

Vol. 43, No. 10 (Oct. 1, 1972)

Date : 7/17/26, 6:52 AM

<https://nla.gov.au:443/tarkine/nla.obj-334870431>

Copyright varies by issue and article

Reason for copyright status: Serials have an open range of dates.

Copyright status was determined using the following information:

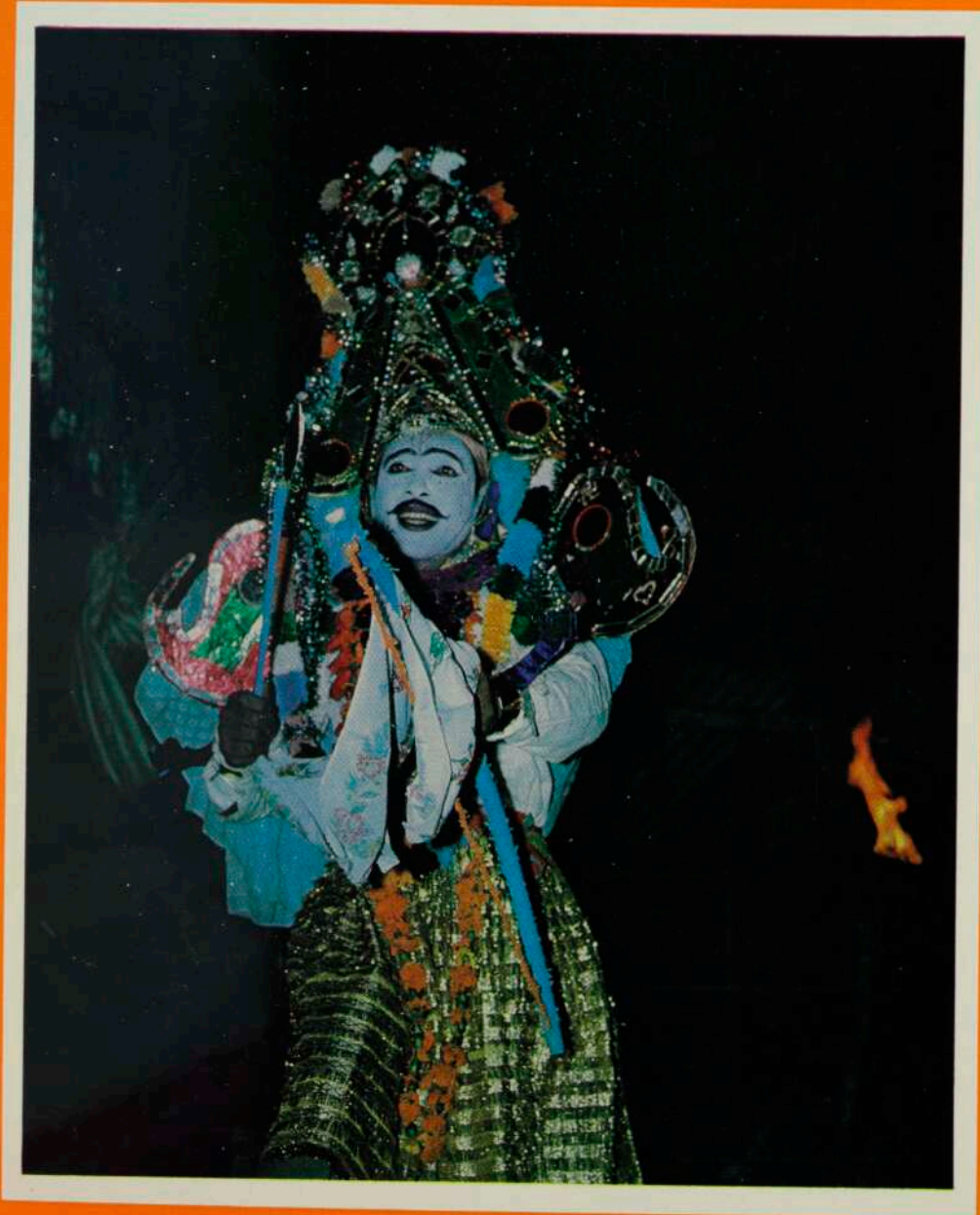
Material type: Literary, dramatic or musical work

Copyright status may not be correct if data in the record is incomplete or inaccurate. For more information regarding Copyright in Library Collections visit <http://copyright.org.au> and <https://www.library.gov.au/services/copyright-library-collections>

The National Library of Australia supports creativity, innovation and knowledge-exchange but does not endorse any inappropriate or derogatory use. Please respect indigenous cultural and ethical concerns.

Pacific Islands Monthly

NEWS MAGAZINE OF THE SOUTH PACIFIC



OCTOBER, 1972

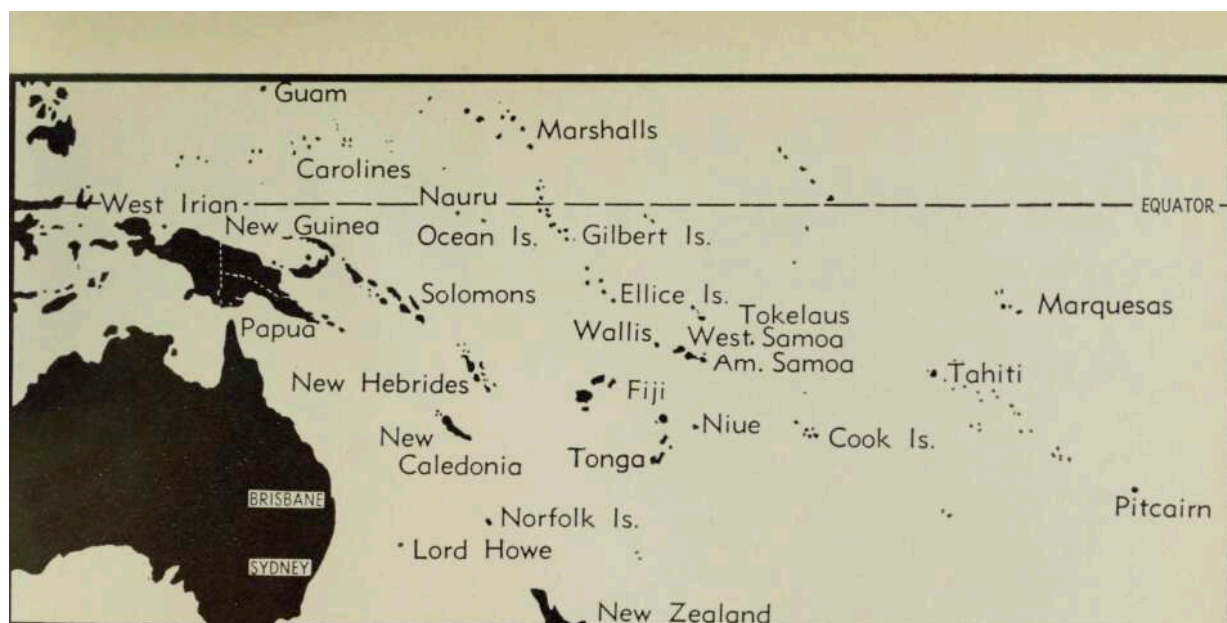
AUSTRALIA, NZ, GEIC, BSIP	50c
PNG, FIJI, COOKS, TONGA, W. SAMOA, N. HEBRIDES	45c
NAURU, NORFOLK, NIUE	45c
AMERICAN SAMOA	70c
HAWAII, MICRONESIA	\$1.00
NEW CALEDONIA	65 CFP
FRENCH POLYNESIA	100 CFP

*There's an
Arnott's
Cream Biscuit
for everyone*

Some varieties shown are not available in all areas.

Arnott's famous Biscuits
There is no Substitute for Quality

PACIFIC ISLANDS MONTHLY—OCTOBER, 1972



Vol. 43. No. 10. October, 1972.

In This Issue

Pacific Islands Monthly

GENERAL

South Pacific Commission meets	14
Forum in Suva	18
Competitive Pacific trade	83
SS Co. partnership offer	83
Successful take-over of USS Co.	85
Extra shipping services	85

COOK ISLANDS

Mr Henry on Dr Davis	14
Russian visit	16
Missing crew	17
John Salmon's history	69

FJI

Amrakha resigns posts	12
Educational problems	15
Soccer team's Tongan visit	15
Forts Festival film soon	16
South Pacific Forum	18
"Falanoo" column	24
Seen from the air	52
Poverty	53
Handbook of Fiji released	81
Replacement for Tui Lau	85
Farlander's additional service	85
Improved navigational facilities	87
Trade figures with neighbours	101
Japanese investment	103

FRENCH POLYNESIA

Autonomists ousted	13
--------------------------	----

GILBERT AND ELLICE ISLANDS

Influenza epidemic	11
Newspaper changes name	16
Seamen's school in danger	17
Picture page	50

NAURU

South Pacific Forum participation	18
TT support for shipping service	83
Air Nauru may rejoin partners	103
Trade link with US Trust Territory	109

NEW CALEDONIA

Autonomists overwhelmed	27
-------------------------------	----

NEW HEBRIDES

Jimmy Stephens' about-turn	15
Vila growing	51
Telex link	104

NORFOLK ISLAND

Petition to Queen	37
-------------------------	----

PAPUA NEW GUINEA

National day	17
Budget and self-government	21
Percy Chatterton's column	42
Poverty in Port Moresby	55
Rowley's analysis still timely	79
Nautical school	85
Investment Corporation aims	105
Brewery take-over bid	109
Basic wage rise	109

SOLOMON ISLANDS

Stamp issue	16
Fishing control and financial future ..	45

TONGA

Fiji soccer team's visit	15
Finance Minister for Economic Bureau	19
Vavau rediscovered	32

WESTERN SAMOA

Press freedom	30
Education and employment	47
Voting power and old custom	49
Peace Corps successes	59
Photographic essay of daily life	79

U.S. TRUST TERRITORY

Micronesian independence moves	11
Majuro pictures	51
Trade link with Nauru	109

OUR COVER

PIM started off 1972 with a cover picture of a Fiji Indian fire-walker with a trident driven through his tongue. Some readers found it a ghastly spectacle, so for those we offer a less eye-popping aspect of Fiji fire-walking. This regal "goddess" was photographed beside the firepit by Sheree Lipton, much travelled photographer whose book on Fiji should appear soon.

DEPARTMENTS: Up Front with the Editor, 5; Tropicalities, 15; Footnotes, 42; Islands Press, 57; Letters, 59; Magazine Section, 69; Yesterday, 75; Book Reviews, 77; Pacific Shipping, 83; Cruising Yachts, 90; BOAC Jet News, 97; Business and Development, 101; Produce Prices, 111; Deaths, 113; Shipping and Airways Information, 115; Advertisers' Index, 121.

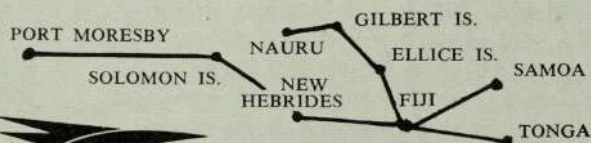
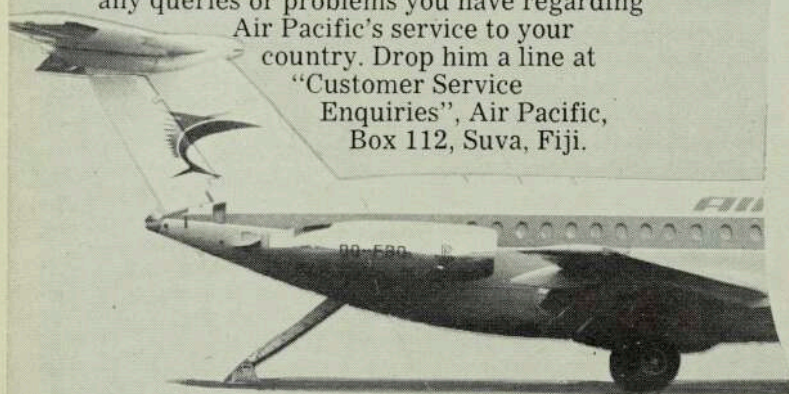
Announcing.... your man at Air Pacific.

To meet the growing needs of the people of the South Pacific Islands, Air Pacific is continually improving and expanding its services and equipment. But covering a route network of nearly five million square miles is no easy task. And the peoples of Fiji, Tonga, Samoa, the New Hebrides, the Gilbert and Ellice Islands, Nauru, the Solomon Islands and New Guinea all have different needs and different problems for Air Pacific to solve.

To help improve services still further, Air Pacific is establishing its own "Ombudsman department" — men who can tour the vast network to investigate passenger services right on the spot.

Your "Man at Air Pacific" will take up any queries or problems you have regarding

Air Pacific's service to your country. Drop him a line at "Customer Service Enquiries", Air Pacific, Box 112, Suva, Fiji.



AIR PACIFIC
"Jets you around the islands"

2292B

PACIFIC ISLANDS MONTHLY

FOUNDED BY R. W. ROBSON IN 1930

OWNED AND PUBLISHED MONTHLY BY
PACIFIC PUBLICATIONS (AUST.) PTY. LTD.,
 29 ALBERTA ST., SYDNEY, N.S.W., 2000.
 Postal Address: G.P.O. BOX 3408, SYDNEY,
 N.S.W., 2001.
 Telegraphic Address: PACPUB, Sydney.
 TELEPHONES: 61-9197, 61-7101, 61-4369.
 Consulting Directors: R. W. Robson, Judy Tudor.

Chief Executives:

General Manager: Selwyn Hughes.
 Publisher: Stuart Inder.
 Director of Advertising: W. A. Gasnier.

PACIFIC ISLANDS MONTHLY

Editor: Stuart Inder.
 Assistant Editor: John Carter.
 Advertising Manager: W. A. Gasnier.
 Circulation Manager: Barry Badger.

SUBSCRIPTION RATES:

"Pacific Islands Monthly" is air-freighted to all subscribers and agents in the Pacific Islands; copies to other areas go by surface mail.
 Australia (including Lord Howe and Thursday Is.), B.S.I.P., Gilbert and Ellice Is.: \$5.50 Aust.; Papua New Guinea, Norfolk Island, Nauru, Tonga and New Hebrides: \$5.00 Aust.; New Zealand: \$5.50 NZ; Fiji, Cook Islands, Niue and Western Samoa: \$5.00 (local currency); American Samoa: \$8.00 US; U.S. Mainland: \$14.00 US; Hawaii, Micronesia (including Guam) \$12.00 US; New Caledonia: 750 French Pacific francs; Tahiti and French Polynesia: 50 French Pacific francs; United Kingdom and elsewhere: £3.25.

REPRESENTATIVES

Fiji: Pacific Publications (Fiji) Ltd., Fiji Times Building, 20 Gordon Street, Suva. Tel.: 25601; Fiji Times Office, Cnr. Vitogo Pde, and Namoli Ave, LAUTOKA. Telex: 1144. Tel.: 60-422.

Papua New Guinea: LAE, P.O. Box 227; ABAUL, Mr. Steve Simpson, P.O. Box 433 (c/- Rabaul Photographic. Tel.: 2677.)

French Polynesia: Distribution—Hachette Pacifique, 10 Ave Bruat, Papeete.

New Zealand: Pacific Publications, C.P.O. Box 229, Auckland. 379-494. Representative: John Pedding, Civic House, 291 Queen St., Auckland, Tel.: 379-494.

United Kingdom: I. B. Graham, Park House, 2 Park Street, Croydon, CR9 3NP. Tel.: 01-6884177.

Overseas Newspapers (Agencies) Ltd., Cromwell House, Fulwood Place, London, W.C.1. Tel.: 1-242-0661. Cables: WESNEWS, London, DS4.

Japan: Advertising—Universal Media Corporation, C.P.O. Box 46, Tokyo. Tel.: 666-3036.

Victoria: Advertising—Wilke & Co. Ltd., 37 Brown's Road, Clayton, Vic., 3168. Tel.: 544-8222.

Queensland: Advertising—Beale Media Services, 32 St. Paul's Terrace, Fortitude Valley, Qld., 4006. Tel.: 52-5827.

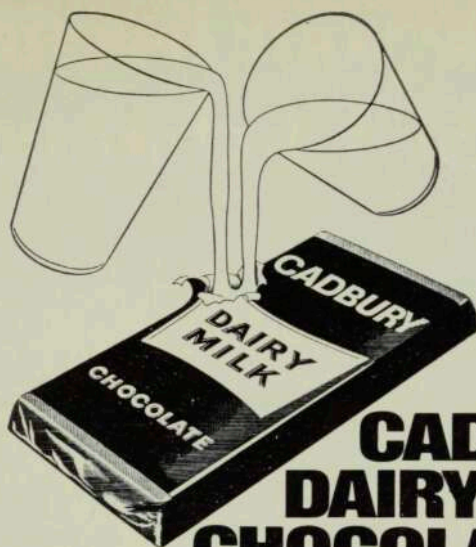
Hawaii and U.S. Mainland only: Mrs. W. A. McGrath, 225 Queen Street, 17B, Honolulu, 96813.

Send change of address notices, Form 3579 to the above address.
 Application to mail at second class postage rates pending at Honolulu, Hawaii.

Copyright ©, 1972,
 Pacific Publications (Aust.) Pty. Ltd.



October, 1972
 Vol. 43, No. 10.

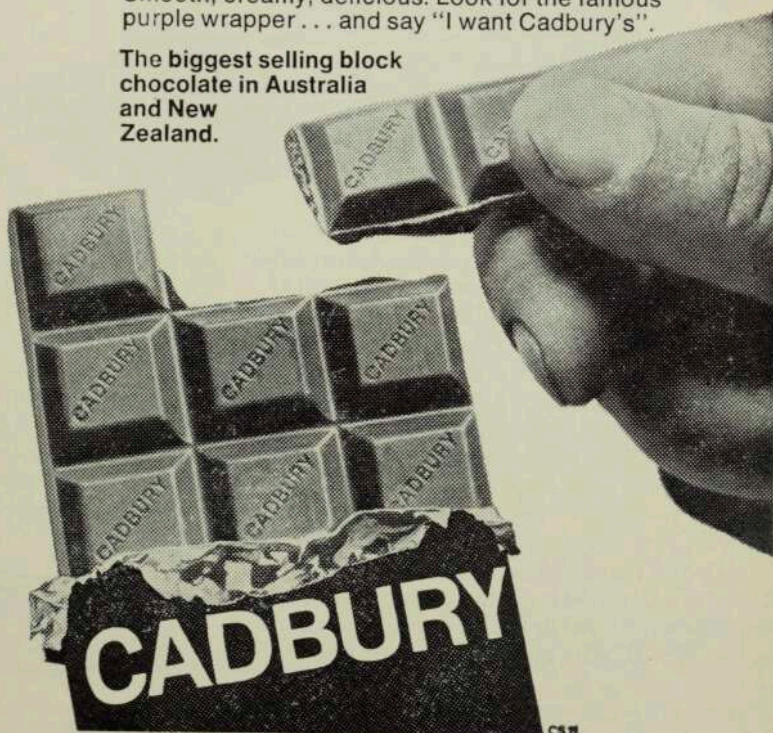


CADBURY DAIRY MILK CHOCOLATE...

