proposed \$11 million hotel and offices complex for W. R. Carpenter & Company Limited in Suva will bring together the resources of Carpenters and Mainline Corporation. A new joint company called Mainline Millers Constructions (Fiji) Ltd. has been formed as an equal partnership between the two parent organisations.

It will be responsible for further major building projects in Fiji, including a resort hotel for Noahs Ltd. at Korolevu. The new company will take over the building operations of Millers Ltd., which is at present the Carpenter subsidiary for all construction work.

Carpenters and Mainline are already closely associated, having a cross-representation on the boards of each other's parent company. Capital of the new joint venture company is initially to be \$250,000.

Tonga oil search to continue minus partner

The consortium of oil companies forming the group which sank two wells in Tonga in a vain search for oil has agreed to continue the search, but one partner, Tonga Shell NV Ltd., has withdrawn from the agreement.

This was announced on April 15 after consortium representatives met King Taufa'ahau Tupou and had talks with leaders of the Tongan Government.

Tonga Shell's manager, Mr. Alan Jackson, has declined to give any reason for the withdrawal but said it was a step which was taken reluctantly and only after serious consideration of all the facts.

The facts, apparently, would be those contained in the technical reports of what the abortive drilling of a few months ago revealed. It was stated at the time the second well at Hofoa on Tongatapu was abandoned that geological data obtained

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through the drilling operations would be studied in Europe.

It looks, therefore, as if at least one group of experts is not very optimistic about Tonga's chances of becoming the Kuwait of the South Pacific.

The withdrawal of Tonga Shell NV Ltd. leaves in the consortium BP of New Zealand, Aquitaine of Australia, Ampol Exploration of Australia, Republic Mineral Corporation of Texas, and Gulf Oil of Australia. These have agreed to continue the search under a reduced concession of 4,000 square miles. They have asked for a temporary suspension of a year from the annual obligations so that they can find other partners for the venture.

No jet age joy for BSI expats.

The jet age may have arrived in the Solomons but in one aspect of communications many residents are going to be considerably worse off.

Prior to the Air Pacific BAC One-Eleven being introduced on scheduled services there were three flights a week bringing in the much-sought-after mail bags. Now there are only two flights a week, and, partly due to an economy drive with the post and telecommunications services in Britain, there is only one UK mail per week.

As can be expected the 900 or so expatriates from the UK now working in the Solomons are not exactly jumping for joy at being included in the international jet routes.

There is little anyone can do about coercing Air Pacific to change its mind, but it is just possible that pressure can be brought to bear on the British Foreign and Commonwealth Office, who in turn may have a word to say to Britain's Postmaster-General.

It is a far-ranging shot, but one government official has been moved sufficiently to put pen to paper on the subject in no uncertain terms.

Now action in the form of a circular for the attention of Britain's Secretary of State, presumably supported by all and sundry, has been despatched by the Solomons Director of Education, Alan House.

As one expatriate wife was heard to comment: "So this is what they call progress. As the planes get bigger and the travelling times shorter it won't be long before the Solomon Islander will have to resort to sea mail as in the olden days."

COPRA PRICES LOWEST FOR 15 YEARS

Copra prices fell to a 15-year-low in March at the same time as the Commonwealth Secretariat in London announced that world copra production in 1971 was a record 3.7 million tons. These two pieces of bad news for producers are compounded by the fact that authorities can see no recovery in sight for the product.

Copra's big hope, however, is as the raw material for coconut oil.

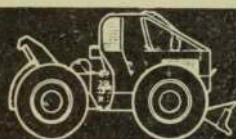
Consumption of coconut oil has risen steeply in recent months, and observers expect consumption will eventually result in demand catching up with production.

Price of Philippines copra has fallen to \$US128 a ton, for April shipment, the lowest level since 1957.

The March fall was part of a steady decline since 1970, when, with oilseeds generally in short supply,

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TRADE ENQUIRIES CONSIDERED.

copra was bringing nearly \$300 a ton.

In the very long term, a broker in London told PIM, the low prices may not be a bad thing for producers. Copra is coming back into favour with refiners who crush it to produce copra cake, used for animal feedstuffs, and coconut oil.

Fiji's copra producers say the Fiji Government's freight subsidy plan introduced more than two months ago has been of little assistance in bolstering the price.

As well as aiding people sending other produce from the outer islands, the subsidy was intended as a boost for copra planters, many of whom seriously doubt whether they can

continue producing in the face of depressed world prices for copra.

At Savusavu, the secretary of the Copra Producers' Association Mr. Robin Mercer, explained that the subsidy had been of no real help because a drop in copra prices coincided with the introduction of a \$7 a ton subsidy for copra. At the same time, the price of copra dropped by \$6 a ton.

While Fiji's copra producers were wondering how long they could survive, representatives of Island governments met in Suva on April 17 to discuss the establishment of the South Pacific Bureau for Economic Co-operation.

Bougainville copper contract ok'd

Bougainville Copper Pty. Ltd. and the Japanese smelter group got together in London in April and announced on April 17 that agreement had been reached, within the provisions of the long-term contract for sales of copper concentrate, or various issues raised by the smelter group.

As part of the settlement, Bougainville Copper has agreed to reduce the contract tonnage by 10 per cent. until the end of next year. The Japanese smelters have agreed to process this 10 per cent. for Bougainville Copper for sale outside Japan.

The settlement provides for additional treatment charges to recognise the impact of costs of pollution control and realignment of international currencies on the smelter group.

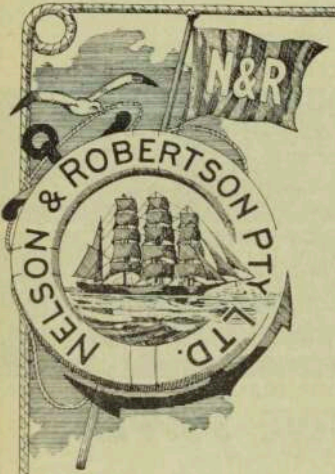
The agreement will cover shipments scheduled to begin late in April.

Mr. F. F. Espie, the chairman of Bougainville Mining, the parent company, told shareholders at the annual meeting in April that all the various operating facilities were completed in time for the start of shipments under long-term sales contracts in the first week of April. The plant was approaching its design capacity, had treated 80,000 short tons of ore in a day and was treating about 70,000 short tons daily. Construction efforts were being directed towards the completion of housing, civic recreational activities.

"For all practical purposes the project as planned has been completed ahead of time and within the budget," said Mr. Espie. He added that a further sales contract had been concluded with Norddeutsche Affinerie of West Germany for the delivery of up to 12,000 long tons of copper contained in concentrate during 1972.

Directors confirmed that the company would be able to pay an average annual dividend of 20 cents a share, beginning with an interim payment in October, 1973, provided the price of copper on the London Metal Exchange averaged £460 a metric ton.

On April 5 an ore carrier, the *Ann Mildred Brovig* from Norway was loading copper concentrates for West Germany and Spain.



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Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Australian dollar (April 20) equals New Zealand, \$1.002 (buying), \$0.9980 (selling); Fiji, \$0.9662, \$0.9504; Western Samoa, \$0.8132, \$0.8019; US, \$1.1934, \$1.1886; UK, 45.7875 np, 45.5373 np; French Pacific, 10.06 FP francs, (selling only); Tonga, \$1.

COPRA

Copra industries are controlled through copra boards in NG, the Solomons, the GEIC, both amoa, 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: oil-air dried, \$103 per ton; FMS, \$100 per ton; smoke-dried, \$98 per ton.

Fiji.—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Prices recently were: 1st grade, \$71.75; 2nd grade, \$61.75, CAS, \$40.25.

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. or coconut 1.2c.

SOLOMON IS.—All production through board prices based on Philippines rates. Output goes to the UK, Japan, Australia and the rest to the open market. Recent prices were: 1st grade, \$65; 2nd grade, \$61; 3rd grade, \$51 per ton, BSIP ports (Honiara, Yandina and Izol).