ONE OF TODAY'S GREAT TASTES

Cadbury's Dairy Milk Chocolate. There's a glass and a half of pure, fresh, full-cream milk in every half-pound. Nothing else has the same great taste. Smooth, creamy, delicious. Look for the famous purple wrapper... and say "I want Cadbury's".

The biggest selling block chocolate in Australia and New Zealand.



Quadruple your listening pleasure with SANSUI 4-channel stereo



With Sansui's QSP-10 Compact 4-Channel Consolidator QS-100 4-Channel Rear Amplifier, or QS-500 4-Channel Rear Amplifier, you can enjoy the incomparable richness and "presence" of 4-channel stereo at minimum cost. The secret lies in a 4-channel synthesizer decoder that magically transforms 2-channel sources, such as records, tapes, and FM broadcasts, into breathtaking "live sound field" concert-hall realism. QSP-10 combines this with a 20-watt stereo power amplifier and a set of high-performance 15-watt speaker systems. Hook it up with your present hi-fi system and—presto—you've got a complete, compact 4-channel stereo system that will quadruple your listening pleasure. QS-100 combines the 4-channel

synthesizer decoder with a 50-watt power amplifier, while the QS-500 combines it with a 120-watt power amplifier. In either case all you need in addition to your present system is a second set of speaker systems.

If you're building a new system from scratch, Sansui recommends its 210A solid-state SW/MW tuner with stereo amplifier. It provides sensitive reception in both MW and SW bands, 36 watts of music power, and a wide 30 to 25,000Hz power bandwidth, while limiting distortion to less than 1%.



Sansui products are available through:

TEE VEE RADIO LTD. Teerad House 13, Midstone Street, Grey Lynn Auckland 2, New Zealand. Tel: 763064 / **PRABHU BROTHERS LTD.** P.O. Box 183, Nadi, Fiji Islands Tel: 70183 / **SERVONNAT** Rue des Polius, Tahitiens Pateete, Tahiti. Tel: 03-29 / **OCEANIA INDENT AGENCY** P.O. Box 5518, Boroko, Port Moresby, Papua & New Guinea. Tel: 56406 / **PAUL MOW & CO.** 9th St., P.O. Box 449, Lae. Tel: 2954 / **CHIN H. MEEN & SONS P/L** Tabari Place, P.O. Box 1106, Boroko. Tel: 56546/Kamarere Street, P.O. Box 224, Rabaul. Tel: 2462 / **MICHAEL CHOW & Co. P/L** Okari Street, P.O. Box 1106, Boroko. Tel: 56338 / **SEETO KONG & SONS P/L** Taurama Road, P.O. Box 1218, Boroko. Tel: 56445 / **PINGS (MT HAGEN) P/L** P.O. Box 165, Mt Hagen. Tel: 385 / **BOUGAINVILLE COPPER** Canteen, Panguna / **PHOTOSONIC** P.O. Box 519, Madang. Tel: 2503 / **MICHEL MERCIER** Angle Des Rues Alma-Sebastopol B.P. 1123 Noumea, Nouvelle-Caledonia. Tel: 59-11 et 40-78 / **SANSUI ELECTRIC CO., LTD.** 14-1, 2-chome, Izumi, Suginami-ku, Tokyo, Japan

Up Front with the Editor

a guest



Anthropological legend has it that a team of bright young researchers, descending from an American university onto one of the Pacific Islands, were somewhat taken aback to find the local paper running an article, directed at rather than to anthropologists, entitled 'Life in the Goldfish Bowl'.

The writer had perhaps not reflected that the fish were gold in another sense—golden, or at least gilded, academic reputations were extracted from them. Although the vast bulk of inquiry by social scientists has been disinterested in the sense that the substantial motivation was simply to add to the sum of mankind's knowledge of mankind, and in very many cases the findings have been of direct value to Islander's or have contributed to a more sympathetic attitude to their cultures, it cannot be denied that careers were so made, and all too often there was too little reciprocity for information, often on quite intimate matters, or hospitality.

But now the natives are restless tonight, Jenkins. With four universities in the Islands themselves (at Vaigani, Suva, Guam, and Honolulu), the goldfish naturally are beginning to snap.

This is salutary, up to a point. Now that so many groups are, or are becoming, independent, the old colonial terms of trade in the research field cannot apply, nor should they. However, there is a danger that reasonable demands for hospitality may be escalated and ossified by the normal expansionist proclivities of bureaucracy.

Adequate information *must* be returned to the Islands; local people *must* be drawn in, increasingly as co-workers rather than assistants. Where facilities exist, researchers should make their knowledge and skills available to local educational institutions, and will themselves be the better for it. But I think that there are better ways of securing these needed objectives than by issuing a cut-and-dried hard-and-fast document to be signed by the researcher, attempting to cover all things and making unrealistic demands.

Ten or 20 copies of all publications for example: it is a safe bet in many cases that eight or 18 at least will moulder in the files. After all, in the 1930s an expert inquiry into (shall we say) peanut cultivation in Kerekere pointed out that the job had been done as well as it could be done by an expert inquiry in 1907; and the trade in peanut inquiries still flourishes.

It is one thing, and absolutely legitimate, to demand that researchers should sign a cast-iron engagement not to take part in missionary or political activities: this can be policed. But to demand fixed percentages of time in teaching is just not practicable nor policeable — not all researchers can teach, anyway, and it could also in some cases be a confounded nuisance to the local institution fitting them in.

As for publications, some copies of bulky works should come gratis to the Islands; but the number depends very much on the nature of the work, and if a large number of copies are truly needed, it could be crippling for the researcher to supply them. Such things may frighten off the scrupulous researcher, who could be of real use to the Islands; the careerist will sign, and dodge.

Far more valuable in many cases, in my opinion, would be the legal provision of summaries of findings in clear non-technical language so that the results of research could really be used. I myself take pride in the fact that I adapted the 100,000 words of *The Fijian People: Economic Problems and Prospects* into 30,000 words, cutting out a lot that I learnt from the Fijians themselves (and how much that was! one of the most disturbing yet exhilarating educational experiences of my life) and expanding

The Editor magnanimously has decided to invite selected guests occasionally to take over his column. This month's guest is Professor Oskar Spate, shortly retiring from the post of Director of the Research School of Pacific Studies, Australian National University.

on such themes as marketing. The result was *Na Kawa ni Taukei*, and I trust it was useful.

I am sure that a reasonable *modus vivendi* will be reached on this thorny issue, assisted perhaps by another propensity of bureaucracy, procrastination. One student of mine reported in distress that his research visa still had not been received after seven months: I pointed out that he had only five to go, and if he filed another three reminders the visa might arrive a month or two after he left the island. I believe it did: at any rate he did his job and left in his own appointed time.

There is, I think, a quite different legitimate complaint about researchers. They are empirical creatures, even when trailing clouds of theory as they go; and they like the nice defined case-study. Anthropologists for example still chase the 1,001st tribe, geographers the 1,001st gardening economy, without noticing that diminishing returns set in about the 101st.

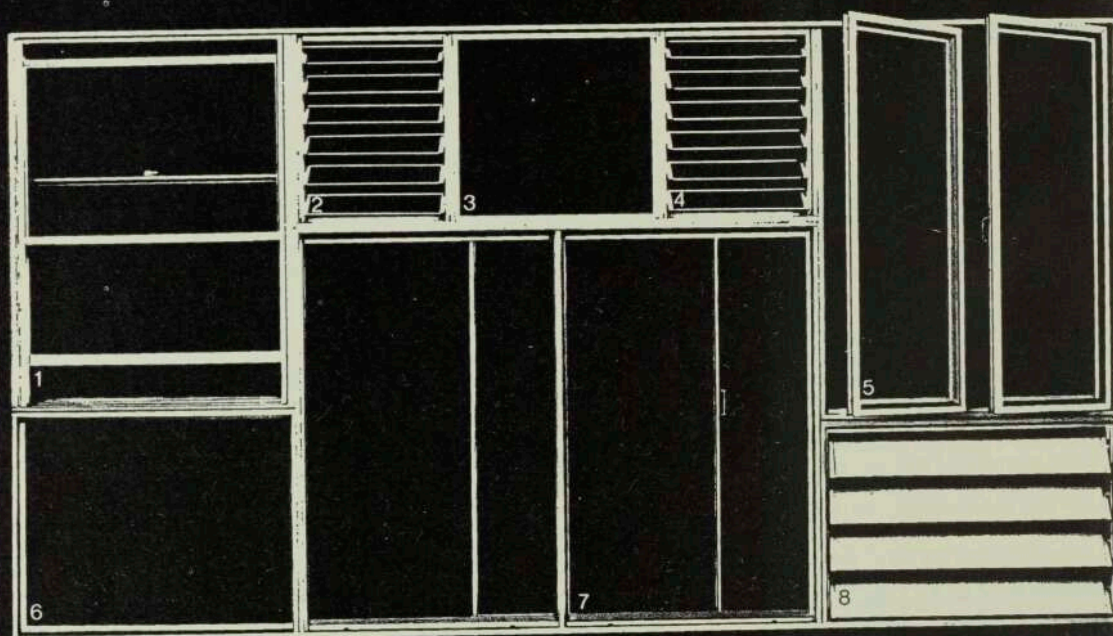
The poor old Pacific is fragmented enough already; as Kenneth Cumberland put it, the Islands are like handfuls of confetti drifting over a blue lake. We desperately need much more in the way of overviews; Harold Brookfield has given a lead in *Melanesia*.

The basic problem of development in the Islands is this fragmentation: they are scattered over something like a quarter of the globe, but leaving out New Guinea and New Zealand and rolling the rest into one they would form a 'landmass' of some 130,000 square kilometres. They are in fact point-economies, and coupled with their reliance on a very narrow resource basis in tropical crops and tourism, this makes economic management damnably difficult.

We need much more research based not on this island or that people, but on topics—on the common problems facing all the islands and all the peoples. First priority: tourism, a Pandora's Box, or more appropriately the latest and perhaps the greatest of the cargo cults?

—O. H. K. Spate

Australia's most advanced window system



Naco Sunsash introduces the integrated window system

We would like to point out that the illustration above is not a typical arrangement of the Naco Sunsash Window System.

It has been assembled merely to prove a point. The point being that every Naco Sunsash Aluminium Window has been designed to form part of a totally integrated window system.

Arrangements are limitless. Awnings, casements, sliders, louvres, fixed lights, double-hungs and sliding doors can be integrated in virtually any combination to form a complete system.

For the architect it allows greater design flexibility. For the builder it minimises installation time. For the home owner it allows the best possible combination of light, ventilation and view.

Illustrated above: 1. Double Hung Window. 2. Louvre Window. 3. Fixed Light. 4. Louvre Window. 5. Casement Windows. 6. Fixed Light. 7. Sliding Window. 8. Metal Blade Louvres.



Enquiries to:
Export Division,
Pillar Naco Pty. Ltd.,
Box 715, G.P.O.
BRISBANE, AUSTRALIA. 4001.

Naco Sunsash

the complete window system

F781

COOL

THE CAR ACCESSORY
THAT REVOLUTIONISED
THE TRADE!



**STRETCH-ON
COMFORT FOR
YOUR CAR!** **BRI**
NYLON

**KEEP COOL IN COMFORTABLE, LUXURIOUS
"FRENCH KNIT" TERRY TOWELLING
OR STRETCH NYLON CAR SEAT COVERS.**



FITS ALL MAKES OF CARS

TRADE ENQUIRIES:

FRENCH KNIT PTY. LTD., French Knit House,
18 Commonwealth Street, Sydney, 2000. Cable: Knitmills.

PETER FISHER TRADING PTY. LTD., 321 Pitt Street,
Sydney, 2000. Cable: Fisherion.

PETER FISHER TRADING PTY. LTD.

321 PITT STREET, SYDNEY, 2000, AUSTRALIA
TELEPHONE: 26-1109 CABLES: "FISHERION", SYDNEY

EXPORTERS TO THE PACIFIC ISLANDS

Some of the firms and products we represent:

BRYANT & MAY matches	CHILTONIAN biscuits
MAURI BROS. yeast	ATLAS plastic ware
PMU FOOD PRODUCTS	POLARIS stainless steel ware
TOOHEYS beer	RENA tinned vegetables
FRENCH KNIT car seat covers	WALKER frozen meat
REPCO automotive parts	BOND'S underwear
CRAVEN confectionery	ANDY spotlights
BROWNBUILT office furniture	COUNTRY CLUB shirts
ADVANCE CONTAINERS	WILLOW metal ware
HARDIE'S building products	FILLETTA tinned fish
SEBEL furniture	PAULCALL TOOL INDUSTRIES
BEARD beds and mattresses	ASTRA razor blades
HUNTER DOUGLAS furniture	WENGER quality knives
KLINKII plywood	GLYNGORE tinned fish
STERLING bakery machinery	VAN DER LAAN tinned meat
WHITE ABBEY Scotch whisky	CORDEX twine and ropes
PETROMAX pressure lamps	DEROPA Christmas paper
BATA SHOE COMPANY	WARBURTON FRANKI coolrooms
DURABUILT prefabricated houses	

AND MANY MORE

*Supplying butchers' knives, cooks' knives, sheath knives
and pocket knives from Switzerland, Sweden, Norway,
Finland and other countries.*

*Machettes and bush knives from Portugal, Spain and other
countries.*



Only MF slashers have this flywheel!

It keeps them going in conditions that would stop others short

The rugged range of MF Slashers will make short work of any shredding, clearing or cutting job. Nine models, in mounted and trailed designs provide an extensive range of cutting widths from four to six feet. And, each model has a range of attachments that equip it for a wide range of slasher applications. Top-quality construction and advanced design pay off with superior performance and long-life dependability. Among many refinements, two features

stand out — a unique, large-diameter disc with four swing-back blades, that utilises the fly-wheel principle to maintain constant drive revs. even under the most severe cutting conditions. In addition, it drastically reduces the horsepower requirement. The fully shrouded design of the output shaft is another outstanding feature. It eliminates any possibility of fencing wire or other foreign material wrapping around the shaft to cause damage to the machine.

MF
Massey Ferguson

World's largest maker of tractors, headers, cane harvesters, diesel engines, backhoes and loaders.

MF72011

ASK YOUR MASSEY FERGUSON DISTRIBUTOR FOR COMPLETE DETAILS . . . THE MAN TO SEE IS HERE

PAPUA NEW GUINEA
Eia Motors Limited,
P.O. Box 75,
PORT MORESBY
Branches and Dealers
throughout Papua
New Guinea

**FIJI, TONGA, WESTERN
SAMOA AND OTHER SOUTH
PACIFIC TERRITORIES**
Motor Division, Burns Philp
(South Sea) Co. Ltd.,
P.O. Box 355,
SUVA, FIJI
Branches throughout the region

NEW CALEDONIA
Pacific Motors, S.A.,
B.P. 41, NOUMEA
BRITISH SOLOMON ISLANDS
R. C. Symes Pty. Ltd.,
HONIARA, GUADALCANAL

TAHITI
Ets, Donald,
P.O. Box 131, PAPEETE
NEW HEBRIDES
CONDOMINIUM
Pentecost Pacific S.A.,
Santo and Port Vila



HIGHEST PRICES OBTAINABLE ON THE WORLD MARKETS
FOR YOUR
SHELL - COCOA - COFFEE - COPRA - ETC.

31 Macquarie Place, Sydney, N.S.W. 2000
G.P.O. BOX 5315, SYDNEY, 2001.
CABLES: "TAITCO", SYDNEY.

Seatrans House, Gore St., Auckland, N.Z.
P.O. BOX 2044, AUCKLAND, N.Z.
CABLES: "TAITCO", AUCKLAND.

Pacific Islands Monthly

MICRONESIA: OUT OF THE WOODS AND INTO A POLITICAL MAZE

Round six in the negotiations between the Congress of Micronesia and the United States on a free political association for Micronesia begins in Hawaii on September 28—amid uncertainty. After the fifth meeting in August, in Washington, it looked as if Micronesia's political future was agreed upon, only needing the ratification of the Congress of Micronesia on the main points. The details were to follow at this September Hawaii meeting.

But the Congress of Micronesia, at its special session in Ponape in September, a meeting called primarily to give the Joint Committee on Future Status the go-ahead for Hawaii, gave the committee an unexpected back-hander.

Congress took no action on bills to establish a Constitutional Convention, a Commission on Government Transition and a Commission on National Unity—all major requirements for change in status. Furthermore, it took no action to approve the vital sections of the Draft Compact of Free Association which the status committee had hammered out in Washington (PIM, Sept., p. 9).

The Ponape meeting directed Senator Lazarus Salii's committee to continue to negotiate towards free association, but also to negotiate for independence. The committee now has to decide whether it can continue with the draft in Hawaii or ask for extra talks to discuss the question of independence. What is US feeling on an independence alternative on any plebiscite ballot?

The draft compact proposes a period of self-government, followed by independence should the Micronesians want it. Said Senator Salii in Saipan, "We just have no choice but to take into account the growing support for independence. A lot of people who sponsored the independence resolution were not happy about portions of the draft compact and neither were members of the district legislatures we met."

Senator Salii has now created a sub-committee of the Joint Committee

on Future Status to review US military land requirements in Micronesia, one of the objections made at congress. It is headed by Senator Amaraich, of Truk.

On the closing day of the Ponape session Senator Salii was bitter at the congress's change of direction.