GILBERT AND ELLICE.—2½c per lb (1st grade); 2c per lb (2nd grade).

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 Apr. 20, quoted: Selling, Noumea and Papeete, Pac francs to the \$Aust., 108.47 commercial—export and import transactions), 105.30 (financial—nearly all other transactions). Paris-London: Buying, 13.1400 francs to the £ (commercial); 12.7275 francs to the £ (financial). Also £ equals 238.9090 (buying), 238.7272 (selling) Pac. francs; 5.50 CFP to 1 metropolitan franc.

Banks should be approached for daily quotes.

NEW HEBRIDES.—Copra sold direct by planters to France and Japan. Official market price on March 15 was \$30, Marseilles 67.25 French francs (per 100 kilos) April 12.

COOK IS.—Copra goes to Abels, Ltd., of Auckland, who operates NZ's copra crushing mill. Prices for April to June, packed, shipping weights f.o.b., were fixed at \$NZ103.52 1st grade, hot air dried, \$NZ101.45, 1st grade, sun dried, and \$NZ99.88 standard grade.

US TRUST TERRITORY. \$102.50 (grade 1), \$92.50 (grade 2), \$85.50 (grade 3), delivered district centres; \$90 (grade 1), \$80 (grade 2), \$70 (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 Apr. 20 (Jan./Mar. shipment) was spot \$59.219 ton, c.i.f.; UK, Continent.

Apr. 20, Quote No. 1: In store Rabaul, export quality, \$370 per ton, delivered ex wharf Sydney, \$445. Quote No. 2: Best quality in store NG ports, \$390 (May/June shipment).

Solomons.—4 cents a lb delivered to a fermentary, 3 cents a lb at buying points.

COFFEE.—PNG: Apr. 20, 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, 40 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 NZ25c per lb for good fruit.

PAPAW.—Cook Islands, Island Foods Ltd. pays growers NZ2c per lb for good fruit.

PEANUTS.—PNG: 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, \$115 a ton, 40 lb bags, \$125 a ton; vitamin enriched white, 56 lb bags, \$127 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 are based on Singapore rates which on Mar. 30 were: No. 1 RSS (Malayan cents a kilo fob), Apr. 85.50-86.25; May, 86.75-87.25; June, 87.25-88.

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.

UK, US QUOTES

RUBBER.—London, No. 1 RSS spot (per kilo), Mar. 30, prompt shipment, 13.44 p (c. and f.).

COPRA.—LONDON, Apr. 13, Philippines, in bulk, \$US137 (May reseller) per long ton,

STOCK MARKET

SYDNEY SELLERS

	Mar. 22	Apr. 20
ANG Hold. 1.00	1.00	1.00
Bali Plantations .50	b.34	.36
Burns Philp 1.00	4.45	4.35
Burns Philp (SS) 2.05	4.00	3.90
Carpenter .50	b2.52	2.64
Choiseul Plntn. 1.00	2.95	2.98
C.S.R. 1.00	5.44	5.24
Dylup Plntn. .50	b.61	.67
Fiji Industries 1.02	b2.10	b2.20
Kerema Rubber .50	.20	.16
Koitaki Rubber .50	.40	.45
Lolorua Rubber .50	b.14	.14
Makurapu Plntn. .50	.63	.60
Mariboi Rubber .50	b.08	b.08
PNG Motors .50	.55	.51
Plantation Hldgs. .50	.83	.80
Queensland Ins. 1.00	4.20	4.40
Rubberlands .50	.12	.12
Sogeri Rubber .50	.50	.50
Sth. Pac. Ins. .50	b1.85	1.82
Steamships Tdg. .50	.82	.72
Territory Brewery .50	.30	.27

OIL AND MINING SHARES

Bougainville .50	3.98	3.68
Buka Min. .10	.02½	.02½
C.R.A. .50	7.40	6.40
Cultus Pacific .25	.25	.22
Emperor .10	.40	.44
Highland Gold .20	b.07	.10
NG Gold Ltd. .35	b.43	.50
Oil Search .50	.18	.19
Pacific I. Mines .25	.03½	.04
Placer Dev.* .50	32.50	36.00
Southland .25	.70	.70

* No par value
Sydney Stock Exchange share price index for ordinaries on Mar. 22 was 571.14. On Apr. 20 it was 567.92.

c.i.f., UK/North European ports; US Pacific coast, b \$US120, s \$US129.

COCONUT OIL (Ceylon)—LONDON, Apr. 18, \$57.10½ (May/June).

Air excursions

An excursion fare from Fiji to London and back is now being offered by BOAC (subject to government approval) for \$A714, travelling by BOAC's VC10s over the Pacific to Honolulu and Los Angeles and then across America to New York and on to London. One stopover is permitted at an additional cost of \$A32.00. In the peak period (May to July) the cost is \$A764.

The fares from Fiji can be combined with fares to and from Tonga, Samoa, Nauru, Cook Islands, Gilbert and Ellice Islands and British Solomon Islands. Passengers must have a passport or statutory declaration of residence for six months in any of the above territories or Australia or New Zealand.

● **Fiji Industries Ltd.**, operator of the cement factory at Lami outside Suva, had a 35 per cent. jump in sales for the half-year ended in December. This has lifted profit by 5 per cent. An interim dividend of 7 per cent. will be paid on May 31, indicating an unchanged total of 16 per cent.

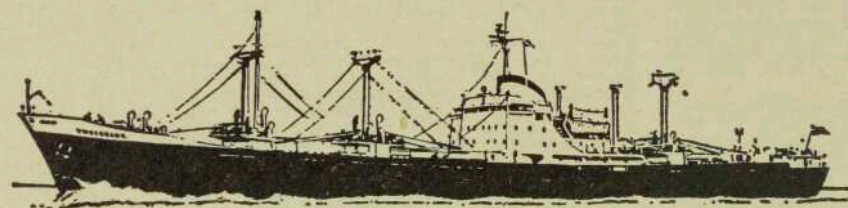
THE BANK LINE

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 deep tanks

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.	



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 and alternatively via South Africa.

Details from Sea Travel Centres, 22 Bridge Street, Sydney (27-4521).

SYDNEY - LORD HOWE IS. - NORFOLK IS. - NEW CALEDONIA - NEW HEBRIDES

Karlander operates 19-day service from Sydney to Lord Howe, Norfolk, New Caledonia and New Hebrides.

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 - 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 to Australia via S. Africa returning via Panama. Ports of call: Sydney, Wellington, Auckland, Fiji, Rarotonga, Papeete, Acapulco, Panama.

Details: Sea Travel Centres, 8a Castlereagh St., Sydney (28-1481).

AUSTRALIA - FIJI

Nauru Pacific Line operates regular passenger/cargo service from Melbourne and Sydney, to Suva and Lautoka.

Details from Nauru Pacific Line, Wales Corner, 227 Collins Street, Melbourne (654-4977); Intercocean 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).

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); Breckwoldt's Shipping Agencies (PNG).

AUST. - PNG - BSIP

Karlander New Guinea Line's five cargo vessels call at Melbourne, Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kieta, Honiara, Gizo, Manus. One carries passengers.

Details from Karlander Aust. Ltd., 19-31 Pitt Street, Sydney (27-6301).

AUSTRALIA - PNG - NAURU - PHILIPPINES - GUAM - GEIC

Nauru Pacific Line operates regular passenger/cargo service from Melbourne and Sydney to Port Moresby, Lae, Rabaul, Kieta, Nauru, the Philippines, Guam, Majuro and Tarawa.

Details from Nauru Pacific Line, Wales Cnr., 227 Collins Street, Melbourne. (654-4977); Intercocean 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 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 Intercocean 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 Intercocean 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).

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 Intercocean 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.

NEW ZEALAND - COOK IS.