He said, "And what, may I ask, are we going to do without a government? For we cannot have a government without a constitution. And we cannot have a constitution without a constitutional convention. . . . This situation will necessitate, at the

very least, the unnecessary expense of a special election for delegates some time next spring. At the worst, the failure to hold the convention could delay the resolution of our political status as long as a year".

Senator Salii said he would continue to think about the problems caused by the congress's lack of foresight, planning and organisation, during the coming years, "when we are still a Trust Territory despite the efforts of some to the contrary, because others of us looked the wrong way at this session".

Background to nation building

From a Saipan correspondent

Washington's attitudes and tactics toward the Micronesian status question have obviously changed since representatives of the Congress of Micronesia accepted an invitation from then Secretary of Interior Walter Hickel to meet with members of his staff to discuss the territory's political future for the first time in September, 1969.

But the impression of most ob-

servers concerning America's "strategic trust" islands is that despite a more forthcoming approach, the basic strategy and principles remain the same.

During the first two rounds of negotiations in 1969, with a delegation headed by Interior Under-Secretary Harrison Loesch, a man noted for his friendly hometown style, a proposal of "commonwealth" status was offered to Micronesia.

The arrangement, which would have given Washington virtual control over all Micronesia's affairs, was labelled "a camouflaged offer of outright territorial status" by Micronesian status delegation Chairman Senator Lazarus Salii, and rejected by the congress as a whole, save the Marianas Islands delegates. That district for years had been advocating closer ties with the United States and to close the deal they were prepared to offer miles of now-unused airstrips on Saipan and Tinian built by the American Air Force in 1944.

But both the United Nations and Washington said all six culturally diverse districts of Micronesia would have to be dealt with as a single

GEIC HIT BY 'FLU

Influenza has struck the GEIC, and 13 deaths had been reported up to September 14, 11 of them on the island of Betio, Tarawa. Air services within the colony were cancelled that week because of illness among crew members. The hospital was both overwhelmed with small patients suffering from pneumonia and depleted of staff by illness.

The 'flu epidemic was apparently sweeping the Pacific, with outbreaks reported also in Western Samoa, Fiji and Tonga.

Micronesia's future

(Continued from previous page)

political entity as long as the trusteeship remained in force.

In an immediate move to ease strained Micronesian-US relations, the State Department dispatched a Pacific affairs expert from Canberra to Saipan, but no sooner had he arrived than did some Micronesian unity go up in smoke. The meeting chambers of the Congress of Micronesia on Saipan were burnt to the ground by arsonists in February, 1971. That same week, the Mariana Islands District Legislature threatened to secede from the rest of the territory "by force of arms if necessary", presumably to join nearby Guam, geographically and culturally part of the Marianas, but since 1898, an unincorporated US territory.

Political differences had polarized sharply now, and in an apparent grandstand play, Marianas delegates attempted to boycott a special session of the Micronesian Congress in Truk District three months after the mysterious fire. It was the first congress session ever held away from Saipan, and before the session ended, an "independence coalition" composed of one-third of the congress membership was formed.

To relieve this potentially explosive situation, President Nixon personally took the task of dealing with the Micronesian dilemma out of the Interior Department's hands and into more experienced ones. To give the situation an air of greater importance he appointed Ambassador Franklin Haydn Williams, former head of the partially Central Intelligence Agency-financed Asia Foundation, and the Office of Micronesian Status Negotiations was promptly established in Washington.

Shortly thereafter, more negotiations were held and new initiatives were taken.

For the first time the US spelled out its military requirements in Micronesia and accommodated, at least in principle, Micronesian demands for a "free association" status which would include full internal self-government. However, full foreign affairs and defence authority would be delegated to the United States, including a security agreement guaranteeing specific land rights to the US in case Micronesia opted to unilaterally terminate the agreement.

But it must be noted that these "accommodations" by the United States did not come about until after a deal had been sealed by Ambassador Williams and Marianas leaders to conduct separate negotiations leading

to "full political union with the United States," in the words of the Marianas proposal.

Senator Sali said later that the arrangement was made without the consent of the congress or its status committee, although to date the congress has not taken an official position on the matter.

The US and Micronesian delegations met in Hawaii this August, this time to discuss the political future of the five remaining Micronesian districts, and drafted a partial draft compact which would have become the basis of the future relationship of "free association" between the two governments. But to the dismay of Sali and his committee, the congress, at its just-ended special session in Ponape, did not approve the document as they had requested.

Spelled out in the compact were American military access rights to all Micronesian waters, harbours and airports in the event of "emergencies", and specific land requirements were outlined in the Marshalls and Palau (see PIM Sept., p. 127).

However, in a move that surprised no one at the congress, a delegation from the Palau District Legislature testified strongly against any military presence in that district.

The legislature had passed two resolutions during the past three years stating that no military of any nation would be welcome. Senator Sali, who has led the congress in the negotiation since 1969, is himself a Palauan. Either he wasn't speaking for the rest of Palau or he saw the compact as the only way the US would let the islands go.

Aside from that, most objections to the partial draft compact centred around the fact that the document was admittedly incomplete. Senate President Amata Kabua of the Marshalls said it was silly to ask for approval of US military rights when future financial arrangements, along with trade and commerce agreements, were yet to be worked out. And for a territory that lacks anything that resembles a healthy economy—last year imports rose 25 per cent. while exports fell 25 per cent.—the territory is clearly at the mercy of US hand-outs.

More than half of the territory's wage earners are government employees and American expenditures have jumped from \$7 million to over \$60 million in the last decade alone.

Not much has been said either in public or private about US grants to the future government of Micronesia, but last April the Micronesian delegation proposed an annual handout of \$US100,000,000 half of which would be earmarked for economic development projects.

Mr. Ramrakha embittered

From a Suva correspondent

Fiji's Opposition Whip, and general secretary of the Opposition National Federation party, mercurial Karam Ramrakha, 39, in September resigned from these posts, plus nine others, with characteristic flamboyance.

"K.C."—who has long aspired to leadership of the NFP now held by Mr Siddiq Koya—announced his resignation over radio Fiji, at the same time giving an unexpected resume of grievances about his own "misunderstood" position with his colleagues, and that of Fiji's "politically and economically isolated" Indian community. He drew a tear-jerking picture of racial inequality of the kind that nobody has heard since independence (since when the government, and Mr Koya, have been stressing the obvious virtues of racial harmony).

He talked of increasing intolerance towards Fiji's Indians, who, he said, were sitting on sand, with no real stake in the economy; doomed to eternal opposition because of voting patterns which showed little sign of change.

"The so-called booming economy, the rise in salaries of the middle and upper-class artisans and clerical workers give all a false impression of economic growth and belie the real dangers that beset us," said Mr Ramrakha. "We are faced with false festivals, false forums, false facades, which conceal the real basic problem."

He told of lack of sympathy for what he was attempting to do by some members of the electorate, by his political colleagues and by the executive of the Fiji Teachers' Union, of which he was president (a position which he has also resigned).

Mr Ramrakha will not resign his seat in parliament or resign from the NFP.

Mr Ramrakha's leader, Mr Koya, seemed unperturbed by the resignation. He said it was a "normal happening" in a democratic party, and the party would suffer no adverse effects.

It was generally conceded that one of Mr Ramrakha's reasons for resignation was his continued failure to get support enough for leadership.

As the Fiji Times said in an editorial, "There is always something a little embarrassing about public displays about personal hurts, but Mr Ramrakha would have gained, and deserved, much sympathy if he had not accompanied his confession of failure by an intemperate parade of unreal racial grievances".

The French Pacific territories went to the polls in September, and as a result the autonomy movement in both French Polynesia and New Caledonia received a setback. The Polynesian elections are reported below—for what happened in New Caledonia see Helen Rousseau's report on p. 27.

Autonomists set back on their heels at French-Polynesian polls

French Polynesia's evolution toward self-government, "autonomie interne", was halted on September 10 when the autonomist majority in the Territorial Assembly lost five seats and its dominant position in the 30-member body. Victorious were 16, perhaps 17, assemblymen who oppose any change in the political statute of this French overseas territory.

Almost 29,000 voters, 63.5 per cent. of the electorate, redirected the territory's political future by voting 15,463 to 13,233 in favour of non-autonomist candidates who should hold the new majority for the next five years.

The Territorial Assembly is French Polynesia's unicameral legislature. Its political profile is the best available test of the territory's political ambitions.

Gaston Flosse, Mayor of the Pirae township, and his Tahitian Union UDR Gaullist party, were the biggest election winners. His party became the assembly's largest single group when it picked up two seats for a total of nine.

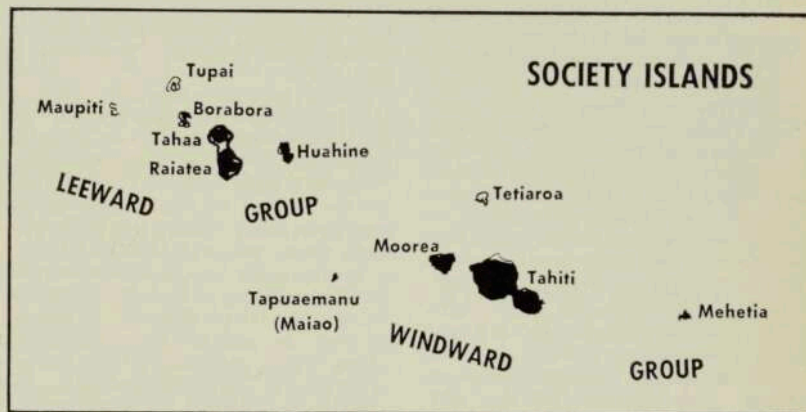
National Assembly Deputy Francis Sanford's Te E'a Api (New Road Party), was the big loser. It dropped three of 10 seats previously held, to become leader of the new opposition.

With six seats was the other half of the former 18-member majority coalition, the Pupu Here Ai'a, led by the 73-year-old veteran of autonomist causes, French Senator Pouanana A Oopa. The Here Ai'a ("The Party which loves its country") only slipped a single seat.

An important element in the new anti-autonomy coalition will be the Te Autahoeraa, labour leader Charles Taufa's (PIM, Dec., '71, p. 28) dynamic centrist party. Only presenting candidates in the Leeward island (Tahiti, Moorea, Bora Bora, Raiatea, etc.), it nailed down three seats, one more than it held in the old legislature.

Five independents, all of whom campaigned against autonomists, won island seats on local issues.

Post-election headlines have proclaimed a 17-13 balance in favor of anti-autonomist candidates, but already some of those in the hypothetical minority have warned that ap-



The heart of French Polynesia.

pearances may deceive and that only the first assembly session will produce the new line-up. This session will be in October, at which time the all-important executive Government Council will be elected by the assembly.

Opposition doubts to the contrary, back-stage power-brokers appear to be exchanging their wares as expected. Gaullist Mayor Flosse, the new man of the hour and the Polynesian politician with the most direct line to Paris coffers, seems assured of Charles Taufa's critical support.

Taufa, and his party's spokesman Frantz Vanizette, told a news conference the day after the election that coalition with the UT-UDR would be normal, on their terms. They proclaimed independence from the Paris Gaullism on which Mayor Flosse relies. They suggested that two or three of the five independents would prefer alliance with them in the centre, rather than dependency on either of the large parties to the left and right. Social Welfare Services Director Vanizette noted that Andre Porlier in the Tuamotus, and Guy Rauzy from the Marquesas, both fought off UT-UDR opposition.

Only one of the five independents might cast his lot with the autonomists, although his past performances show an unashamed inclination to side with the winner. Taratua "Toro" Teriirere, whose Bora Bora constituents always come first, won as-

sembly election in 1967 under the wing of Alfred Poroi's UTD group. Shortly after the opening session he began to vote with the E'a Api side of the autonomist majority, much to Poroi's chagrin. Some months before this last election he reannounced his independence and defeated E'a Api opposition.

The day after the election, each party claimed him as one of its own. He is obviously his own man.

Although the autonomists were surprisingly cheerful after the election, there is no question that a new majority of Polynesian voters have opted for the tightening of ties to France.

The major accomplishment of the out-going autonomist assembly was the composition of an 88-article law which would give total control of domestic affairs to local politicians. That law languishes this minute in a French National Assembly committee-room. Unless Spring elections in France unseat the Gaullist majority, that law will probably not be ratified.

The voters here expressed their dissatisfaction with the concept that a piece of paper in France would become the catch-all solution to their problems. They accepted anti-autonomist arguments that social and economic problems were being overlooked in the repetitious presentation of the need for self-government over the past five years.

(Continued on p. 127)

DRAMA IN APIA AS ISLANDERS QUERY ROLE OF SOUTH PACIFIC COMMISSION

From PIM's staff correspondent in Apia

Are the countries that form the South Pacific Commission at the parting of the ways? It certainly looked like it during the first two days of high drama here at the South Pacific Conference in Apia.

Criticism was flung at the commission and some of its agencies, France refused to increase her contribution to the budget, Fiji's Ratu Sir Kamisese Mara challenged America and France to accede to the wishes of the Pacific territories or withdraw, and many speakers urged the commission to change its ways.

In the first dramatic move, after a two-hour wrangle in private with fellow commissioners, France's Henri Nettle announced a refusal to increase France's contribution to the SPC budget. Australia, Fiji, Western Samoa had promised a 20 per cent. increase each, Nauru, New Zealand and the UK 15 per cent. each, and America "not beyond eight".

Mr Nettle charged that there were unacceptable delays in programmes, excessive spending on seminars, conferences and travel and on projects of little value, and yet \$100,000 was unspent at year's end.

France's refusal means there will be no increase in the budget, which is estimated at \$A1,210,298, as the rule of unanimity on finance applies. But PIM was told that Australia will consider making a voluntary contribution later.

Many speakers called for a re-organisation of the commission. Western Samoa's Prime Minister Tamasese, urging a hard, critical look at the SPC's relationship with international and other bodies, said it was an urgent challenge to ensure the commission was not forced into extinction by other factors.

Jone Naisara, session chairman, criticised the small budget, which he said must be increased regularly if the commission was to fulfil its role.

Mr Albert Henry, Premier of the Cooks, warned that the commission could not retain its members' faith in its usefulness unless it produced fewer but bigger and more worthwhile projects instead of many small ones.

Bitterly, Ratu Mara complained the commission responded inadequately to people's aspirations.

The commissioners couldn't come

together and make decisions because of the difficulties of constitutions in America and France. This situation was completely outdated and not in accord with the basic principles of the SPC.

"Why should gentlemen who sit in Paris or Washington be the deciders of the pace of development of people in this region?" he asked. "I think if these countries can't accede to the wishes of the people of the territories they might as well withdraw from this organisation."

France made a savage attack on the UNDP, alleging it was developing an increasingly rigid attitude. It was enforcing its authoritarian, centralistic ideas, "first insidiously, then uncompromisingly" in joint projects. The UNDP was blamed for what was described as the failure of SPIFDA, jeopardising the future of this "most needed, urgent project" of fishing development for the Islands. Its deliberate failure to abide by the terms of multilateral agreements had "shocked and disappointed the French government", Mr Nettle said.

The whole air of the conference was one of unrest. There was sarcasm and

complaint about the budget almost on every occasion when a territory presented its problems. There was complaint about one budgetary item of \$30,000 to cover salary increases for SPC officers.

One of the more important matters to be decided during the course of the conference, which will continue until the end of September, is a report on possibility of establishing a South Pacific Regional Development Bank. A report on the bank says that its establishment is feasible and it could effectively build up a high volume of business in view of the likely demand for loans in the area.

Ratu Mara, not for the first time the stirrer on South Pacific Commission matters, signalled his intentions before the conference even met—in Fiji before his departure. He was given wide publicity for his view that because of lack of money the SPC could become "a dying institution". He said even if the SPC were given a 50 per cent. budget increase the amount would be "farcical". He indicated that he would "take an interest in SPC operations during the next three years".

Much activity, of sorts, in the Cooks

Dr Tom Davis, Leader of the Opposition in the Cook Islands Parliament, has set off for Boston, USA, to sail his 45 ft cutter back to Rarotonga. Meanwhile his blast about politics in the Cooks in the September issue of PIM has stirred a lot of interest in the Islands. Journalists at the South Pacific Forum in Suva did not get much from Cook Islands Premier Albert Henry in reply, but Mr Henry has accepted PIM's invitation to reply in a personal article, yet to come.

Back in Rarotonga, where both newspaper and radio were closed down for a week, "for work on radio transmitters", the Cook Islands News resumed publication on September 8, under a new editor, publishing sweetness-and-light interviews with retiring editor Don Percival, transferred to the Public Service, and retiring radio announcer Mrs Kopu Brown, whose "future plans are a little indefinite". There were also a new acting general manager of the combined media service and a new head technician.

The newspaper warned in its first week that the newly restored radio service was in imminent danger of failing for want of spare parts for the transmitters. This was rather strange in view of the work that had just been done, but no more strange than the idea of the complete closure of news sources in the first place.

In New Zealand the Cooks finances came in for closer scrutiny, and Deputy Prime Minister R. F. Muldoon told Premier Henry that NZ will insist on stricter supervision of future financial grants to the Cooks.



Tropicalities

He's grappling (intelligently) with education

Education is high on the list of Fiji's "national problems" and if youthful new Minister for Education, Youth and Sport, Mr Jone Naisara, could perform miracles, he would.

Since taking on the job four months ago, Mr Naisara's task has been to sort out priorities, a thankless occupation even the most ardent critic of government policies might shirk.

He has on his desk a long and growing list of things his ministry would like to achieve—and they all cost money.

Fiji this year spent \$9.4m on education—or 22½ cents out of every dollar's worth of revenue raised by the government. Just under \$7m of this went on teachers' salaries—which doesn't leave much over for the multitude of urgent projects jostling for priority.

Fiji has 12,000 children of primary school age who've never attended school, or who've had to leave because their parents can't pay the fees. For the money spent by the Fiji Government on educating one handicapped child, five of the non-handicapped children could be educated. Which should come first?

Mr Naisara's ministry is under increasing pressure to assist financially in the introduction of a widespread system of pre-school education. Is it more important than the provision of primary school facilities for those 2,000 non-attenders?

The government has already decided to introduce fee-free primary education in the next five years, but it will be many years before a similar system can be adopted for secondary school pupils. With secondary school students increasing by more than 1,000 a year, there's a great need to increase government expenditure on the award of free or partly-free places. But is it more urgent than providing pre-school facilities, for instance, or facilities for handicapped youngsters?