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 - FIJI - TONGA - SAMOAS -
NIUE IS. - TAHITI**

Union Steam Ship Co. of NZ Ltd. operates three vessels from Auckland, Tofua (passenger-cargo), calls at Lautoka, Suva, Pago Pago, Apia, Vavau, Nukualofa, Suva, Auckland, every four weeks. Lufesand (cargo only) calls at Papeete, Apia, Nukualofa, Auckland every four weeks. Waimea leaves Tauranga and/or Auckland at approximately six-weekly intervals for Lautoka, Suva, Niue Is., Apia and Nukualofa. Other vessels are employed when required.

Details from any office of Union Steam Ship Co., Fiji, Tonga, Samoa, Auckland.

NZ - NORFOLK - N. CALEDONIA - AUST.

USS Co's vessel, Holmburn, operates 26-day passenger-cargo service Auckland (Onehunga), Norfolk Is., Noumea, Brisbane, Lyttelton, Auckland.

Details from Union Steam Ship Co. of NZ Ltd., PO Box 12, Auckland.

**NZ - N. CALEDONIA - N. HEBRIDES -
FIJI - WALLIS IS. - NG - BSIP**

Sofrana, with four ships, operates cargo service from Auckland and Tauranga (NZ) to Noumea, Vila, Santo, Suva, Lautoka, Futuna, Wallis, New Guinea and BSIP ports.

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).

NZ - TAHITI

USS Co. operates a 28-day service from NZ to Papeete.

Details from Union Steam Ship Co. of NZ Ltd., PO Box 12, Auckland.

TONGA - SAMOA - FIJI - AUSTRALIA

Pacific Navigation Company Ltd. 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, Kiefta, 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

Transpacific Lines Inc., 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 Transpac, 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, Nuafoou, 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 Thorsisle and Thor 1 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, 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 out of Sydney to Port Moresby, Manila and Hong Kong on Sundays; returns from Hong Kong to Sydney via Port Moresby on Sundays; and on Wednesdays from Hong Kong via Manila and Port Moresby. A service from Port Moresby to Hong Kong operates on Fridays.

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.

AUSTRALIA-PACIFIC ISLANDS

(For other schedules touching these islands see also trans-Pacific services.)

**MELBOURNE - NOUMEA - NAURU -
TARAWA AND MAJURO**

Air Nauru operates a twice-weekly service Melbourne-Brisbane-Noumea-Honiara-Nauru and return, using a Fokker 28 jet. Extra service are operated twice weekly to Majuro and weekly to Tarawa and return.

Details: Nauruan Government Office, 22 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, operate four times weekly, return services from Ros Bay, Sydney, to Lord Howe. Extras on holidays.

SYDNEY - NEW CALEDONIA

Qantas and UTA operate Sydney to Noumea Mon., Tues., Wed., Fri.; and Noumea to Sydney on Mon., Wed., Fri., Sat.

AUST. - NEW ZEALAND - FIJI
BOAC, with VC10s, operates Mon. from Sydney to Auckland and Fiji on Sat. from Melbourne to Auckland and Fiji on Monday.

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 DC8s operates weekly from Noumea on Wed. and return Fri.

Air-NZ, with DC8s, leaves Auckland Sundays for Noumea and returns same day.

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. afternoon Easter Is. each way.

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 twice-weekly flight Nauru-Majuro and return.

FIJI - WESTERN SAMOA
Air Pacific with BAC 1-11s, operates one service a week from Nadi to Apia via Suva, leaving Fiji Tues. Return service from Apia to Nadi via Suva, leaves Apia Mon.

Polynesian Airlines, with 748, operates one service a week from Nadi to Apia, leaving Nadi on Fri. Return service from Apia to Nadi, leaves Apia on Thurs.

PAPUA NEW GUINEA - SINGAPORE
Qantas, using 707s, operates from Port Moresby to Singapore via Darwin on Thursdays; and returns from Singapore to Port Moresby via Darwin on Thursdays.

PACIFIC ISLANDS MONTHLY—MAY, 1972

WESTERN SAMOA - TONGA
Polynesian Airlines, with 748s, operates three services weekly from Apia to Tonga on Mon., Wed., Fri. Return service from Tonga on Tues., Thurs. and Sat.

FIJI - N. HEBRIDES - BSIP - P. MORESBY
Air Pacific, with BAC 1-11s, operates from Suva on Sun., Wed. and Fri., via Nadi to Vila. BAC 1-11s operate from Suva to Honiara via Nadi and Vila on Wed. and Sun., the Sunday service extending to Port Moresby. Planes leave Honiara on Mon. and Wed. for Suva and return from Port Moresby on Mon. only.

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.

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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.

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TAA operates DC3s Madang to Djayapura and return alt. 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 HS748 and DC3, operates between Apia and Pago Pago (six services, Fri.; three Mon., Tues., Wed., Thurs., Sat., Sun.).

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. Details from Air Polynesie, P.O. Box 314 Quai Bir Hakeim, Papeete, and UTA offices. Air Tahiti, with light aircraft, operate shuttle service from Papeete to Moorea and charter service to Raiatea, Bora Bora, Huahine Rangiroa and Manihi.

INTERNAL SERVICES

FIJI
Air Pacific, with HS748s, BAC 1-11s and Herons operates regular services to Labasa, Matei, Nadi, Nausori and Savusavu. Fiji Air Services, with Beech Baron and Narman 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 Fokker F27 Friendship DC4s, Twin Otters and Islanders, operates to Bora Bora, Huahine, Moorea, Rangiroa, Raiatea, Manihi and Marquesas.

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 DC6 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, operate 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 Marshall Islands district, based on Majuro.

PAPUA NEW GUINEA
TAA operates scheduled services throughout the territory, and has Fokker, DC3 and Twin Otter aircraft available for charter. Ansett operates throughout the territory. Aerial Tours operates in Central, Western, Gulf and Sepik districts. Territory Airlines, a charter and third level airline, operates from Madang, Goroka, Milne Bay, Chimbu and Mendi to Highland and coastal centres. Macair operates throughout the territory. Bougainville Air Services operates charters and fare services daily throughout Bougainville, in Cessna and Britten-Norman Islander aircraft. Details: Arawa, Phone 956-159; Buka, Phone 16. Box 298, P.O. 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, Muebelep, Tiga. Details from Air Caledonie, Noumea.

NEW HEBRIDES
Air Melanesiae with Britten-Norman Islander operates to Santo, Malekula (Norsup and Lamap), Aoba (Walaha and Longana), Pentecost (Lonore), Erromanga, Tongoa, Anietyum, Tanna and Vila. Direct connections are available to and from Santo for all international flights arriving in Vila. Details from Air Melanesiae, P.O. Box 72 Vila.

SOLOMON ISLANDS
Solair, with Beech Barons and Islander 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.

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SUGAR BOOM CHANCE FOR FIJI GROWERS

Seven countries bought a total of 329,500 tons of sugar from Fiji last year. However, the proceeds of sugar sales won't be known until accounts are completed later this year.

Value of 1970's sugar exports—about the same amount as sold last year—was \$33,736,148.

As in previous years the biggest customers for Fiji last year were Britain (140,000 tons) and Canada (61,972 tons). Other customers were the United States (41,550), New Zealand (29,505), Singapore (23,724), Japan (20,944) and Malaysia (11,803).

A little over 23,000 tons was sold locally.

The 2,505,013 tons of cane crushed yielded a ton of sugar for every 7.91 tons of cane.

Labasa, on Vanua Levu, had its lowest cane-to-sugar ratio since 1927, due to waterlogged conditions in large areas of low-lying land during the early months of the season.

In his report for 1971, the independent chairman of the sugar industry, Mr. Ian Thomson, urged growers, millers and mill-workers to grow and harvest as much contract cane as they could this year.

A good performance by the industry this year would strengthen Fiji's position at the International Sugar Agreement conference next year and in negotiations with the Common Market, he said.