As a major cause of spiralling

building industry costs in Fiji is the growing shortage of competent tradesmen, part of the answer would be to establish up-grading courses for those already in jobs and initial training courses in the basic skills for the unemployed. But should they have priority though over the increased allocation of teacher-training scholarships, when last year more than 1,300 untrained teachers were employed in Fiji's schools, 300 of them at secondary school level?

During Education Week in Fiji in September, Mr Naisara posed these and other questions, adding that his ministry certainly didn't claim to know all the answers.

"We obviously cannot expect a big increase in our present share of 22½ per cent. of government revenue," he said.

"To decide what we should do first and what we should defer is not as easy a task as some of our critics seem to think. I am in no doubt that the priority list we are now preparing will be a sensible one. I am equally sure that it will not please everyone."

That's for sure—but at least Mr Naisara can't be accused of talking pie in the sky. He doesn't promise miracles.

Jimmy Stephens about-turn

Has Jimmy Stephens, leader of the Na-Griamel movement in the New Hebrides, changed his tune?

British and French officials there think that Na-Griamel, which was a thorn in their side, has altered its policy of non-co-operation to a more positive, helpful one.

Their hopes were raised through speeches he made at the movement's headquarters at Vanafo, Santo, in August.

Jimmy told more than 400 of his followers during five days of celebrations to mark their anniversary that they must co-operate more with the French and British authorities. This, opined the British Newsletter, the British administration's mouthpiece, appeared to mark a welcome change in Na-Griamel policy.

Tongan soccer gets a boost

Tonga's keenest soccer fan, King Taufa'ahau Tupou IV, was away in England when the combined Fiji Southern Division and Labasa soccer side arrived in Nukualofa on September 1. But the king had given clear instructions before he left. "Look after them," he told Tongan soccer officials.

Well, they did. The 17 Fiji players and two officials found everything throughout the 11-day tour free—the return voyage from Suva in the Tongan Government ship Aoniū, accommodation at Tongan Football Association president Hameti Mataele's huge house, all meals and a lot of the New Zealand Steinlager beer at the ageing Tongan Club.

But while they may have overwhelmed the Fiji side with hospitality

Sylvester Joseph (second from left) about to score in the second test against Tonga at Nukualofa's Teufaiva Park.

—Photo by Jack Naidu, who also wrote the story above.





Three beautiful new stamps from the Solomons.

—they lagged on the field of play. The first test, which was the first match of the tour, showed that Tongan soccer was a little behind the times. Fiji won 6-0.

But keenness and interest in the game were very much to the fore. What is really needed is a good soccer coach to teach them the basics of the game. Perhaps the only person in Tonga who has some idea of the game is the secretary to the British High Commission in Nukualofa, John Carrol who hails from Liverpool, England.

As the visitors played the Tongans quickly caught on to some of the tactical and positional play. Fiji's second last match against a combined Ngeleia and Uta side nearly ended in a draw, but Fiji just managed to score in the dying minutes of the game to win 2-1.

On the tour the Fiji side scored 24 goals and conceded only three.

It could have done even better, but the team stopped trying to get goals and concentrated on demonstrating some finer points of the game. Dribbling, ball control, long and short passes, running into the gaps and some hard shooting from outside the penalty box had the Tongans puzzled for a while.

The Tongans should take the initiative and start its soccer in the primary schools.

"The Tongan Football Association is virtually penniless and outside competition is scarce," said association president, Hameti Mataele. "But we hope that this step of inviting a combined side here will improve our standard of the game and we hope in years to come that we may be able to send a good side to Fiji."

Fiji's manager, Mr Moti Musadilal has already invited a Tongan side to tour Fiji next year. But if a Tongan side should tour Fiji, it ought to play club sides and be given special coaching sessions.

A remarkable part of the tour was

the Tongan friendliness and hospitality. Even their girls who outnumber the boys three to one were never so friendly.

If the Fiji team did not find much to keep it occupied on the field, it surely found it when it came off!

All comrades in the Cooks

It's not recorded that anyone sang the Volga Boatmen but a Russian officer whirled around the stage in a Georgian dance at Rarotonga's Maruaiai Danceland during a visit to the Cooks in August by the Russian meteorological ship Volna.

The islanders entertained their guests as only islanders can and the Russians were no less friendly.

Not to be outdone in hospitality, the Volna's captain threw a party on board his ship for Cabinet Chairman Mr Geoffrey Henry and other

cabinet members and also presented films on the USSR to Tereora College. The junket lasted four hours.

"The visit of the Russian Meteorological Research team has certainly done something to create friendship between our two nations," enthused the Cook Islands News.

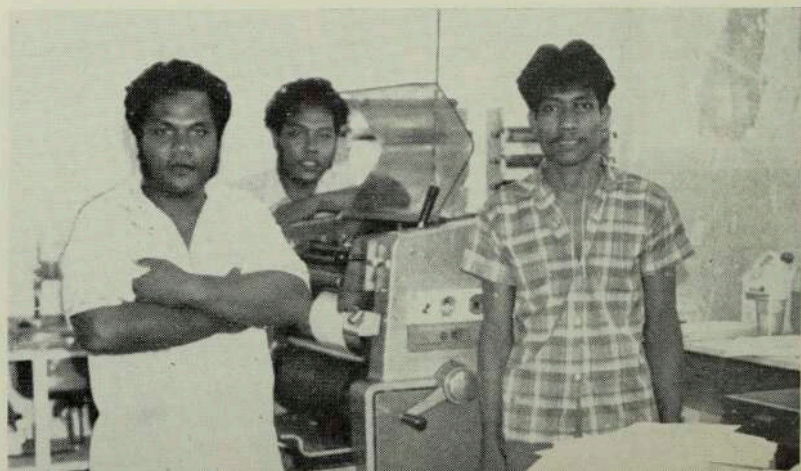
Super-colossal TV extravaganza soon

The hour-long colour film on the first South Pacific Arts Festival, which was held in Suva in May, is about to be released to the world television. The festival's executive officer, Victor Carell, put the last of the film together in Sydney in September—including a narration taped by Raymond Burr and flown from Hollywood. Burr, surely one of TV's "greats", has extensive Fiji interests and has done the narration (written by Carell) for free as his contribution to the festival.

Pacific Hotels and Developments Ltd., the company behind the big Deuba development in Fiji, has put up the money to make it possible for every one of the 18 territories which took part in the festival to receive free copies of the 16 mm film. The South Pacific Commission gets two copies.

Said Carell in Sydney: "Every territory is represented on the film, and all aspects of the festival. There were five cameras there. The TV impact can be nothing less than enormous."

At last the Gilbert and Ellice Islands Colony's weekly newsletter has a name other than the prosaic "Colony Information Notes" which it has carried on the masthead for years. A naming competition among the islanders has produced the appropriate title "Atoll Pioneer" and earned for its Bairiki author, who remained anonymous, \$3 which the author wanted to be given to the Red Cross. The second prizewinner, Sister Juliette, of Teaoaraereke, suggested "Newsbird"—the crest on the masthead is a frigate bird—and the third, M. Teakiti, of the Legal Department, Bairiki, "Weekly News". Our picture shows the technicians behind the "Atoll Pioneer"—from the left, Mr Toon Amanu, who learned his printing in the Solomons and also does the photographic developing, Mr Kaiarake Taburuea, described as executive officer in the printery, and Mr Erengia Teakiti, assistant.



On fire for National Day

Papua New Guinea's National Day celebrations, held this year on Monday, September 11, seem to be settling down into a discernible pattern. This pattern includes plenty of fun and games, ranging from traditional singing and dancing through string band competitions to football matches and other sporting fixtures, laced with speeches by *kiaps*, parliamentarians and other dignitaries on the subject of national unity.

It will soon become as difficult to say anything fresh in a National Day speech as it already is in an Anzac Day one. Nevertheless, this year some very good speeches were made, and we were encouraged to note that some of the sentiments expressed suggested that the speakers who voiced them were regular readers of Percy Chatterton's PIM "Footnotes"!

In Port Moresby, a soccer match between a PNG team and a visiting team from the New Hebrides drew a capacity crowd of 15,000 to the Sir Hubert Murray Stadium to see the home side win 3-1. Later they heard speeches from the Administrator, the Lord Mayor of Port Moresby, Oala Oala Rarua, and the member for Central Regional, Miss M. Abaijah. The last-named performed gracefully in a role for which most people would never have dared to cast her.

All, or nearly all, was peace and goodwill. Even the lion and the lamb, represented by the Australian Broadcasting Commission and the Administration Radio Network, lay down together and concocted a joint National Day programme. Everybody tried very hard, yet listening one came to realise how fatally easy it is for anyone with a microphone thrust in front of him to waffle on without actually saying anything.

Probably not *all* was peace and goodwill. At Popondetta, in the Northern District, an angry crowd chased two men from the Gulf District through the town and stoned the buildings in which they successfully took refuge.

Two days after the nationwide exhortations to *bung wantaim*, a mini war, causing three deaths and much destruction of property, broke out between rival tribal groups in the Western Highlands.

Is National Day worth celebrating? We believe it is. Well, it's fun, in a world in which there's not nearly as much fun as there should be. And it generates a lot of goodwill, even if some of it is rather evanescent.

But clearly National Day will not dilute New Guinea's national unity.

It will have to be the other way round.

Steamships Trading Co. Ltd really laid themselves out to put on a pre-National Day display at their main store in Port Moresby. Not content with "dressing" the store with national flags, emblems and slogans, they dressed their sales girls for the occasion too. In black mini-skirts, red blouses and yellow sashes—the colours of the national flag—they were quite an eye-ful. In addition there were displays of locally made pottery, weaving and art work, and an exhibition of artifacts was also featured.

It was an undeserved piece of bad luck that the final day of this commendable week-show should have been washed out by the hoses of the fire brigade. In the early morning of Saturday, September 9, two days before National Day, fire destroyed the rear section of the store, housing the self-service department and packing rooms.

Seamen's school in danger

Alarmed at the threat of Australian and New Zealand maritime unions to close their ports to ships carrying Gilbertese and Ellice seamen, the GEIC Government has approached the International Labour Office at Geneva for its help.

The unions have promised to consider the islanders' position at a meeting in Tarawa at a date to be fixed. The GEIC wants the ILO to be represented at that meeting.

Mr D. M. Freegard, the colony's Financial Secretary, told PIM they were most concerned at what appeared to be an attempt by members of the wealthiest countries in the Pacific to deny employment to the poorest country in the Pacific on the grounds of race and colour.

"We hope there will be a meeting between members of the ILO and the top management of the unions of the countries concerned in Tarawa before long to try to resolve our difficulties," he said.

"They are trying to hold us to ransom. We have spent a great deal of time and money in building up expertise in maritime skills which is not available anywhere else in the Pacific.

"We have one product economy, phosphates, which will be exhausted within the next six years, so that our major economic export must be the export of the most intelligent people in the Pacific to spheres where they can earn sufficient money to keep their families and to maintain at least the degree of social services to which they have attained."



Two of Steamships' sales girls in their colourful National Day outfits.

At present about 700 Gilbert and Ellice islanders are serving in foreign-going ships and by 1975 this figure will have risen to at least 2,000.

"We regard ourselves as the natural successors of Goa in the world's seamen's market," said Mr Freegard.

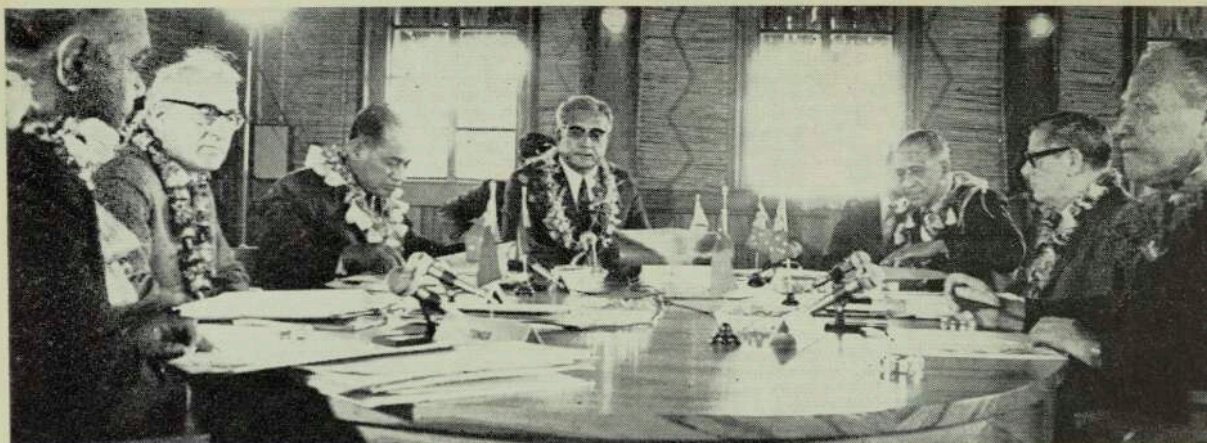
PIM reported in August that the unions had threatened to ban Columbus and China Navigation shipping lines' ships calling at Australian ports because the Island seamen were not paid according to rates agreed by the International Federation of Transport.

The unions have been told that such a ban would close the seamen's school at Tarawa.

Boat found—crew still missing

Four Cook Islands male copra workers who took a boat from Manuae Atoll in the Cooks on July 5 (PIM, Aug., 1972, p. 129) have not yet been sighted. But on August 23, a boat identified as the one they took was found drifting off Fagaloa, Upolu, Western Samoa.

The 18 ft, grey-painted rowing boat with its Chrysler outboard engine was found in good condition, but the five gallon fuel tank was empty. In the boat were a towel, two singlets, some other underwear and a notebook. The Cook Islands police asked the West Samoan police to search the nearby islands for the missing men—Teina Kavae, Ua Rimamotu, Paulo Koiatu and Poatu Siku.



The Third South Pacific Forum in session in "the big bure" at the University of the South Pacific, Suva. From left, the Hon. Tuita (Tonga), J. R. Marshall (NZ), President DeRoburt (Nauru), Ratu Sir Kamisese Mara (Fiji), Albert Henry (Cook), Nigel Bowen (Aust.) and Tupua Tamasese (West. Samoa).—Photo: Stan Ritova.

They're building together "a new pattern of post-colonial relationships"

From JOHN CARTER, in Suva

The three days which the leaders of the five independent or self-governing Island countries spent at the South Pacific Forum on the campus at the University of the South Pacific in Suva in September could be the most momentous in the history of the Islands.

In about 13 hours of discussion, the Forum, meeting for the third time, tabulated the Islands' problems, suggested some solutions, created its first infant—the Bureau for Economic Co-operation—gave the infant some pointers on how to earn its keep and ensured the willing co-operation of the elder brethren, Australia and New Zealand.

It was only mildly political, administering a rap to France over the nuclear tests. The rest of its labours were confined to the things which can make the Islands prosperous.

It is traditional to have a Fijian ceremony of welcome at all such occasions but the one that started the Forum ball rolling had an added significance. The ceremony, the Fijian *bure* in which the Forum met—a building put up for the Fiji Arts Festival—the palm trees, the distant vista of the white breakers on the reef, and Ratu Sir Kamisese Mara's

words of welcome all added up to the fact that the Forum, conceived in the Islands, born in New Zealand and cradled in Australia, had got home at last.

"The seedling has become a sufficiently sturdy plant to be transplanted from the colder climes of our southern neighbours to the soil of the Islands where it must find firm

roots if it is to grow and flourish," said Fiji's Prime Minister.

Then, summing up the whole purpose of the Forum, he said: "I believe the Forum is showing healthy signs of meeting the need felt by the Island members to reach out beyond the confines of their own shores to share the common experience of government with their neighbours, and it is meeting the wish too of our Australian and New Zealand friends to build together a new pattern of post-colonial relationships."

Western Samoa's Tamasese Lealofi IV was even more succinct. The Forum, he said, was to "establish areas in which we might collectively do better than we might do individually . . . and speed up the task of raising the standard of living of our peoples".

The first session opened at 11 a.m. on September 12 without any trumpet voluntaries and got down to business immediately. As at the previous two meetings, the Press had been excluded and later, at special briefing sessions, was given the bare crumbs. Nauru's President was the Forum's spokesman at the Suva briefings and it was starvation fare he handed out.

The first official communique was but a few sentences—Mr Mahe

ACTION WANTED OVER FRENCH TESTS

The South Pacific Forum's decision to back an Australia-New Zealand-Fiji approach to United Nations members to whip up opposition to nuclear testing in the South Pacific has pleased the members of ATOM, the Suva-based anti-test body.

It said so after the Forum's second session, but it wants an Island leader to introduce the resolution in the UN's General Assembly. It doesn't trust Australia and New Zealand who, it says, "protest largely for political reasons" and "are not particularly concerned about health hazards to South Pacific people".

ISLANDS WANT WIDER TRADE TIES

Tupouniua was confirmed in his appointment as director of the Bureau for Economic Co-operation with New Zealand Mr Ken Piddington as his deputy; it was decided in principle that there should be a written agreement to establish the bureau and it was considered that its future task will include studies in trade patterns and trade expansion. That was all.

It wasn't exciting but President DeRoburt agreed it was important and a "matter of urgency" that the bureau got off the ground without delay. Trade relations were touched on by the Forum members as a continuation of the talks held earlier this year in Wellington.

NAFTA, the New Zealand-Australia Free Trade Agreement—and GATT, the General Agreement on Trade and Tariffs, came into the picture, only briefly at first, but as the session wore on, more and more talk centred round NAFTA. The Islands want to be in it. The main task of the bureau will be to get a foot in the door, but the two partners are coy.

Tonga's delegate, Minister of Lands Tuita, told PIM the kingdom wanted trade barriers lifted. It's difficult, too, to see how the Forum members can better the people's lot without a bigger share of world markets, particularly Australia and New Zealand.

Australia and NZ did some thinking aloud about how the Island governments could try to better trade patterns and the course they could chart in trade relations between themselves and the metropolitan governments, but they weren't promising anything in the way of NAFTA membership. New Zealand had most ideas on these things but the Islands have always found New Zealand much easier to handle than Australia where primary producers, in the shape of the Country Party, wag the government dog.