With high world prices and guaranteed markets in Britain and the US, said Mr. Thomson, Fiji growers and millers had a definite incentive to cultivate the best possible crop and harvest to the maximum.

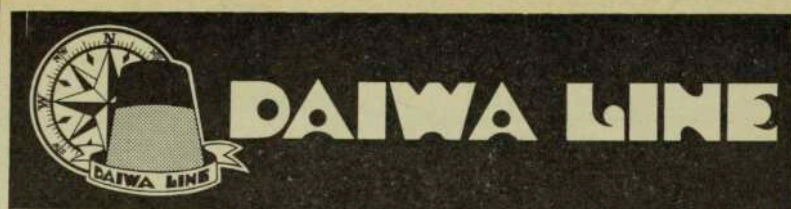
The ISA conference next year would probably give Fiji a chance to get a bigger basic export tonnage quota for free market sugar.

Computer buy would be 'improvident'

Western Samoa's National Provident Fund office is seeking permission from the government to buy a \$WS70,000 computer from Hawaii.

But a Treasury Department official is opposing the idea because as he put it "there are more economical ways of doing the fund's work". He said all that was needed was \$10,000-worth of manual accountant equipment. Such equipment could easily be maintained locally.

PACIFIC ISLANDS MONTHLY—MAY, 1972



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SG032

New breed of fisherman in American Samoa

From a Pago correspondent

A South Sea fisherman is usually visualised as a lava lava-clad Polynesian, paddling his outrigger *paopao* from a palm-lined stretch of beach to the clear, blue water beyond the reef. That type of fisherman is still very much in evidence in the South Pacific, but a new breed is being developed in American Samoa.

Members of the new breed still wear lava lavas but they roar out through the reef in trim 24-ft dories patterned after boats which have proved themselves 5,000 miles away, in the waters of the Pacific Northwest of the United States.

The sea around Samoa abounds with fish, but the local markets offered only the frozen variety, shipped in or provided by the local Star Kist and Van Camp canneries. Oriental fishing fleets supply the canneries, because Samoans are content to supply family needs by catching the small fish on the reefs near their villages.

When Governor John M. Haydon took office in 1969, after a long participation in marine affairs in Seattle, he saw the need for a Samoan com-

mercial fishing industry in the territory. He called on Barry Fisher, associate professor of fisheries at the University of Oregon, to conduct a study there.

"Fisher's survey indicated that a local small-boat fishing industry could eventually involve as many as 50 boats," the governor said. "They would create employment and give the 28,000 residents of our territory a steady supply of inexpensive fresh fish."

The Office of Economic Opportunity allocated \$72,000 for a four-month boat-building programme under the local Office of Marine Resources, headed by Dr. Stanley Swerdlhoff. He appointed Steve Ritterbush as project manager.

A team of four Oregonians, headed by Fisher, arrived shortly before Christmas 1971 to train Samoans in the construction and use of the dories. Other members included master boat builder Ted Howe, master fisherman Tom Duncan and master mechanic Cliff Roop.

Two VISTA volunteers also joined



One of the new fast, trim dories being used in American Samoa for commercial fishing. Their design and the technique for their use come from Oregon, USA, and a team from that State has been helping to establish an industry based on them among Samoans.

PACIFIC ISLANDS MONTHLY—MAY, 1972



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the programme. Boat builder Reino Randall worked with two Samoan trainees, and Bart Snyder trained two Samoans in marine engines. After the initial programme, calling for five boats, they planned to continue their training programmes at the local Community College.

The dories, similar to hundreds fishing off the coast of Oregon, are powered by 130-horsepower inboard-outboard engines which can drive them at a speed of more than 30 knots. They can accommodate five or six fishermen, have a range of 300 miles, and can carry a ton of fish. They are being widely distributed throughout the territory.

The first boat, christened *Taliava* by Mrs. Haydon, went to a group headed by Chief Tufele in the Manu'a islands under a loan obtained through a revolving fund set up for the boat programme by the Development Bank of American Samoa. Ritterbush said the Manu'a group reported "fairly good results" in preliminary tests conducted near its islands, which lie 60 miles east of Tutuila.

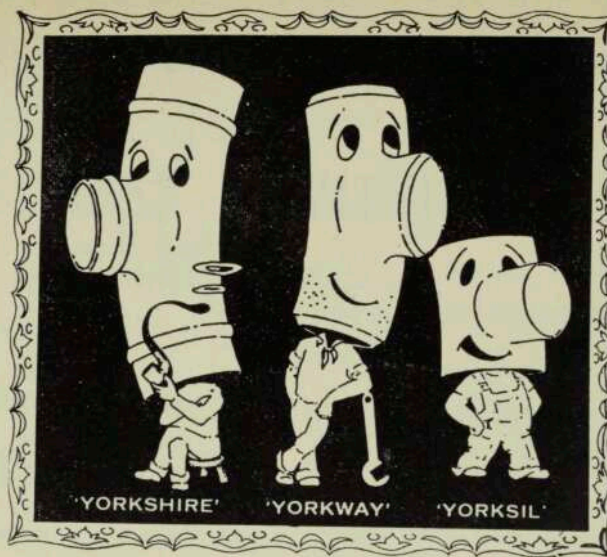
The second boat was purchased by a group from Swains Island, which lies 80 miles north of Tutuila. Swains is actually part of the Tokelau Islands, but is linked to Samoa because it was settled by an American trader in 1856. The latest dory to be completed went to a Tutuila group, headed by House speaker Fainu'uelei Utu of the Legislature of American Samoa. It will fish out of Pago Pago Harbour.

The Tokelau group, headed by education official Paul Pedro, reported excellent results in more than a dozen runs out of Pago Pago. The daily catches have averaged nearly 100 pounds and have run as high as 200. The fish are sold to local merchants at 50c a pound.

Governor Haydon and Fisher's team from Oregon hope the local fleet will eventually grow to as many as 50 boats.

If the local market requirements for fish are met, the two large canneries are capable of handling any amount the local dory owners can bring in. The canneries, currently are served by 150 fishing boats with a combined crew of 2,100 Koreans, Japanese and Taiwanese.

"We've learned a great deal from our Oregon friends about fishing as a commercial enterprise," said Pedro. And we've supplemented that knowledge with a few tricks of our own. After all, South Sea islanders are not strangers to fishing. We've been at it our own way for thousands of years."



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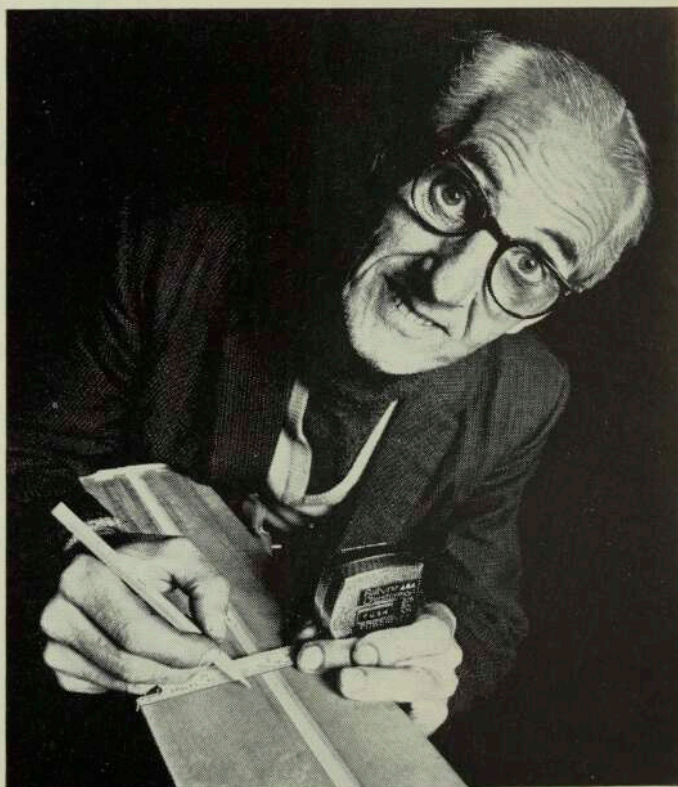
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Postscripts

Radiation

A group of Marshall Islanders accidentally exposed to nuclear radiation 18 years ago are refusing to be examined by a medical team from the US Atomic Energy Commission. AEC medical teams have made annual visits to the US-administered Trust Territory of the Pacific Islands to examine the people of Rongelap and Utrik atolls, in the northern Marshalls, ever since they were exposed to fallout radiation from a Bikini hydrogen bomb test blast in March, 1954.