All the things that can be done with the coconut, cocoa, fruit, timber, fish and a dozen other wind-raising products were bandied back and forth. Eventually, a pattern emerged. The bureau will be told to look at further processing of primary products, new industries making goods for export, avoidance of duplicated industries and the lowering of trade barriers.

One sentence stood out in the skeleton communique put out on the second day—"The bureau will examine the implications for the South Pacific Islands of the enlargement of the European Economic Community, the generalised system of

preference agreed by the United Nations Committee on Trade and Development (UNCTAD) and a variety of possible commercial arrangements with Australia and New Zealand which might help their economic development."

It is obvious that the New Zealand Australia Free Trade Agreement was tied up with this, but development of opportunities in this set-up for the Islands will be a slow process, if NZ Prime Minister Mr Marshall is any judge, and he should be.

As he said outside the Forum, he was one of the authors of NAFTA along with Sir John McEwen of Australia. They began negotiations in 1961 and just under five years later NAFTA was born. What took the time was the exploration of prob-

lems likely to develop in the future. Trade between the two partners increased dramatically as a result of NAFTA.

Mr Marshall said the agreement provided for extension to other Pacific countries, but further investigation in depth would be needed for that.

This could mean, presumably, that the Forum countries might see themselves members of NAFTA in four to five years' time!

And what could the Islands trade with Australia and New Zealand? Fruit and vegetables for New Zealand, artifacts and curios for Australia? That would be chicken feed. Mr Marshall saw Islands' exports to the NAFTA partners in terms of manpower.

"One resource the Islands have got is manpower," he said. "If it were possible to organise labour so that



First director of the South Pacific Bureau for Economic Co-operation, Mahe 'Uli'uli Tupouniua (right), shares a joke at the Forum with secretary of the Fiji Public Service, Mr Charles Walker.

HE'LL MANAGE THE NEW BABY

As PIM announced through the coconut radio some time ago, Mahe 'Uli'uli Tupouniua, acting Prime Minister of Tonga and Minister of Finance is the first Director of the South Pacific Forum's first baby, the South Pacific Bureau for Economic Co-operation.

The Tonga Government was in favour of his appointment although it is losing one of its best brains for at least three years, but the Tongan man-in-the-street wasn't so happy, according to Minister of Lands Tuita, who led the Tongan team to the

Forum meeting in Suva in September.

"The people feel that Mahe should stay at home and serve his country, but I feel the step we have taken is a good one," he said.

The Tonga Government has already selected his successor as Minister of Finance—Baron Vaea, ex-High Commissioner in London, who is now on holiday.

Mahe Tupouniua, who is a BA and Bachelor of Commerce, is 44. He has a brother, Sione, who lectures at the University of the South Pacific, Suva.

the Islands could produce components and assemble more sophisticated products for which there is an export market that would be one answer."

And that's the sort of thing the bureau, which is already known as SPEC, will tackle.

Another subject which brought some verbiage and a resolution from the Forum was that of nuclear testing—with France in mind, of course.

As the preliminary communique put it, "The Forum supported steps being taken by Australia, New Zealand and Fiji to mobilise international opinion to bring about the cessation of all nuclear weapon tests". Spokesman President DeRoburt said the Forum was generalising and didn't single out France.

But it was obvious when the final communique was produced—and it took some time for the Forum to agree on its wording—that the Forum had meanwhile decided to point the finger at France.

"Members were unanimous in expressing their deep concern that the French Government should have failed so signally to accord recognition to the wishes of the peoples of the South Pacific area despite the views so clearly indicated by both governments and peoples," said the communique.

Despite the ban on politics in the South Pacific Commission, it wouldn't be surprising if there's a nuclear fallout at the Apia meeting in late September.

With so much water and so little land, the members concentrated a lot of thinking on the Law of the Sea Conference planned in Geneva. There are some knotty problems there—what constitutes territorial waters and international waters in the middle of an archipelago, and control of fishery zones?

The Forum heard from Tonga about its Minerva Reef dispute with the self-styled Republic of Minerva. There have been rumours sparked off by a United States newspaper report that the republic is recruiting an army of mercenaries to defend its rights to the reef.

"President" Davis was quoted as saying that they wouldn't attack Tonga itself because Tonga had nothing they wanted. Judging by the Forum's tone, the republic would have to take on the whole of the South Pacific.

The Forum's view was that it "welcomed the Tongan Government's continuing interest in the area and agreed that there could be no question of recognising other claims, and specifically that of the Ocean Life Research Foundation to sovereignty over the reefs".

President H a m m e r DeRoburt, of Nauru, accepts the kava bowl at the welcoming ceremony in Suva for delegates to the South Pacific Forum. Fiji's Prime Minister Ratu Sir Kamisese Mara is alongside.



Regional shipping was an important item but although the subject was given a thorough airing the Forum made little progress and will depend on the bureau to come up with some answers on how to create a viable shipping line and keep freight rates down.

There was no mention in the release of the Union Steam Ship Company's offer of a 50 per cent. share in a new shipping project (see p. 83) but Ratu Mara revealed after the meeting that the members were less than lukewarm over the offer. The Forum as a whole did not lean towards accepting the offer, he said. The largest increase in freight rates had been in the New Zealand services.

There was probably another factor influencing the Forum—the impudent declaration by the NZ Seamen's Union that it would "interfere" with services by ships of a South Pacific regionally-owned line if their members' jobs were threatened.

Mr Marshall, however, doesn't favour an Islands' regional shipping line. He said outside the Forum that he much preferred private enterprise to government-owned shipping.

"We wouldn't oppose the suggestion of an Islands regional shipping line but we would point out the problems, of the need for suitable ships, regularity of service and reasonable freight rates, he said.

This was one area where Australia must have felt it could do some particular good because Mr Bowen offered his country's help in the study the bureau will make of shipping.

It was early in the agenda that the Forum showed wise statesmanship in dealing with a tricky problem posed by Papua New Guinea, which had asked for membership of the Forum. From the beginning, membership has

been confined to independent or self-governing countries.

The Forum stuck to its guns but neatly cut a back door for PNG. It did it this way. PNG has now been invited to attend future meetings as an observer until such time as it meets the criterion for full membership.

Unless something unusual happens to bring the Forum together it won't meet again till next September, and PNG may have met the criterion by then. It expects to be self-governing by the end of next year.

Meanwhile, the Forum decided that membership of the bureau could be opened to others if their applications were approved and it also decided to make the bureau's services available to any territory in the region whether it contributed to the finances or not. That should earn the forum some goodwill.

There were other matters considered and pronounced upon—education, an approach to UNESCO for a conference along with the SPC on population problems, urbanisation and resettlement, tourism, university finances and the UNDP's recommendation of the establishment of a regional development bank.

Australia's Foreign Minister, Mr Bowen, thought it had been a very satisfactory three days. He told PIM: "Discussions were very full and very frank and I think the topics dealt with have been very important to the region. I think the bureau which has been created will bring a concentration on trade and economic issues which will assist the Forum towards getting real solutions."

To sum up, the Forum's meeting was a great success. It has come of age in just over a year, and in three meetings.

● Full communique, p. 123.

PNG GOVERNMENT GETS PRACTICE IN THE ART OF GOVERNING

From PERCY CHATTERTON, in Port Moresby

The September issue of PIM illustrates the traps for young players, and old ones too, who write commentaries on current affairs for monthly magazines. My remarks on broadcasting in Papua New Guinea were out of date by the time they appeared in print.

When the third meeting of the House of Assembly began on Monday, August 28, the Minister for Information, Paulus Arek, made a statement to the House on this matter. He declared that it was the government's intention to set up a National Broadcasting Authority before the end of next year. As set up, it would enjoy the same sort of independence as that enjoyed by the Australian Broadcasting Commission. But, added Mr Arek cautiously, it would remain to be seen whether it would continue to enjoy that independence. This, he said, would depend on "the attitude of the people".

This latter remark sounds more than a trifle naive. However, Mr Arek is not a naive man, so perhaps he was speaking with his tongue in his cheek. It is safe to say that when the independence of broadcasting or

the freedom of the Press is restricted, it is not the attitude of the people but the attitude of the politicians in power which brings about the restriction.

However, it is satisfactory to know that the National Coalition means business in this field, and is at any rate going to start off on the right foot.

On the evening of the second day of the meeting, the 1972-73 budget was brought down, not, as in the past, by the Treasurer, a public servant, but, for the first time in Papua New Guinea's history, by an elected parliamentarian—Mr. Julius Chan, Minister for Internal Finance in the National Coalition Government, who, incidentally, celebrated his 33rd birthday on Budget Day.

But this was about the only aspect of the budget that was novel. The promised new-look taxation structure, envisaged in a white paper tabled in the second House last year, did not materialise, though perhaps the abolition of the "personal allowance" deduction from taxable income may be regarded as a foretaste of it.

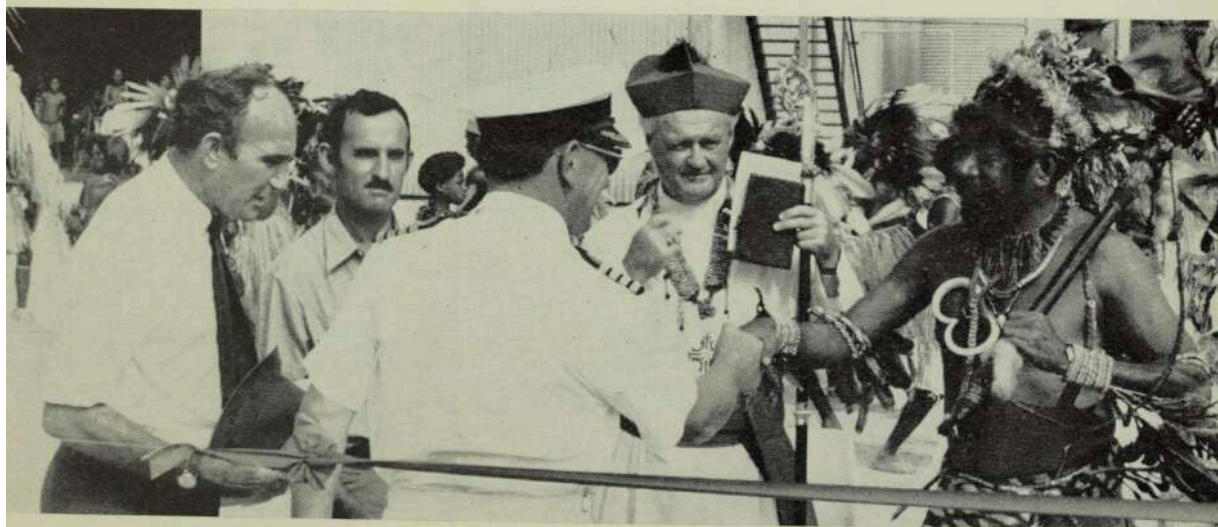
Increase of duty on wines, spirits

and tobacco, and of excise on locally made cigarettes, had a familiar ring, as also had increased import duties on cars, station wagons, panel vans and motor cycles of more than 100 cc capacity. A new note, however, was struck by the abolition of import duty on buses, mini-buses and motor cycles under 100 cc capacity, and a reduction from 15 per cent. to 10 per cent. in the duty on trucks.

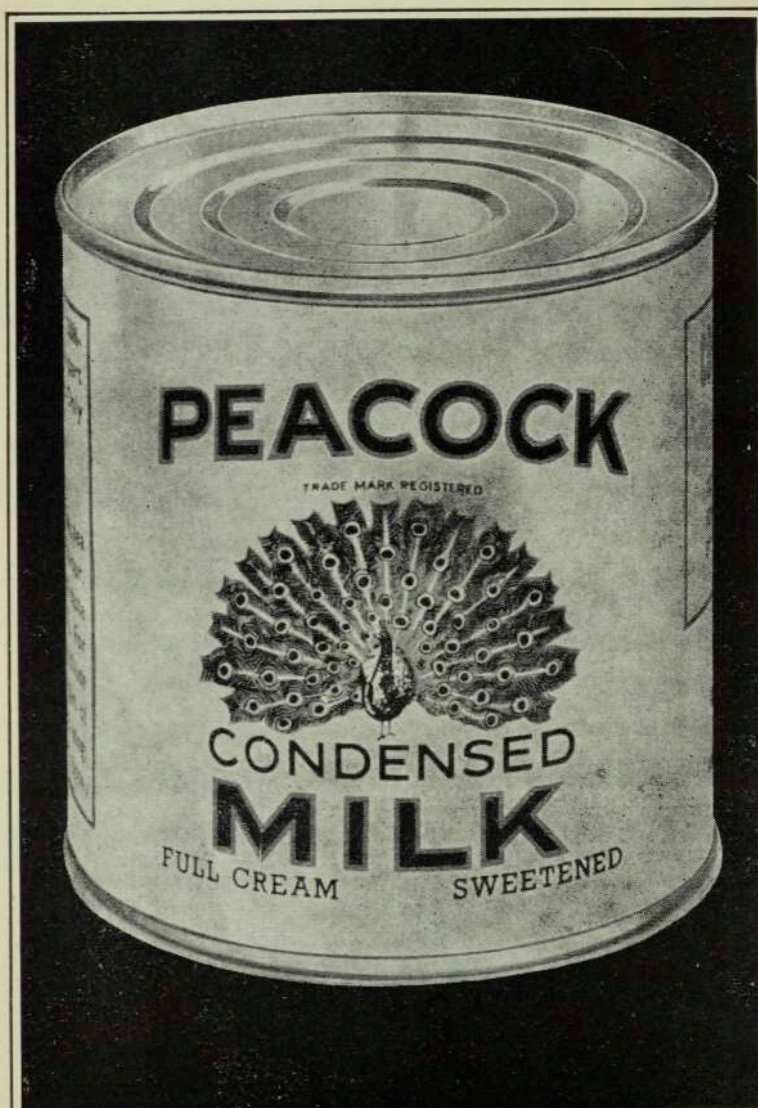
The first of these concessions takes account of the importance of these forms of transport to lower income wage-earners; while the second aims at encouraging indigenous participation in the road transport industry and in industries dependent on road transport, as well as at keeping down the cost of transporting goods by road.

Mr Chan also announced the introduction of a dividend withholding tax of 15 per cent., and explained that this was intended to correct an anomaly under which companies in Australia which receive dividends from Papua New Guinea are not taxed on those dividends either in Papua New Guinea or in Australia.

The minister modestly described



The occasion was the arrival of the first cruise ship at the new wharf at Oro Bay; the captain of the Marco Polo was greeted ceremonially by Northern District Commissioner David Marsh (left), Transport Minister Bruce Jephcott, Anglican Bishop David Hand and Mr Paulus Arek. Mr Arek is PNG's Minister for Information and Extension Services, and here he wears traditional costume of the Orokaiva people with tapa from the Wanagela area. DC Marsh was invested on National Day with the chiefly symbol of Orohu, a mark of considerable respect awarded formerly only to two other expatriates, one of whom is Bishop Hand.



A
Carnation
PRODUCT

Now you can enjoy Peacock Full Cream Sweetened Condensed Milk... a top quality condensed milk made by the producers of Carnation Evaporated Milk. It's on sale at your local store at a value-for-money price.

his first budget as a "stocktaking" one, and drew attention to the difficulties under which it had been prepared. There was the fact that the prices of many of our exports were falling, while those of our most important imports were rising. There was a need to increase domestic production and so to reduce Papua New Guinea's dependence on imports, he said.

Then there was the problem of the government's rising salaries bill, which now stood at \$60 million, 27 per cent. of total spending. We must ensure that we do not build up a public service structure which the country cannot afford, said Mr. Chan.

A report tabled at a later sitting from the Papuan chairman of the Public Service Board, Mr Sere Pitoi, seems to foreshadow the possibility that the Public Service may find itself pruned down willy-nilly. Localisation of the Public Service has not gone nearly as well as was envisaged in an earlier white paper tabled in the House last year.

The main reasons for the failure appear to have been, firstly, the inability of the Administration to provide housing of the quality now looked for by the more sophisticated sector of the indigenous work-force and the non-availability of funds to remedy this deficiency; and, secondly, increasing competition for the available personnel from a private sector at last awakened to the need for rapid localisation. Mr Pitoi predicts that in 1976, the Chief Minister's favoured date for independence, the Public Service will still need the services of 7,000 expatriates. Will it be able to get them at a price that Papua New Guinea can afford, and, if not, where do we go from there?

However, back to the budget.

Finally, said Mr Chan, there was the problem created by the fact that final shaping of the budget could not take place until the amount of aid which Australia would provide was known, and it was only known a few weeks before the budget had to be brought down in the House. This meant, explained Mr Chan that the Treasury had to prepare several tentative budgets based on different levels of Australian aid. It was greatly to be desired, he added, that the next Australian Government would be prepared to negotiate an advance agreement on its aid level over a period of years, so that the PNG Government could get on with some advance planning.

On the whole the budget has been well received, and the opposition United Party has conceded that it does not differ greatly from the kind

ALL SHARE IN NATIONAL AIRLINE

of budget which it would have introduced had it been able to form a government.

The withdrawal of the taxpayer's "personal allowance" concessional deduction has been criticised, notably by the PSA, which fears that it will largely nullify recent salary increases granted to local officers in the Public Service. However, it is difficult to find any intelligible rationale for this allowance; indeed, while as a taxpayer I have always been glad to be able to claim it, I have never understood why I got it.

During the first two weeks of this meeting, the budget itself has been overshadowed by other events both inside and outside the House.

The announcement in the first week of the meeting that the government intends to press on without delay with the establishment of a National Broadcasting Authority was followed in the second week by a more sensational one, namely that of the impending formation of a national airline. This decision is in line with a recommendation of a select committee of the second House, chaired by former member for New Ireland and Manus Regional, Wally Lussick. But few people expected it to bear fruit so soon.

It is intended that the national airline will be set up within the next 8 months as a consortium in which the PNG Government, Trans Australia Airlines, Ansett and Qantas will be equal partners. It will start by taking over and rationalising internal air services now operated by TAA and Ansett.

For the present, these two airlines will continue to operate the services between Australia and Papua New Guinea, but it is envisaged that after independence the national airline and Qantas will have reciprocal rights to fly these routes. Australia's Department of Civil Aviation will continue for the present to provide technical and safety services.

Transport Minister Jephcott has precast that the rationalisation of the internal services may lead to a reduction in fares. Let us hope that he is right.

Outside the House, overshadowing every other happening, there has been the catastrophic crash of an AAF "Caribou" carrying over a score of school cadets returning to their school in Port Moresby, the La Salle College, after a training exercise. Only five of the cadets were rescued, and one of these died later in hospital. The rest, together

with the crew of the aircraft and two army officers, perished.

In the House, Miss Josephine Abaijah, member for Central Regional, moved that the Australian Government be asked to appoint a Royal Commission to investigate the disaster.

"The country has suffered a great blow," she said, "in the loss of these fine, educated young men who were at the beginning of a life of service to our country. We need as a parliament, we need as a nation, and the parents and relatives need a full, all-powerful, independent public inquiry, covering all aspects of this disaster."

Miss Abaijah has not been very popular with the National Coalition Government of late, but this time they agreed with her, and her motion was carried on the voices. It remains to be seen whether the Australian Government will accede to or reject the request.

Three other motions accepted by the House are of some interest. One, moved by Mr John Matik, member for Wosera-Gaui, calls for local government council "advisers" to be given specific training for their task. This motion is the latest manifestation of continuing dissatisfaction with the performance of district administration officers appointed as council advisers.

The second, sponsored by Western Regional's Naipuri Marina, called on the government to state the qualifications, experience and training of officers engaged in political education. This again expresses a continuing dissatisfaction with the present system and a feeling that political education should not be in the hands of public servants.

The third came from Gulf Regional's Tom Koraea, and amounted to a criticism of the government of which he is a supporter and in particular of the Minister for Agriculture, Mr Iambakey Okuk.

At the June meeting of the House Mr Koraea had expressed his concern at the lack of development in his electorate, and asked that consideration should be given to the establishment of an oil-palm industry there. Mr Okuk replied brusquely that conditions in the Gulf District were not suitable for oil-palm cultivation.

Outside the House this snub provoked a retired LMS missionary, Rev Sue Rankin, to retort, in an ABC current affairs programme, that oil-palms planted at Veiru, near Kikori, at the time of World War I by Rev

Ben Butcher (still alive at 95 in NSW) had survived and thrived, self-sown and untended to the present day. Confronted with Mr Okuk's statement, Mrs Rankin, a small but wiry Welshwoman, retorted tartly that she and Mr Koraea knew the area while Mr Okuk evidently didn't.

During the current meeting, Mr Koraea raised the issue again in the form of a motion calling on the government to investigate the potential of the country's under-developed districts before initiating any more oil-palm projects. (The two established to date are both in New Britain).

Mr Koraea's blunt speaking on this occasion was all the more significant because although only a back bencher in the National Coalition he is national chairman of the Pangu Party, the Coalition Government's senior partner.

Party affiliations continue to exhibit a certain fluidity. During the current sittings three members have crossed the floor of the House. Two Highlands United Party members have defected to the National Coalition, while the honourable member of Menyamya, who was elected on the UP ticket and later defected to the Coalition, has now re-defected to the United Party.

The reasons given by members for these manoeuvres suggest that many PNG politicians regard party allegiance as a means of securing benefits for their electorates rather than as an instrument for the promotion of sound national policies. Moreover, party members are still liable to exercise a free vote on issues they feel strongly about. In one recent division, two government supporters voted with the opposition while two opposition members voted with the government—a novel variant of Westminster's pairing system.

Then, after an adjournment for National Day, the Coalition won a majority 53-34 vote on a motion setting the date for self-government as December 1, 1973. The vote, following a 10-hour debate, was short of the 75 per cent. majority. Mr Somare said in June that he wanted—and the Opposition reminded him of it. But Mr Somare said the vote was "substantial", and he was satisfied.

In the meantime the target date debate has produced the piquant story of a meeting at which West Sepik Regional's Paul Langro tried to explain the meaning of self-government to some of his constituents. Following the explanation, a member of the audience said he wanted three self-governments, one for himself, one for his wife, and one for his child.

fiji talanoa



With SUE WENDT,
in Suva

VISITING Kenya in August, I dined one evening in the plush confines of the Nairobi Intercontinental. Hot topic of conversation was the plight of Uganda's expelled Asians. "Would Fiji take any of the 60,000 refugees?" my African hosts wanted to know. "Would other Pacific Islands?"

I got the feeling that my hosts weren't so much concerned with the fate of the ousted Asians, as with the possible success of the exercise. Black Kenyans were watching Uganda with an eager eye, I was told, and many believed that President Amin's actions would accelerate a similar movement in Kenya.

"We can see the signs," an African lawyer said. "There are more businesses and properties for sale in Kenya than before. It's a quiet movement—the Asians don't want to create a panic and with investment pouring into Kenya, neither does the Government.

"But President Amin's actions have started a lot of Kenyans thinking. We Africans are asking what we've really achieved since independence. The expatriates, including Asians, have enormous control. On the question of who really controls Kenya, we are sitting on a volcano.

"The trouble is, even those outsiders who've taken Kenyan citizenship don't **think** Kenyan and they don't integrate. I believe the day will come when Kenya expels such people. So what if the economy suffers?"

A questionable philosophy perhaps, undoubtedly anathema to Kenya's present leadership—but that's what the gentleman said. It's the kind of talk that must send ripples of unease through any non-indigenous minority community anywhere and make the multi-racial population of a country like Fiji thankful for a sane and humane regime.

Fiji is, of course, in no position to open its doors to large numbers of homeless refugees. Faced with a

delicate situation, although under no pressure from the British Government to make any magnanimous gesture, Prime Minister Ratu Sir Kamisese Mara went about as far as he could practically go.

The government was already extremely concerned about housing Fiji's own people, the PM said, and about the problems of its destitutes and would-be tenants seeking land on which to settle. However, Fiji would "certainly consider favourably allowing in professional people whom we need or who come here with money to invest". They would have to meet the usual requirements before they could be granted citizenship.

Ratu Sir Kamisese said he was dis-

rates, without demographic assistance, recorded anywhere.

The birthrate last year was down to 30.2 per 1,000, compared with a rate of 41.78 in 1959. The Indian birthrate was recorded as between 29.6 and 29.3 and the Fijian rate as 30.5 per 1,000. Official target for Fiji is a birthrate of 25 per 1,000 population by 1975.

The dominion had a total population of 535,357 at the end of last year, a net increase (after allowing for migration) of 10,900 over the previous year. Indians totalled 272,040; Fijians 231,042; Part-Europeans 9,497; other Islanders 6,679; Rotumans 6,643; Chinese 4,725; Europeans 4,600; and "others" 131.

Racist ripples from Uganda felt in Fiji

turbed by the lack of reaction among Commonwealth countries to President Amin's decision to expel the Asians. He commented: "It appears that President Amin is getting away with something that Mr Smith of Rhodesia is not allowed to do—discrimination of race. If this sort of thing is allowed to go on, there will be disturbances in many other countries in the world with leaders getting out of the wrong side of the bed and deciding to kick someone out."

HUMANITARIAN considerations aside, Fiji has problems a-plenty when it comes to population. Latest news on the "birth boom" is encouraging however, with Family Planning Association president, Senator Robert Munro, reporting one of the fastest reductions in birth-

While the Family Planning Association is justifiably pleased with the results of its programme (which included distributing 165,000 condoms during the year, for retail by shopkeepers at 1c each), it still considers Fiji "grossly over-populated".

Senator Munro points out in his report that the real picture is seen not so much in the number of people—but in the number of dependents. Fiji, with 46 per cent. of the population 15 years and under, has 86 dependents to every 100 workers.

The Roman Catholic Church in Fiji isn't much pleased with the family-curbing efforts. Outspoken priest Father Dermot Hurley, director of Fiji's Responsible Parenthood Council, was severely critical in September of population control methods in the South Pacific, declaring that

such "western exports as the condom, diaphragm, pill and loop" were completely alien to the way of life of Island peoples. Their promotion and acceptance would hasten the acceptance of permissive culture "... to the consequent detriment of family and personal happiness".

Addressing a Roman Catholic Church conference in Suva, Father Hurley claimed that the shortage of medical personnel in developing countries like Fiji meant dispensing with safeguards insisted upon in developed countries for the use of the pill or loop. The next step of "doctrinaire contraceptionists", he said, was the use of prostaglandin (abortive) pills, currently being tested in Africa.

Father Hurley urged the Church to sponsor and finance a family planning programme using the ovulation method—"embodying all the positive values of the old rhythm method, but without any of its limitations". This method, he felt, was in keeping with the tradition of many South Pacific peoples, who accepted as normal a period of abstinence from marital relations after the birth of a baby. It had been successfully introduced into Tonga and Fiji, he said.

Senator Munro subsequently hit out at the Church's "out-moded belief in a last-ditch stand against authoritative medical and sociological opinion"—and added that if contraceptive devices were alien to Pacific Islanders, the same could be said of penicillin, streptomycin, control of infection by antibiotics, hospitals and health centres, air travel and newspapers.

He denied that safeguards concerning loop insertion or use of the pill were dispensed with in Fiji and said that the complication of venous thrombosis in pill takers in island populations was virtually non-existent. Repeated pregnancy was far more dangerous. Secretary for Health Dr Charam Singh joined the fray, assuring the public that every care was taken in family planning programmes.

THE Methodist Church was in the news too in September, with its vowed intention of building a school in Suva to rehabilitate prostitutes. Prostitution in Fiji was so prevalent, said a women's committee report,

Western Samoa's Prime Minister, Tupou Tamasese in a tete-a-tete with Adi Lelea, wife of Ratu George Cakobau, Paramount Chief of Fiji, during the South Pacific Forum in Suva.—
Photo: Stan Ritova.



that it seemed almost an accepted way of life. Church women's groups had been visiting red light establishments regularly during the past 18 months, taking Bibles with them and holding prayer meetings (one can imagine the astonishment of the clientele!) and they'd found that girls often expressed the desire to go to church and to leave the guest houses. Money was already being raised for a \$20,000 school, where up to 10 girls at a time could be rehabilitated for a happy and useful life.

September saw the unfolding of one of the most spectacular murder trials in Fiji's history, with two young men charged with the murder in May of Taveuni schoolteacher Miss Evelyn Nair. Intent on learning all the horrifying details, people waited for hours outside Suva's Supreme Court to get a seat during the hearing, which looked like lasting two or three weeks.

IT was also the month of the controversial wage award for Qantas workers at Nadi Airport. Rejecting union claims for a basic weekly wage of \$40, arbitration tribunal chairman Mr Justice Hardayal Hardy, of New Delhi, gave the workers a new minimum wage of \$21 a week—representing an increase of 8c an hour on the former basic rate of 42c.

He rejected claims for reduced hours—remarking that the present 42-hour week included 2½ hours for meal breaks, making actual working time

39½ hours—for three weeks' annual leave for non-salaried workers, a special service bonus and certain weekend overtime. He awarded time-and-a-half for Sunday work. The union had asked for double time on Sundays and time-and-a-half on Saturdays.

The award included a transport allowance of 40c for certain categories of shift workers and an additional 1c an hour for every five years of service with the company.

Despite earlier threats of further industrial unrest if the union's claims weren't met and a statement that he was "the angriest man in Fiji", Air-line Workers' Union secretary Mr Apisai Tora appeared to accept the new award with good enough grace.

Mr Justice Hardy had at least rejected claims by previous arbitrators and boards of inquiry that all wage increases should be related to Fiji's economy, said Tora. The union "bowed its head to the judge" for destroying such theories.

The award, which both the union and Qantas had agreed to abide by, was effective from September 5 and binding for 18 months. In the meantime perhaps, Mr Tora and his confreres will have talks with the two un-named international carriers he claims could replace Qantas if the Australian airline ever withdrew from Fiji.

According to Tora, Qantas had told the union it would pull out of Fiji if so-called "excessive wage demands"

(over)

How to Be More Beautiful

*By an Independent Skin Care
Authority.*



The skin can be beautified more successfully than ever before because modern science has realised the secret dream of every woman. Women everywhere have been afforded the rare privilege of cherishing a soft, beautiful complexion for a lifetime. Just follow these simple hints and you'll see how easy it is to attain complexion loveliness.

Give Lasting Beauty to Your Skin

Saturate your complexion every day with a tropically moist oil that has remarkable skin beautifying properties. When this oil of Ulan is smoothed over your face and neck it is able to maintain the natural oil and moisture balance within your skin and prevent the development of wrinkles due to dryness. A light film of Ulan oil should also be used as an invisible make-up base to ensure that your make-up will stay matt and flawless all through the day.

Eye Beauty

Pat moist oil into the delicate tissues that surround the eyes to ensure that encircling lines or wrinkles are held at bay. This beautifying fluid is so fine and penetrating that it can be fingerprinted easily under the eyes and over the lids without stretching the skin and will smooth away any crepey tendency. Look upward as the Ulan oil is applied, so that the large muscle surrounding the eye is lifted to allow the softening oil and moisture to seep in generously.

Beauty Facial for Dry Skin

A beauty mask or face pack is the classical method for improving the texture of the skin. One of the best for a dry skin is the egg pack. Beat the egg well until it is fluffy, like light cream and then add two teaspoons of tropically moist oil of Ulan and spread the mixture thickly over your face and neck. Allow the pack to remain on the skin for fifteen minutes and then rinse it off with cold water. Finally, smooth a film of the moist oil blend over the complexion after your face pack to hold the good imparted to the skin.

A Beauty Tonic

To keep your skin clear and fair and to tone and condition your complexion to a new clarity and fine grained texture, saturate a cottonwool pad in lemon Delph skin freshener and gently press to the face and neck. The beautifying properties of lemons in the Delph freshener help stimulate the surface cells, clear out stubborn blemish-inducing and pore-clogging particles, smoothing and refining the complexion to a new beauty. To protect and beautify the new milky loveliness, smooth on a film of moist Ulan oil.

so-called "excessive wage demands" continued. Qantas wasn't indispensable, said Tora. In fact, it could get the hell out of Fiji if it continued such threats whenever the union asked for a living wage.

As wind and rain ushered in the start of spring, Fiji people were coughing and spluttering and taking to their beds with a particularly virulent influenza-type infection. The Medical Department reported 436 cases during a single week, giving a total of 18,379 'flu sufferers so far this year. The department assured us, however, that the incidence of venereal disease was running at about half last year's record level, one healthy sign at least.

SPEAKING of health, few people expound the virtues of the outdoor life as convincingly as Major Warwick Deacock, Australia's only "wilderness outfitter" and organiser of safari treks through the Viti Levu hinterland. Revisiting Fiji in September with a group of 10 foot-slogging tourists, he urged us to take to the hills, as 50 or so adventurous visitors have done in recent months.

"In the world today, peace is at a premium," said Deacock. "North American national parks, for instance, are so besieged with people seeking peace and fresh air that holiday bookings have to be computed two years ahead."

Deacock, director of a Sydney-based organisation called Ausventure, despatches hardy souls on expeditions to the "vanishing wildernesses of the world", places like the Himalayas, Kenya, Ethiopia and the New Guinea Highlands, and he considers Viti Levu as self-respecting a wilderness as any.

Organised at this end by Fijian travel agent Manasa Sauturaga, the Fiji safaris—costing \$13.75 per day—take visitors to some of Viti Levu's most isolated villages, through some pretty rugged countryside.

"Anyone who says trekking is roughing it is talking baloney," says Deacock. "To me, roughing it is getting stuck in a hotel room in Port Vila, as I did the other day, with jackhammers and traffic outside and a wretched man on a Suzuki whom I'd cheerfully thump if I could find him!"

That's progress, don't you know!

CALEDONIANS SAY A CAREFUL 'NO' TO THE AUTONOMISTS

NEW CALEDONIA DIARY WITH HELEN ROUSSEAU

September was a very sporting month for the Caledonians: there was the eleven-day cycling "Tour de Calédonie" around the island; boxers flew from Australia and Tonga; the Caledonian soccer team played in New Zealand, while the decisive round was contested in the territory's "politball" championship.

The outcome of the final match did not give an outright victory to either side, although it was obvious that the anti-autonomists had increased their strength since the 1967 vote. The new Territorial Assembly elected on September 10, actually resulted in an almost identical division to the outgoing one: 17 members in favour of autonomy, 16 declared anti-autonomists, with two anti-autonomists who are nevertheless closer to the autonomists on social issues.

The main lines of the election campaign were set by August 20, when the nomination of candidates revealed eight main groups contesting 35 seats, with no less than 11 rival lists in the southern electorate, around Noumea. Campaign posters began to appear on the official billboards while party supporters travelled the length and breadth of the island, making personal contacts and holding small public meetings.

It was a busy time for the gendarmes too, as they called on families of autonomist candidates and checked the identity of those putting up autonomist posters.

The autonomist parties generally avoided open criticism of each other, even though they had slightly different policies over how to implement internal self-government. In the anti-autonomist camp, however, there was bitter rivalry over cutting up the enlarged Caledonian nickel cake: the EDS party of Messrs Laroque and

Lafleur strongly attacked their former "Entente" coalition allies in Georges Chatenay's Union Democratique.

The Laroque-Lafleur group finally won six seats, with four going to Chatenay. The third anti-autonomist group, MLC, led by outgoing President Jean Leques, won five seats and the Melanesian AICLF obtained one.

In the autonomist camp, Maurice Lenormand, founder of the Union Calédonienne, made a political comeback after eight years to lead the party and win 12 seats. This was their strength in the outgoing Assembly: due to intervening splits, the party had been severely cut back from the 22 seats it won in the 1967 elections.

The Union Multiraciale, led by Yann Celene Uregei, won 5 seats all held by Melanesians.

Gerald Rousseau (Union Civique) was not returned, despite an aggressive campaign warning against the elimination of Caledonians from responsible positions and proposing a comprehensive legal reform of the political statutes.

Rousseau's former colleague, Alain Bernut (MPC), was returned with two seats. Bernut may now hold the balance of power, since his campaign was not directed for or against autonomy: although he has previously voted against autonomy, his social policy is closer to that of the autonomists.

The swing against autonomy was registered in the predominately European electorate around Noumea: among 18,662 registered voters, only four out of 16 seats went to the autonomists. By contrast, on the three island and inland electorates, where most of the Melanesians live, 27,687 voters are registered and 13 out

of 19 seats went to the autonomists.