According to AEC records, an unpredicted wind shift blew clouds of fallout on four inhabited Marshall islands lying to the east of Bikini. Some 290 people, including 28 Americans and 23 Japanese were exposed to the radiation. The medical condition of the Marshallese victims has been the subject of much argument in the territory during recent months.

According to Dr. Robert Conrad, senior scientist at Brookhaven National Laboratory in New York, 53 of the 64 Rongelapese who received the highest level of radiation are still living. Of these, 39.6 per cent. have developed thyroid abnormalities.

The spokesman for the Islanders, Ataji Balos, representative of the Congress of Micronesia, has been a persistent critic of US treatment of radiation victims. Mr. Balos says: "Dr. Conrad and his team of doctors might be the most qualified in the world. I do not question that. I just don't trust them. It was the Atomic Energy Commission that dropped the bomb".

Last August, representative Balos invited a Japanese medical survey team to the Marshall Islands to conduct an independent inspection of the Islanders. The team arrived in December, headed by a noted radiation specialist from Hiroshima—the target of an atom bomb in 1945. But the team got no farther than Majuro, the district centre of the Marshalls, before its members were ordered to leave by Trust Territory officials because of an immigration misunderstanding.

Mr. Balos then took his case to the Congress of Micronesia in February

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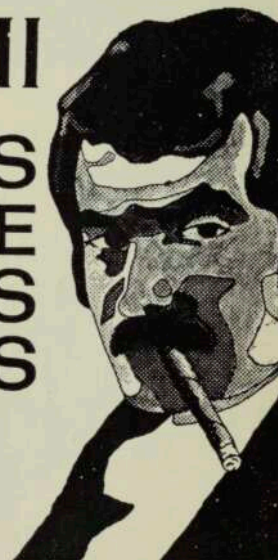
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this year, and accused the United States of consciously exposing the Marshallese to fallout radiation and using them as "human guinea pigs" to study the effect of the H-bomb. He said the government ousted the Japanese to prevent "what might prove to be an embarrassing expose of American treatment of Marshallese radiation victims".

In response to Mr. Balos' accusations, Dr. Conrad said the doctors had been "unjustly wronged". He went on "We have given the Marshallese the best treatment available anywhere. We have published everything and made it known to the medical field at large".

The Trust Territory government then invited three prominent Japanese doctors to accompany the AEC medical team. Mr. Balos agreed to the arrangement as long as the Japanese worked independently of the AEC doctors and submitted a report to the Congress of Micronesia when the survey was completed.

This idea fell through when only one of the Japanese doctors came to the islands. As a result, Mr. Balos instructed his constituents to resist any attempt by the AEC doctors to examine them. The survey team remained on Rongelap for several days in the hope that the Marshallese congressman would change his mind or that his fellow-congressman, Mr. Charles Domnick, would allow his constituents on Utirik to be examined. Both efforts proved fruitless and the AEC team left the islands.

Mr. Balos now says that he intends to secure an "impartial medical team from the United Nations World Health Organisation (WHO) to examine the Marshallese fallout victims. "Dr. Conrad would be welcome to accompany them," he added.

The Congress of Micronesia has now set up a special joint committee concerning Rongelap and Utirik Atolls.

The Congress has declared that the people of the atolls should receive the best medical care available and also be compensated for the injuries which they suffered. The three-man committee will conduct hearings and investigations and is empowered to command the production of all relevant evidence so that it may report to the President of the Senate and the Speaker of the House of Representatives by May 25.

Dredging Trouble

There was a sad falling out between West Samoan Minister of Marine, Hon. Tupuola Efi, and former harbourmaster Peter Plowman

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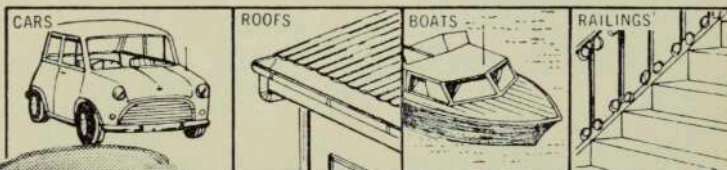


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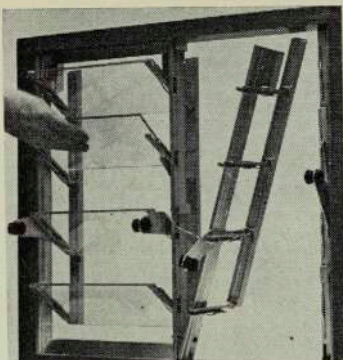
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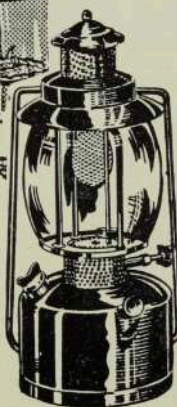
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In March over the *Samoa Times'* labelling of the Asau Harbour project a "fiasco". Plowman made a scathing attack on Tupuola in a letter to the paper. He made no bones about the fact that he agreed with the views of the *Samoa Times*. He was of the view, as supported by a number of experts, that the passage into Asau lagoon should have gone through the reef further to the west of the present passage. "This would have meant that 10 per cent. of the blasting could have been done on the reef at low water," he said.

He added he doubted if the possibility of dredging the natural channel had ever been considered, "something which could have possibly been done by our dredge *Palolo* in a matter of months", and that the strong currents at Asau had always been known to him. He had mentioned these in an article he wrote for PIM in 1962 on the loss of the *Joyita*.

Mr. Plowman sympathised with the American firm as a result of the effects in the delay of the Asau channel work. The delay meant uncertainty as to whether ships could enter the harbour for the purpose of removing Potlatch timber. If they could not, Potlatch, as general manager T. Shelton said, would suffer severe economic loss and might have to fold up.

Open Door

From 1966 to September 30, 1971, the Australian Immigration Department allowed 230 Fiji migrants of non-European descent to enter and reside in the country, the Commonwealth Senate was told during Question Time on March 22. In the same period 25 migrants from Western Samoa took up residence. Getting down to more detail, the department stated non-European entrants from Fiji for permanent residence in 1970 were 44 and last year 33.

Fiji non-European students entering between 1966 and 1971 totalled 108. There were 105 students from Western Samoa during the same period. In the visitors' list, Fiji comes high up the table with 5,129 over the same six-year period, a figure exceeded only by Japanese (33,552), Malaysians (6,887) and Singaporeans (571).

Self-rule Now

The first mutterings in American Samoa about self-government reached Washington in late March. The Samoan high chiefs called on the US

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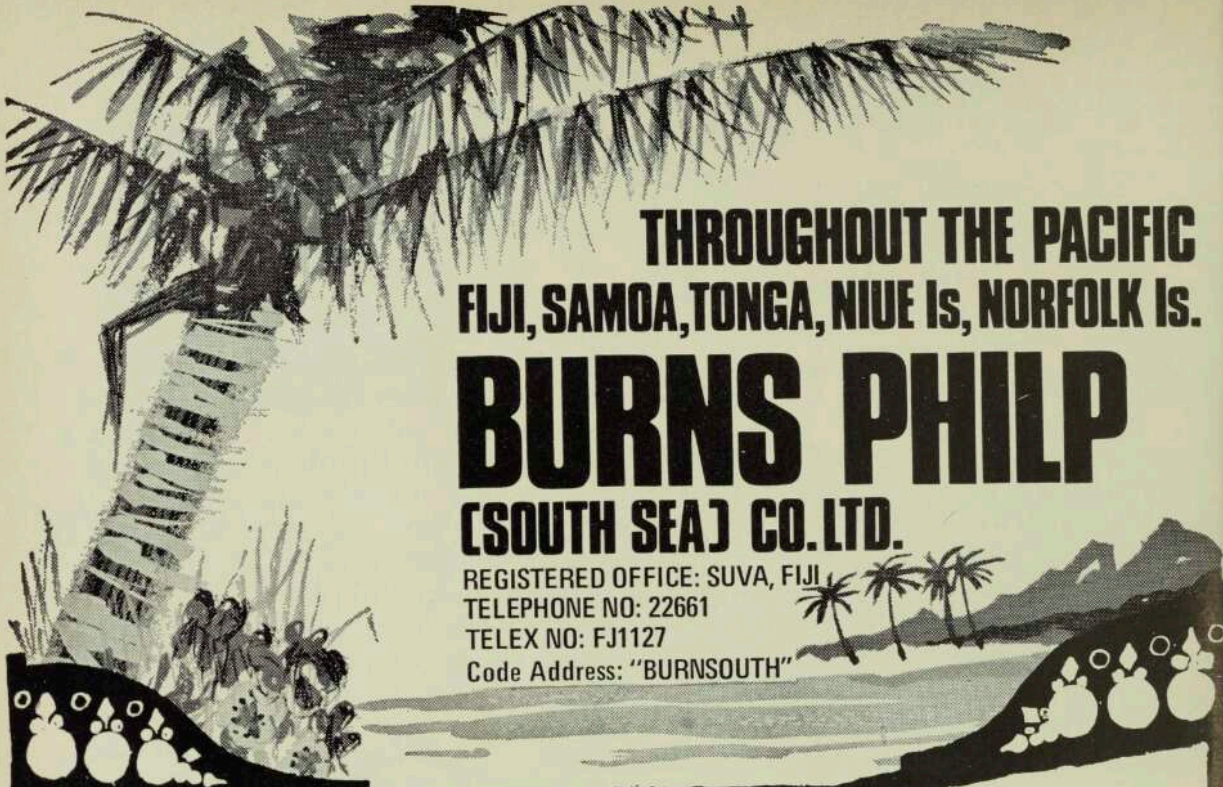
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Congress for legislation enabling the Samoan people to elect their own governor. But Congress looks like adopting a go-slow attitude until its Interior Sub-committee on Territories has had a first-hand look at the situation.

The Samoans have champions in the shape of sub-committee chairman Philip Burton, a Californian democrat, and Hawaii's Patsy Mink, who suggested that a visit to Tutuila by the sub-committee members could whip up support for Samoan aspirations.

Mr. Burton thinks the time has come for Samoans to elect their own governor, but Samoa Governor John Faydon isn't so sure. He agrees with the Interior Department's Assistant Secretary Harrison Loesch that careful preparation for financial and organisational changes should precede any election by the people themselves.

On the Samoans' side, High Chief Alafanua, member of the Samoan Senate and its former president, declares: "We are determined to control our own affairs within our own lifetime," but qualifies that with, "We Samoan leaders are cautious and thoughtful men and we do not urge fundamental changes lightly." He added that there was no reason to withhold self-government, "even though Samoa does not wish to change its relationship with the US Government."

Early in the 1960s, the Fijian chiefs had the same idea.

A Better Line

It can be accepted that telephone services in Western Samoa will be considerably improved by the end of this year, according to the Minister of Post Office and Radio.

Impending projects include the addition of 300 telephone lines to the existing telephone system, a telephone system between Apia and Asau and within the Asau township itself, an improved telephone system between Apia and Aleolo, public coin telephone facilities in many coastal areas in both Upolu and Savaii, a telephone exchange system for Salelologa and mobile radio telephone services. More post offices are being planned for the villages.

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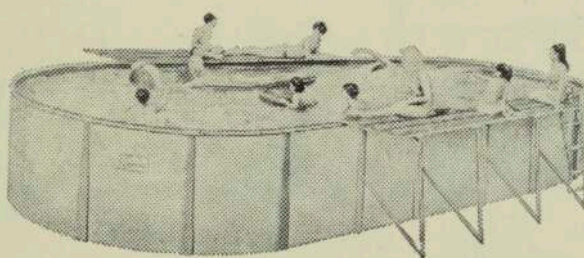
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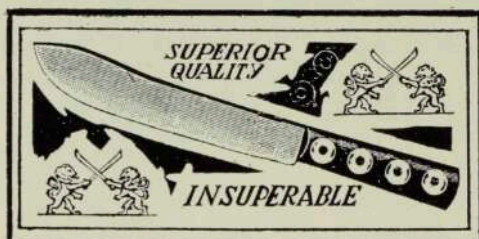
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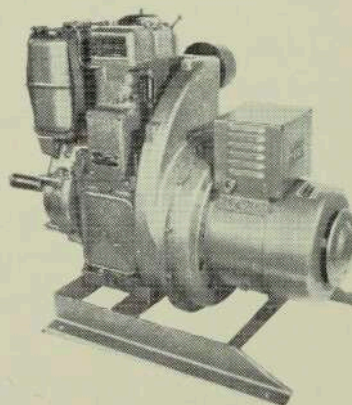
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The calipee and calipash—the gelatinous parts of the turtles' flesh—are the prime ingredients of turtle soup. The skin, when cured, provides either comparable to that of alligator.

The fat is reduced to oil for use in soap and cosmetics, and meat unsuitable for steak is the main ingredient of turtle stew, a traditional island dish both in the West Indies and the Pacific. The shell is in demand for artefacts.

In 1973, Mariculture plans to process 18,000 turtles. It is also thinking of cropping and propagating Porolithothamnion, a certain type of coral, which grows off reefs and which is a source from which the new drug "rostaglandin" is obtained.

Not Too Secret

The Economic Development Department's tourist film, "Western Samoa—the Best Kept Secret in the South Pacific", has won a second prize for being the best promotional film in the whole Pacific area. The film had already won a regional prize at a film festival sponsored by the Pacific Area Travel Association, and more recently the grand prize at a film festival covering all four regions of PATA. Promotional films from 44 countries were entered at the final competition and the winner was decided by a panel of 16 judges comprising four representatives from the Hollywood film industry.

Workers object

The management and staff of the Western Samoa Trust Estates Corporation almost went on strike recently when the board of directors recommended that a member of the board, Mr. R. Meredith, be appointed secretary/accountant of the corporation. The position has been vacant for over two years. During that time, Mr. Sefo Ioane, a career employee had been acting secretary/accountant, and it was quite obvious that WSTEC personnel were dissatisfied with the fact that



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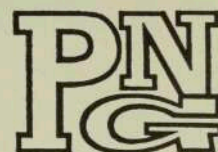
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Mr. Ioane had been overlooked. Moreover, they opposed appointment of a board member who had not been applied in the formal manner.

As a result of this opposition, the board re-advertised the position, but again it recommended Mr. Meredith's appointment. This recommendation then went to cabinet for a final decision. Mr. Ioane, in the meantime, has been offered an opportunity of going for lengthy in-service training in Australia.

The board's viewpoint in recommending Mr. Meredith is that Mr. Meredith is the most qualified man available for the vacancy. There is hardly any doubt about Mr. Meredith's qualifications, as he has been for a long time and still is Commissioner of Inland Revenue. But WSTEC personnel have also been insisting that Mr. Ioane is also qualified for the position and being already employed in the corporation, could have received some preference.

Reports have it that the board may be looking into the question of thoroughly reforming the WSTEC set-up. This is thought to be mainly the result of recent reverses suffered by the corporation.

P.S.