Autonomists leader Lenormand was quoted in the local Press as saying he was satisfied with the result, considering the financial means used against his party, as well as the open political intervention of the Administration. He also said he could not take the vote as an expression of the Caledonian majority when anti-autonomists lists were supported by temporary residents (i.e. mainly metropolitan French) and by military men disembarked in Noumea at the eleventh hour.

The Union Calédonienne later announced it was contesting the election results over the eligibility of certain voters.

Whatever is said, however, it must be noted that even the so-called "workers" at the SLN nickel factory voted for the "capitalists" of the EDS, UD and MLC. The well-paid nickel men are a special category of "workers" however; with their cars, boats, overseas holidays and apartments-to-let, they are already "mini-capitalists" themselves.

It seems that economic issues played a more vital part in the Caledonian elections than any political ideology: some workers afterwards claimed they were "autonomists" but they voted for the kind of men they believe can go to Paris and obtain the development money the territory needs. So, more important than any ideological struggle for internal self-government, is the Caledonian desire to have continued support from France to maintain the island's infrastructure programmes and support the locals' living standards.

In this regard, the Caledonians lack confidence that the territory

over



SHARP CORPORATION OF AUSTRALIA PTY. LTD.

22 BURROWS ROAD, ST. PETERS, N.S.W. 2044.
P.O. BOX 96, ST. PETERS, N.S.W. 2044. TELEPHONE: 519-5522.

The above company wishes to appoint agents in the Pacific for their range of Transistor radios, Tape recorders, Stereograms, Closed Circuit Television, Medical equipment and Electronic Calculators.

Pacific Island territories are now administered from the Australian Division of Sharp making for better communication with these areas.

Progress in Australia over the last twelve months with SHARP equipment has been spectacular and this influence should be felt throughout the Pacific.

The areas under examination are:

- WESTERN SAMOA
- AMERICAN SAMOA
- GILBERT AND ELLICE ISLANDS
- SOLOMON ISLANDS
- NEW HEBRIDES
- TONGA
- NAURU
- NORFOLK ISLAND

Agents in a strong financial position are invited to apply giving history of past performance and bank references to:

P. J. BROWN,
OVERSEAS MARKETING DIVISION,
SHARP CORPORATION OF AUSTRALIA PTY. LTD.,
22 BURROWS ROAD,
ST. PETERS, N.S.W. 2044, AUSTRALIA.

Lenormand's political comeback

could be self-sufficient. They appear quite ready to forsake certain liberty of decision and leave to Paris the responsibility of directing certain territorial affairs.

The French Administration will still remain the popular target it has always been for local grievances. However, the population has chosen to elect to the Territorial Assembly men who can come to a working agreement with the French departmental heads, rather than to vote for men who could provoke open confrontation.

The electors had a wide span of political proposals to choose from, through the elected ministers advocated by the Union Calédonienne; a federal system with status like Hawaii in the USA (*Union Cifrique*); decentralisation and greater power to the Governor's Council (*Conseil de Gouvernement*) proposed by the UD and MLC; or keeping all the way with the mother country and giving the governor some of the powers now held by Paris public servants (EDS). This last policy could eventually lead to New Caledonia being treated as a *département* of France.

An interesting feature of the electoral campaign was that all parties insisted reforms are needed. But to one side the word "autonomie" spelt fear, uncertainty and adventure, and however close their aspirations might be, they chose the word "décentralisation", which Governor Louis Verger, from the beginning, had indicated was more acceptable.

Of course, there were not only political parties and electors at work during the campaign period. The French nickel company SLN launched a new paper within a month of polling day. The company turned the twice-weekly *Bulletin du Commerce* into an evening daily—*Noumea-Soir*, with a team of six journalists working to produce this 16-page paper. The SLN also has a controlling interest in the territory's oldest morning daily—*La France Australe*—which is operated by 14 journalists. The SLN Press generally avoids local controversies and underlines the efforts France is making to develop the territory.

During the week before the elections the SLN also began to

move the first Wallisian workers out of unsavoury barracks besides the factory and into the apartments and row-houses recently completed for 166 SLN workers behind the Riviere Salee area.

The Administration was also on its toes. After the extensive island and inland tours made before the elections by Governor Louis Verger, the Administration produced a soccer team led by the governor, to play two public matches against the Noumea City Council, led by mayor and EDS leader, Roger Laroque. The second match was played two nights before election day.

In the Education Department, retiring head Mr R. Delpias, held a Press meeting in which he outlined the very real progress made in educational facilities in the territory and also spoke of the project to build a university in Noumea. This university was first promised by General de Gaulle, during his 1966 visit to Noumea.

The French have not yet been able to realise this dream, but the Caledonian Press pointed out that one of its primary objectives would be to spread French culture around the Pacific and counter-balance the neighbouring Anglo-Saxon universities.

Other reassuring news came through from Paris. On the day before the elections, Caledonians were advised that the French Government had decided to indemnify to the extent of some \$A250,000, the losses suffered by six regional French vessels, victims of the recent two-month boycott imposed by Australian and New Zealand dock workers.

At the same time, on the political front, Prime Minister Pierre Messmer was quoted as promising the French people a greater decentralisation away from Paris control.

Back home in Noumea, pressure was applied to speed up development works and the impressive new system of by-passes and overhead roadways finally came into operation at the Ducos intersection. Caledonians can now really feel they live in a big town, as they drive along the intricate new road network. However, work on the project, begun in May, 1970, is not yet finished and has lagged far behind the planned 1971 completion date.

Governor Louis Verger, in his recent island tours, has emphasised the need for funds to continue the territory's infrastructure development. Since other ways are not permitted, loan demands are always addressed to French and Common Market agencies. With the current nickel recession, the territorial budget already by June faced a \$A10 million deficit on this year's planned expenditure of some \$80 million. Cut-backs in spending then became necessary, as the Caledonian budget must balance each year.

The new Assembly faces tough decisions over the new budget it must debate this session, while the nickel crisis continues. Under the present laws, most territorial revenue is derived from tax imposed on imports and exports (99 per cent. of which is nickel).

President of the SLN nickel company, Baron Guy de Rothschild, already told company shareholders in June that the Caledonian fiscal system, taxing nickel exports irrespective of his company's profit or loss, was grossly unfair. He claimed the SLN was the "most heavily taxed company in the western world" (In 1971 the SLN paid a total of \$A17 million in various Caledonian taxes).

Rothschild thus told his French shareholders, "Be assured, ladies and gentlemen, all of us here will spare no effort to convince the authorities and public opinion in New Caledonia and metropolitan France that this state of affairs is an economic freak". Mr Messmer, not then French Prime Minister, was to echo this tax problem during his May visit to Noumea.

The Caledonians have voted for men who have the best relations with France, but they know that the French taxpayer and the SLN cannot be counted on forever to supply funds: the introduction of income tax in New Caledonia appears inevitable.

So there has been only restrained jubilation over the anti-autonomist gain in strength. The first decisions of the new Assembly, scheduled to meet from September 26 to discuss the new budget, will indicate how the seven groups will divide their power structure.

On freedom and truth in Western Samoa

A rejoinder from Felise Va'a

It is my personal belief that I should not reply to Mr Tumele Tuimavave's letter which appeared in the September issue of PIM. However, on a professional level I think Mr Tuimavave's letter should not go unchallenged.

Mr Tuimavave indicated that an article I wrote for PIM recently "inferred that there is almost a 'police-state' suppression of criticism in Western Samoa under the present regime".

However, there is in fact no such inference. I was merely describing an actual state of affairs. Mr Tuimavave cannot validly conclude that therefore I meant there was some kind of police-state in Western Samoa.

But it is logically possible to infer that the government couldn't care less about its relations with the press, that it doesn't care about public opinion or even that it is ignorant of its function to inform the public, and even the government may secretly be plotting to establish a police-state. But certainly not that there is one, or one almost.

The article merely asked a question. It did not provide a solution. More careful reading would establish this.

The question, therefore whether I should be in prison or not is meaningless because I never claimed that there was a police-state in Western Samoa. (However, this does not rule out the possibility that I could be imprisoned later on for my forthright views.)

Secondly, Mr Tuimavave is being very unfair to the former prime minister Hon Mata'afa F.M. II, whom I consider to be one of the ablest, most distinguished and most honest of Samoa's leaders today.

When we got independence in 1962, the main newspaper editors from that period onward to 1969 approximately were two men, Messrs Peter Creevey of the Bulletin and Bob Rankin of the Samoana. They are both here in Samoa. Both are married to Samoan girls and both had been at times extremely critical of the Mata'afa government. If they were encouraged to leave by Mata'afa, how come they are both here? Rankin particularly was almost vehement and sometimes insulting in his criticisms of the doings

of the Mata'afa government. In reply to these criticisms, Mata'afa was mostly silent. He kept his dignity and peace and was much admired thereby.

Lastly, I find it insulting to the public interest that a mere public servant should have the audacity to pass judgment on the present and past governments. Surely, it is not the duty of a public servant to comment on political matters. This right belongs more to the public and their representative, the press.

I should remind Mr Tuimavave that I had worked for the government public relations office from 1962 to 1965, and from 1965 to the present in local newspapers in both Samoas. I should know what I happen to be talking about. I know what government policy is and whether it is good or bad. (I never claimed the government "suppressed" the news, as Mr Tuimavave erroneously concluded.) I should also know the people involved in my field of journalism.

I also know that one of the key employees of the Samoa Times, an outsider, was recently refused extension of his permit, presumably as retaliation for criticism of the government by the Samoa Times. (A short extension was later granted but only after certain complicated political manoeuvres by the newspaper owners.)

Finally, I would remind Mr Tuimavave that the biggest blessing his country can get is criticism by outsiders. It means a country is important, that people care about it. Why not profit from the criticism?

I appreciated Mr Matthews' article mainly because he was so right in many matters. He may be laughing at us, but he also wants us to laugh with him. Without a sense of humour we would all be lost in the world. The Romans laughed at Jesus because he claimed to be God and yet could not save Himself from the cross. But Jesus had the last laugh. His religion subsequently conquered the Romans.

Serious omission

Tom Hepworth, of Pigeon Island in BSIP's Reef Islands, got a shock recently. As a partner in the firm of Pigeon Island Traders he received a telegram which, he told PIM, alarmed him.

The telegram read: "Unable to find any ladies in Honiara. Please advise." Later, the black cloud lifted. He realised there was a word missing—bicycles.

FIAT CONCESSIONAIRES

American Samoa
Silver Star Transport, Inc.,
P.O. Box CB-4, PAGO PAGO.

Fiji
Motibhai & Co. Ltd.,
P.O. Box 40, BA.

New Caledonia
Agence Automobile S.A.,
P.O. Box 842, NOUMEA.

New Guinea
New Guinea Motors Pty. Ltd.,
P.O. Box 1027, BOROKA.

New Hebrides
Societe Bourgeois & Cie.,
P.O. Box 28, PORT VILA.

New Zealand
Torino Motors Ltd.,
P.O. Box 6240, AUCKLAND.

Norfolk Island
Red Rental Ltd.,
P.O. Box 147, NORFOLK ISLAND.

Solomon Islands
Chan Wing Motors Ltd.,
P.O. Box B20, HONIARA.

Tahiti
Societe Tahitienne,
D'Automobile S.A.R.L.,
P.O. Box 1723, PAPEETE.

Western Samoa
E. A. Coxon & Co. Ltd.,
P.O. Box 38, APIA.



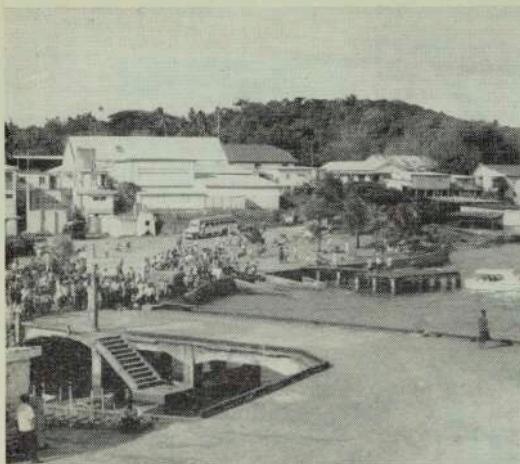
Now you can fall in love all over again.

Fiat introduce a new 124 Sport Coupé



You know how it is when you've been in love a long time. And you hardly notice you're in love anymore. Then suddenly she changes. Just a little. And all the old magic returns. Our 124 Sport Coupe has changed too. See the difference? The bonnet has new curving lines. There are four headlights, with quartz iodine bulbs that would light a landing strip. Larger stop lights — a wise precaution with a new twin circuit, four disc, brake system. And the reversing light has moved under the bumper out of harms way. Inside, our bucket seats are now trimmed with cloth, which is cooler. Passengers have individual ventilation, which could be hotter or cooler. And the dash looks even more aeronautical. When will your Italian Love Affair begin? Again.

FIAT
124
SPORT
COUPÉ



The tiny township of Neiafu, seen from Vavau's overseas wharf, will shortly be coming to life—as will fine beaches like the one at right, Keitahi, currently being cleaned by an army of enthusiastic locals.

Discovered at last: Tonga's by-passed Paradise

From a Tonga correspondent

"... a happier island, much more productive of every article of convenience and luxury."

—a chief's description of Vavau, c. 1808.

The Port of Refuge International Hotel opens officially in October, near Neiafu, Vavau, the casual capital of a quiet, spacious island in the Kingdom of Tonga. The debut of the privately-owned resort hotel comes while local enthusiasm is blossoming and local

tourist plans are just beginning to bud. In the 18 months since the Port of Refuge project was announced by the Tonga Tourist and Development Company, Vavau has been an island filled with almost contagious anticipation. Apart from its air-conditioning, the hotel has brought an unmistakable air of change to the big northern island and its 13,000 people.

School children have been stopping overseas visitors with questions about the hotel—Is it a beautiful one? Is it as

good as the one in Nukualofa? Will tourists like the Tongan-style *fales*? Although they will tell you that they are very lazy, the people of Vavau have not watched and waited idly as the hotel rose from rumours to rooms.

They have been quick to equate the hotel's certain success with a better future for their families. The completion of the first stage of the hotel construction and the arrival of the first guests in October finds Vavauans preparing to be good hosts.

Although publicists are describing Vavau as an undiscovered Polynesian paradise, it might better be described as a by-passed one. Historically, all the more important explorers missed Vavau and—until now—the economically important tourists have also failed to find it.

That early, eminent European visitor, Captain James Cook, never saw Vavau although he stopped in nearby Ha'apai, where a cunning chief told him Vavau had no harbour. In 1781 the Spaniard Francisco Antonio Maurelle discovered the deep, almost land-locked harbour, which he named Port Refuge, and the high island which he named Majorca. Twelve years later, Vavauans stood by and even saluted when another navigator, Alejandro Malaspina, claimed their island for Spain. Apparently neither the Vavauans nor the Spaniards took the annexation seriously.

Vavauans are regarded by other Tongans as proud, faithful, generous people. Living 170 miles from the

Continued on p. 126

**The
best night out in
Port Moresby**

Dine and dance at the
Weinkeller at the Gateway Hotel,
Boroko

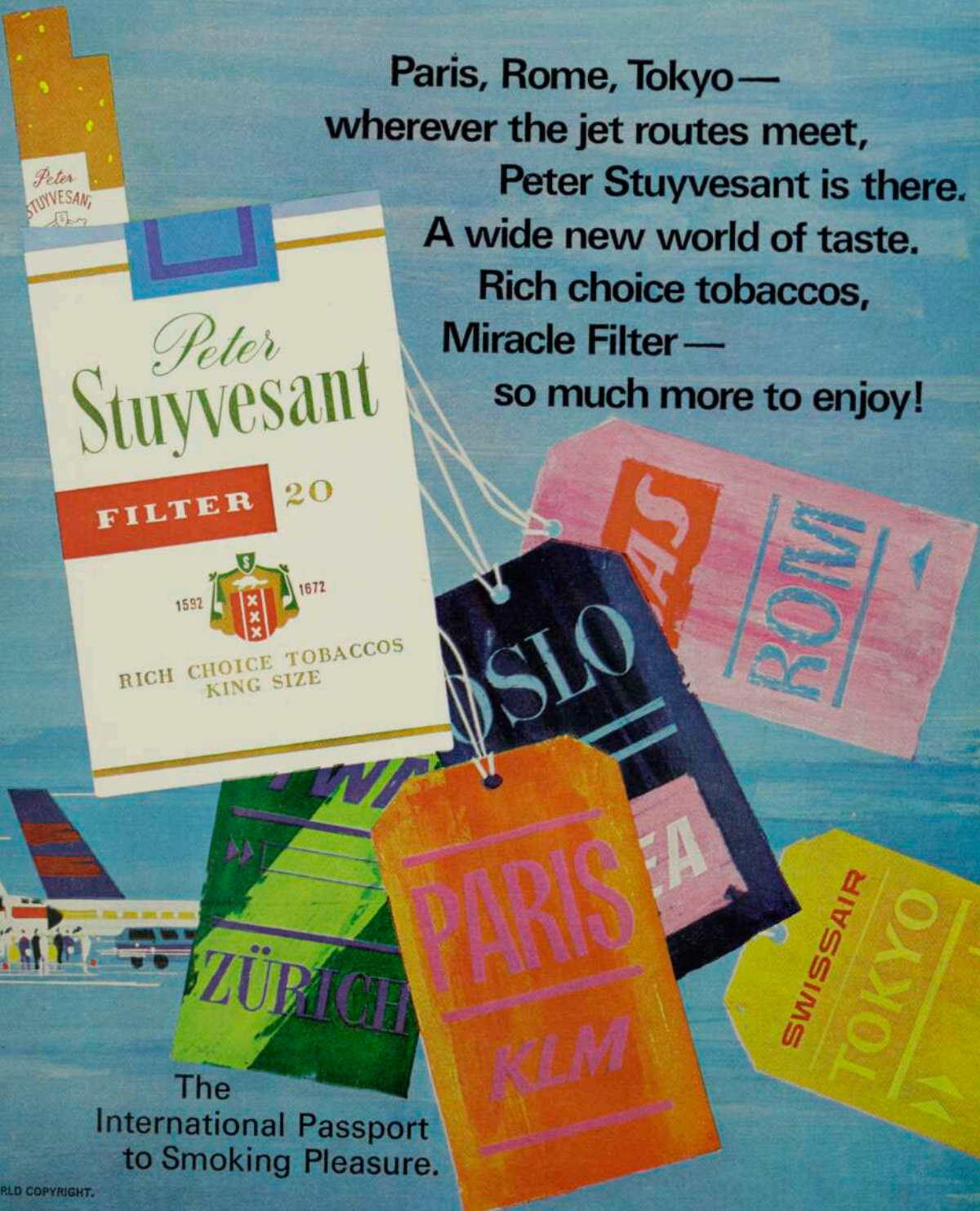
Music every night of the week

Phone: 5 3855

AHO 128

PETER STUYVESANT

Paris, Rome, Tokyo—
wherever the jet routes meet,
Peter Stuyvesant is there.
A wide new world of taste.
Rich choice tobaccos,
Miracle Filter—
so much more to enjoy!