GONE FOR THE DOCTOR.—There were half as many cases again of gonorrhoea in Fiji in 1971 as in the previous year—largely among persons between 15 and 24. One of the reasons for the increase is thought to be rising promiscuity among the young, but at least a contributing factor to the rise is the improved notification system now employed by the Medical Department. Cases were most numerous in overcrowded living areas.

SOPPING VILA.—Vila, New Hebrides capital, had its record wet year last year with a total rainfall of 9.55 inches, which is 50 inches more than the average. Previous highest since records were first filed, in 1948, was 131.68 inches which fell in 1961.

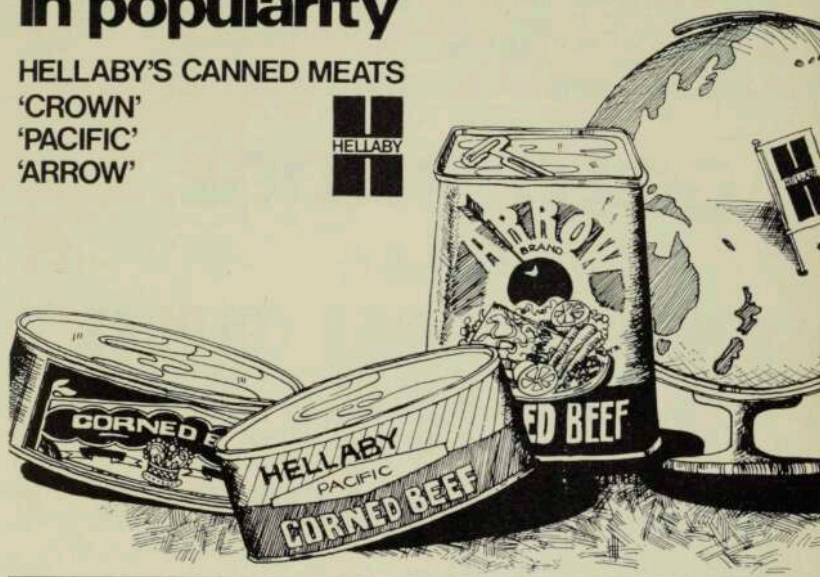
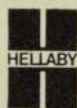
NEW HIGH POINT IN NIUE.—The lighthouse now reaches more than twice as high above the waves than it did before, with the erection of a new mast for the local broadcasting station. Having shared the facility of the marine radio department since its inception in 1967, Radio Niue now has its own 250 ft tall broadcasting mast. Installed recently by Mr. E. G. Anderson of the NZ Broadcasting Corporation, the mast is topped by a warning light 420 ft above sea level.

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In a Nutshell

GRIM NEST. — Everyone on Tarawa in the Gilberts, scene of one of World War II's bloodiest battles, thought all the war-dead had been recovered. That was until the end of March when workers, building foundations for the new Lands and Survey office, unearthed a Japanese machine gun nest. Around the remains of the gun, which seemed to have received a direct hit, were six skeletons. Also found in the hole were a helmet, a sword and an automatic rifle. The machine gun post was next to the bunker headquarters of the Japanese commander, Rear Admiral Shibasaki. The Japanese War Graves Commission has been told of the discovery.

UNCOVERING NAURUAN HISTORY.—A relic of Nauruan history was uncovered recently during excavation work on the airstrip. As a trench was being dug opposite the administration buildings, part of an old German gaol was discovered. It is believed that the gaol was built before World War I and was later utilised by the Japanese during World War II to make way for an airstrip. The excavating team also came upon the skeletal remains of a human body, and it is believed the remains are in some way connected with the old gaol. Attempts are being made to determine the nationality of the remains.

MEN'S LIB.—John Wal, of Mount Hagen, had a wife all ready and waiting for him, but he didn't want to marry. His intended wife had been chosen for him by his father but John said "no". His "jilted" father, Al Ropa, a Mount Hagen court was held in March, was so enraged at his son's refusal that he attacked him. Telling Wal Ropa that marriages could not be forced, the magistrate released him on a good behaviour bond for six months.

\$350,000 SYMBOL.—Korea House, a two-storey building erected by the Korea Marine Industry Development Corporation in Pago Pago as a recreation centre for Korean fishermen based on American Samoa, was ceremonially opened on March 30. It has been built, mainly by the fishermen themselves, at a cost of

\$350,000. Described as a "symbol of friendship between the people of Samoa and South Korea", the building, housing a restaurant, bar, recreation areas, and gift shop, is closed to Samoans with the exception of the gift shop. Anyone can buy the Korean-made articles.

TAKEN BY SHARK.—A 26-year-old American Peace Corps worker, Alan Banner, who was in Western Samoa doing research into turtles, was taken by a shark on April 17. Companions with him in the water saw what appeared to be an 18 ft White Pointer shark seize him and drag him into deep water. His body

has not been found. Mr. Banner, a graduate of Oberlin College, Ohio, spent two years in Fiji.

WAR RELICS?—Rumours that World War II Japanese servicemen are hiding on St. Jorge Island in the Solomons' Ysabel group will be probed by a four-man team which has arrived in the Solomons. The team, from the Japanese Broadcasting Corporation, will make documentary films about the war.

NAVY IN BSI.—A Royal Navy survey vessel, *HMS Hydra*, arrived in the Solomons mid-April to carry out survey work during the next three to

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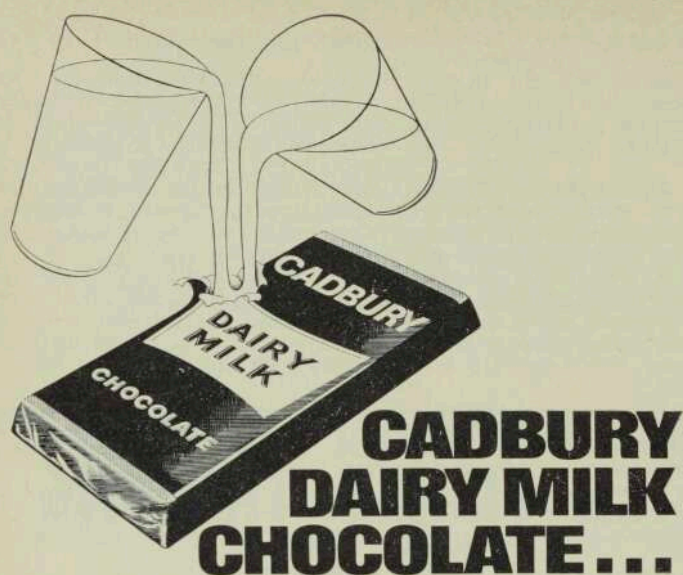
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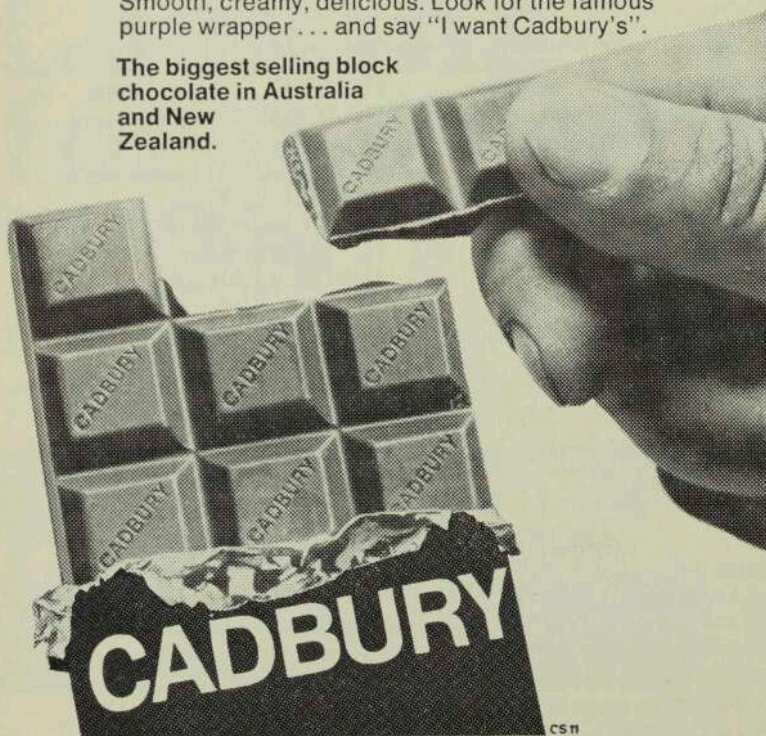
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five months. *Hydra* will be charting the access into the Solomons through the Bougainville Strait. Crew members will establish some land stations on the northern coast of Vella Lavella and on the southern coast of Choiseul. *Hydra* has 14 officers and 104 ratings and carries a Wasp helicopter.

GRATEFUL INDIA.—Because Tonga took the lead among Pacific nations in recognising Bangladesh independence, India is offering to increase her aid to the kingdom and by April's end her promises were paying off. Tongan students have been granted scholarships to study engineering in India and Mr. Viliami Fukofuka, a Tongan education officer, has gone to India for a course in management and administration. An expert in the cottage industry field is in Tonga from India to advise on the most suitable industries for Tonga.

ASOPA IN ACTION.—Ninety PNG public servants have arrived in Sydney for an eight-months' training course at the Australian School of Pacific Administration at Mosman. They arrived on a special flight and return in December. Sixty are taking a public service higher certificate course. This is the first large group from PNG to begin training at ASOPA since the switching of the school's role from training Australians for PNG and Northern Territory service to training Papuans and New Guineans for service at home.

WET WALKATHON.—For every minute of every foot of a seven-mile walk on Norfolk Island one Sunday in April it rained but the walkers, wives, mothers, children, two men and a dog didn't care. Each foot of the way meant more money for the island's Wives and Mothers' Club. The walk, sponsored at so much a mile, raised \$1,145 for the club building fund.

BIGGER MANGOES.—In an effort to improve Tonga's mangoes, King Taufa'ahau has imported a new species from Papua New Guinea. Eleven specimens, measuring about 8½ inches long with a diameter of 3½ inches, were flown from Rabaul and taken to the palace. The fruit will be planted to see how the species likes Tongan soil.

FOR RETIREMENT.—The Solomon Islands will have a national provident fund, probably run on the same lines as the successful project which has been going in Fiji for the last five

years. A bill to establish such a fund has been drafted and is being studied before submission to the Governing Council for approval. The blue-print for the fund has been drawn by Mr. Robinson, manager of the Fiji Provident Fund, who was in the Solomon Islands last June. The fund provides for compulsory contributions from employers and a lump sum payment to employees on retirement.

ISLANDERS' TOGETHERNESS.—Members of various Island groups living in New Zealand met at the Ponsonby Community Centre in Auckland in April and formed the Pacific Islanders' (NZ) Association which is aimed at uniting Polynesian groups in New Zealand and estab-

lishing an education foundation fund. The draft constitution restricts membership to Pacific Islanders and Maoris and "all who have the interests of the Pacific Islanders at heart." Mr. M. Fonoti, president of the Progressive Samoan Association, the acting chairman, said they wanted an association which would speak with one voice for the Islanders.

TOUGH ON DRIVERS.—They're getting tough on careless and speeding vehicle drivers in American Samoa. At one court hearing three drivers were suspended for varying periods, one for two years for speeding and seven were fined for traffic violations. The Commerce Commission got into the act by announcing that all taxi and commercial bus

drivers with three or more convictions for speeding or two or more convictions for reckless or drunk driving within five years would have their licences revoked. It suited action to its words by revoking two licences. Twelve more are in the balance.

LONG ROW ENDS.—British adventurers John Fairfax and Sylvia Cook ended their long boat row across the Pacific from America to Australia on April 22 when they landed on Hayman Island on the Great Barrier Reef. They survived two cyclones and a shark attack. Fairfax was bitten on the arm by a shark. The couple have flown back to England.

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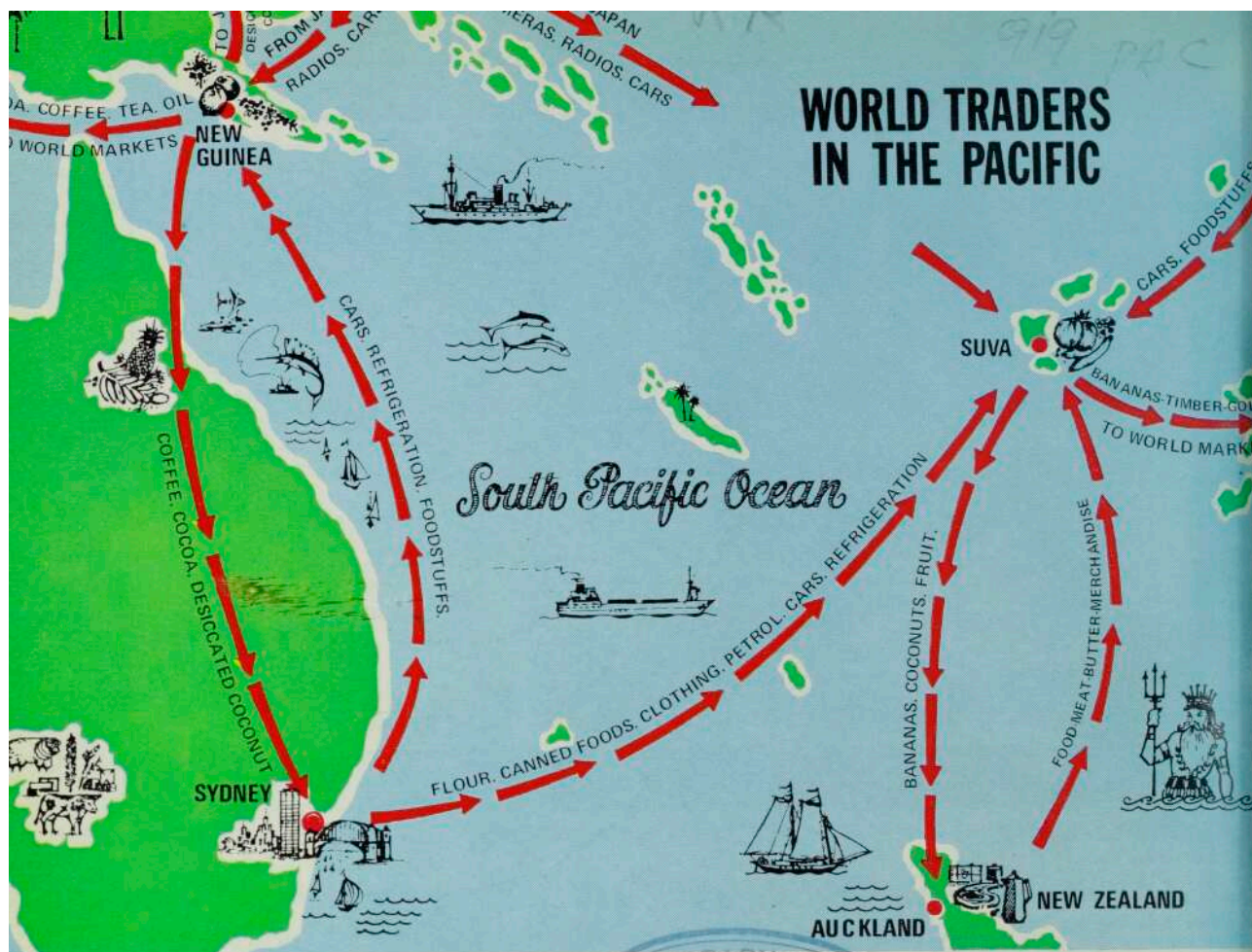


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