The advertisement features a large, white Peter Stuyvesant cigarette pack with a red 'FILTER 20' band and a crest with the years '1592' and '1672'. The pack is labeled 'RICH CHOICE TOBACCOS KING SIZE'. Several colorful travel tags are attached to the pack with white strings. The tags include: a pink tag for 'ROMA', a dark blue tag for 'PARIS KLM', a green tag for 'ZÜRICH', and a yellow tag for 'SWISSAIR TOKYO'. In the background, a stylized illustration shows a jet airplane on a runway with people and a car.

The
International Passport
to Smoking Pleasure.

WORLD COPYRIGHT.

Anything goes. With Bacardi rum

The world's great rum:

With Bacardi rum do your own thing, tonic . . . soda . . . dry . . . Coke; One jigger of Bacardi and they all become something else.



"Coca-Cola" and "Coke" are registered trade marks of The Coca-Cola Company Limited. Bacardi and Bat device are registered trade marks of Bacardi & Company Limited.



Awake to this weird and wonderful world

The world of Papua New Guinea, the last place on earth where you can truly get away from it all.

Exciting, wildly exotic landscapes . . . a profusion of plant and wild life seen nowhere else. Untamed, untrodden jungles. Acre upon acre of highly productive plantation land.

Exciting people. Like the "Mud Men" of the Eastern Highlands. Stone Age people being thrust in one life-

time into the Space Age. A land of living legends, legends that are a part of everyday life, legends that in other countries died out centuries ago.

Papua New Guinea is the last frontier — a Country that will fascinate, delight and inform you. And it is our home. We serve over fifty ports throughout the length and breadth of the land, with 150 flights every week, so when you come — and make it soon, before it all changes — see us.



Serving the country—yesterday, today & tomorrow

ANSETT AIRLINES OF PAPUA NEW GUINEA

in conjunction with ANSETT AIRLINES OF AUSTRALIA

AP083/PIM



What's the Stout got that the Land Cruiser and these other Toyotas got ?

Quality and guts.

The TOYOTA LAND CRUISER has got it. 4-wheel drive. 6-cylinder 155HP engine. Fantastic gear combinations of six forward speeds and two reverse. It doubles as a versatile family fun car, too.

Then there's the big horse pickup, TOYOTA STOUT. The front and rear axles, suspension and powerful brakes feature the stoutness of those used in heavier duty trucks. Plus it packs a 106HP engine. Big cab and cargo box. Plenty of legroom in front and space in back.

And the split bench seat has cushion comfort.

You get power, safety, economy and stoutness, too.



TOYOTA
STOUT

But you may like the dual rear wheel TOYOTA DYNA. You can choose a heavy duty pickup. Or a bigger payload platform truck. Even a double cab and delivery van. With either a husky 106HP gasoline engine or an economical 70HP diesel job. Or you may want the big one.

The TOYOTA TRUCK. Six big models built to take the rough and tough. With 130HP diesel or 155HP regular fuel engines under an alligator bonnet. Got room for a Toyota?



TOYOTA TRUCK

TOYOTA DYNA

PAPUA NEW GUINEA: ELA MOTORS LIMITED, Scratchley Rd., Badili, Papua U.S. TRUST TERRITORY: MICROL CORPORATION, P.O. Box 267, Saipan **FIJI ISLANDS:** AUTOMOTIVE SUPPLIES CO., LTD., G.P.O. Box 355, Suva **AMERICAN SAMOA:** BURNS PHILP (SOUTH SEA) CO., LTD., Pago Pago **WESTERN SAMOA:** BURNS PHILP (SOUTH SEA) LTD., P.O. Box 168, Apia **GUAM:** RICKY'S AUTO CO., P.O. Box 1458, Agaña **NEW HEBRIDES:** NEW HEBRIDES MOTORS LTD., P.O. Box 18, Vila **SOLOMON ISLANDS:** ZEPHYR SERVICE STATION PTY LTD., P.O. Box 174, Honiara **NEW CALEDONIA:** SOCIETE D'IMPORTATION AUTOMOBILE DU PACIFIC, B.P. 438, Nouméa **TAHITI:** ÉTABLISSEMENTS E. A. MARTIN & FILS, B.P. 61 Papeete **COOK ISLANDS:** COOK ISLANDS TRADING CORPORATION LTD., P.O. Box 92, Rarotonga

TOYOTA

NORFOLK ISLANDERS NOT MUTINOUS – JUST SHORT OF STRAIGHT ANSWERS

From a Norfolk Island correspondent

Norfolk Island, after having drafted a petition to Queen Elizabeth asking for her help in establishing the island's constitutional position, in September got on with the job of collecting signatures for it. This was going very well when one of the island's not-infrequent schisms developed.

The launching of the petition had been given wide publicity in the overseas Press, with headlines suggesting that the islanders were in mutiny, and wanted their freedom from Australia at all costs. The publicity brought a reaction from three of the most famous Bounty names on Norfolk, Adams, Quintal and Christian, who sent a letter to leading Australian and New Zealand newspapers protesting that the islanders were loyal and suggesting that the petition to the Queen did not have islander support because it was the result of the work of "mainlander malcontents"—mainlander being the phrase used to describe expatriates on Norfolk.

The battle was being fought well into September.

The petition was mainly the work of Tom Lloyd, owner of the small weekly newspaper, *The Norfolk Islander*, who is an islander himself. Mr. Lloyd supports the retention of Norfolk Island as a tax free haven because he believes there are many benefits for the islanders. In this he finds himself on the same side as many mainlanders who have more to gain than the islanders in keeping the land tax free.

But the island's tax haven days are probably over, because Australia has put pressure on company activities following introduction into Norfolk Island of a new company ordinance (PIM, Sept., p. 10). The petition to the Queen which Tom Lloyd helped draft takes a hit at these recent developments, complaining that Australia has "brought down complicated laws which appear to deal with Australian conditions rather than with the welfare of our community".

But oddly enough, the petition to the Queen is not mainlander-inspired.

It is the manifestation of an aged uneasiness among the islanders about their constitutional position. It did not Queen Victoria give Norfolk Island to the Pitcairn community as a "distinct and separate

settlement" in perpetuity? If so, how is it that Norfolk now finds itself under the complete control of Australia? If Norfolk is not legally a distinct and separate settlement, at what point did it cease to be?

Tom Lloyd and some of his friends have recently seen a legal opinion which throws doubt on Norfolk's present position as an Australian territory. The opinion has come from the top level, and a small group of islanders wants to clean up the situation. The petition to the Queen is really the first move in what will probably become a court challenge.

The challenge is not aimed at seeking freedom, but merely at resolving once and for all an unanswered question. The islanders would probably be horrified if they found, after all, that they could become independent and it is not likely they would want to accept the honour. But they say they "have to know".

It's unfortunate for Tom Lloyd that the petition and its attendant publicity happen to coincide with the aims of the mainlander group that wants to see the island's position as a tax haven protected, because the suspicion now is that the whole challenge is mainlander-inspired, for a selfish purpose. And anything with a mainlander taint doesn't get very far on Norfolk Island, where they are still mutineers at heart.

Here is the petition that was circulating on the island in September:

AT NORFOLK ISLAND A PETITION TO

HER MAJESTY QUEEN ELIZABETH II
Buckingham Palace,
London, England.

MAY IT PLEASE YOUR MAJESTY:

In 1856 Your great-great-grandmother Her Majesty the late Queen Victoria reserved Norfolk Island as a new home for her loyal subjects of Pitcairn Island.

Our original Pitcairn community were moved here, and Norfolk Island was proclaimed a distinct and separate settlement in the Crown's Dominions. Since then both the men and women of Norfolk Island have willingly fought for the Crown in every war in which our Sovereign has called on us to serve.

In 1914 Your grandfather the late King George V gave to the Commonwealth of Australia responsibility for the peace, order and good government of Norfolk Island.

Like a Colony we do not have representative government or right to vote how we shall be governed. We do not seek representation in Australia's government or ask any right to vote how that country shall be governed.

In governing us Australia has given to Nor-

folk Island certain benefits. We are deeply grateful for its benevolence. Yet our community does not want charity to support itself.

Now Australia has begun making changes on Norfolk Island which are not to secure our peace order and good government and which in some cases may harm us greatly. It has brought down complicated laws which appear to deal with Australian conditions rather than with the welfare of our community. It has announced a new scheme of taxation laws in our Island to solve problems that are Australia's and not ours. It is considering making Norfolk Island a maximum security animal quarantine station for Australia, so that if there were unexpected dangerous diseases they would be prevented from infecting Australia by being confined to our few square miles of land—and has plainly said that this decision will be made by Australia and that our own Island will not be the deciding factor. It has dealt weakly with the protection of our fishing waters, which are essential to us, even though we recognise that they may have little importance among the larger matters which Australia must negotiate with other nations.

In such actions Australia appears to believe that it has the right to govern Norfolk Island and the land we have inherited as if we were a Colony owned by Australia. We do not believe that it has ever lawfully been given such a right. The resolving of this difference of belief between Australia and ourselves appears to depend on the true meaning of proclamations by past Sovereigns of Norfolk Island and we respectfully believe that only Your Majesty can impartially rule—

WHETHER His Majesty the late King George V gave Australia only the power to take actions for our peace, order and good government; or whether he gave Australia power to govern Norfolk Island in any way it wishes.

WHETHER Norfolk Island remains, as Her Majesty the late Queen Victoria declared it to be a distinct and separate settlement; or whether Norfolk Island has become part of Australia.

WHETHER we may continue to give our first loyalty to Your Majesty and to look to You for our ultimate protection; or whether by accepting Her Majesty the late Queen Victoria's offer of Norfolk Island, our original community was unknowingly sacrificing its rights and privileges as a dependency of the Crown as Pitcairn Island still is.

Our way of life and the future of our community depend on how these questions are answered. If we remain silent and Australia continues to exercise its assumed power over us, we fear that our birthright will soon have been lost forever.

We, whose signatures are attached, therefore respectfully beseech Your Majesty, with as great urgency as may be thought fit, to direct us and those who govern us how these questions shall be answered.

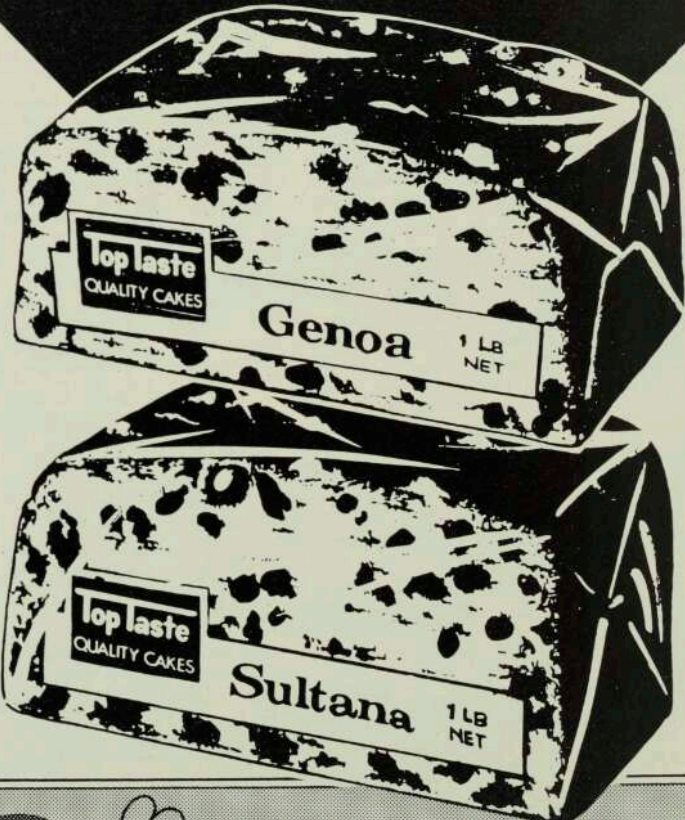
We have the pleasure to be Your Majesty's loyal and loving subjects.

This is the letter which, following the circulation of the petition to the Queen, was sent to leading Australian and New Zealand newspapers by three Norfolk Island men:

We, the undersigned direct descendants of the Bounty men who mutinied under Captain Bligh in

(Continued on p. 121)

EVERYBODY/LOVES
Top Taste
CAKES



You'll love the freshness

BUY ONE TODAY

Manufactured by
The Webster Biscuit Company Pty. Ltd.,
468 Gympie Road, Kedron,
Queensland, 4031.
Phone 59 6566.

Who answers if education teaches them to ask?

From FELISE VA'A in Apia

What does the educated young Samoan want to do with his education? No one knows for sure; no thorough study of employment prospects and aims has been done in Western Samoa. The Bureau of Statistics has a study of employment in mind, but its execution is a long way off.

Meanwhile it is possible to say what the parents of schoolchildren want. It is well known that parents are sending their children to school to qualify them for decent jobs in government, industry and commerce. Those who are not fortunate enough to get one of the limited number of jobs usually return to work on the family plantation.

There is another attractive alternative for those who cannot find jobs in town — migration. Every year, hundreds of young Samoans migrate to New Zealand, their fares paid by relatives already there. A few go to the United States and elsewhere.

Western Samoa thus stands to lose some of its most promising youngsters, for migration is not restricted to the low level graduates of the primary and secondary schools. The young of brilliant academic and technical accomplishments sometimes leave in disgust because they do not find in Samoan society the things that they want, whether these be wages, opportunity or freedom.

Nowadays it is as a rule the bright youngsters who leave their villages for the higher incomes in the towns, Apia or elsewhere, while it is frequently the not so successful expupils who must stay behind in the villages and serve the *matais*. Their efforts are not in vain, for often they succeed the *matais* and on their shoulders rests the responsibility of preserving the country's traditions and customs.

As *matais*, they alone can vote and be candidates for parliament. They are the true pacemakers for they are unconsciously delaying the changes that are bound to come, the changes that will be accompanied by certain destructive effects, perhaps the elimination of the *matai* system itself.

The universal desire in Samoa is for change but there is disagreement on the nature of the changes and on the methods of bringing them about. This goes double for young school leavers. Unless business and govern-

ment combine to provide jobs for the young, more and more of them will emigrate, with the result that in the long run, Samoa will be poorer.

But the opportunity must not be merely in employment; there is also needed in Western Samoa an atmosphere that is politically, socially and morally congenial to the young

(Continued over page)

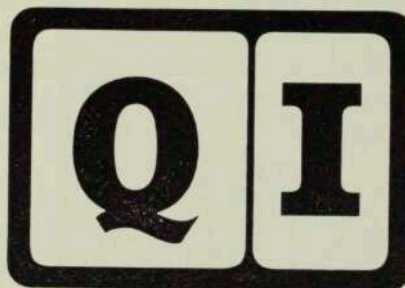
Rambler's Guide to Norfolk Island

A stimulating tour of every point of interest on this second-oldest British settlement in the South Seas. Price \$1.50 Aust., plus 18c posted, or \$2.00 U.S. posted.

Pacific Publications (Aust.)
Pty. Ltd.

29 Alberta St., Sydney, N.S.W. 2000.
(Postal Address: Box 3408, G.P.O.,
Sydney, N.S.W. 2001).

BENEFIT FROM 86 YEARS OF INSURANCE EXPERIENCE



QUEENSLAND INSURANCE

Company Limited

(INCORPORATED 1886 IN AUSTRALIA)

HEAD OFFICE: 82 Pitt Street, Sydney

FIJI—Branch Office, Suva, Manager for Fiji: K. Galloway.

LAUTOKA, BA, LEVUKA, LABASA—Burns Philp (South Sea) Co. Limited. District Manager at Lautoka: U. Singh.

PAPUA-NEW GUINEA—Branch Office, Port Moresby:

Manager for Papua & New Guinea: D. J. Granter.

SAMARAI, LAE, MADANG, RABAU, KAVIENG,

MT. HAGEN—Burns Philp (New Guinea) Limited.

District Manager at Rabaul: C. D. Dickings. Acting District

Manager at Lae: B. Wain. District Manager at Mt. Hagen:

G. F. Donnelly.

HONIARA (B.S.I.P.)—Breckwoldt & Company (S.I.)

Pty. Limited.

NOUMEA—W. Johnston.

VILA—Burns Philp (New Hebrides) Limited.

SANTO—Burns Philp (New Hebrides) Limited.

NORFOLK ISLAND—Burns Philp (South Sea) Co. Limited.

TAHITI—Arthur Chung; Immeuble B.I., Front de Mer, Papeete.

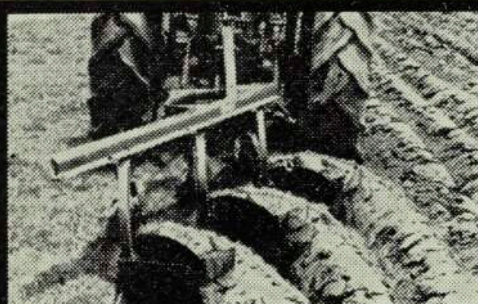
OTHER SOUTH SEA ISLANDS—Burns Philp (South Sea) Co. Limited.

Assets exceed \$A65,000,000

V359

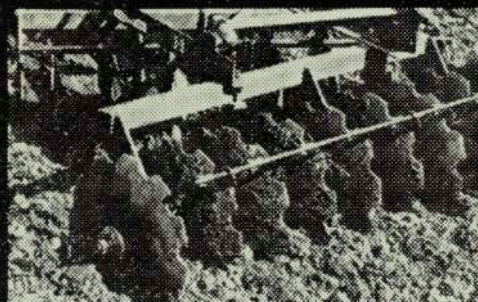
Pull a lever and the job's as good as done!

You'll do a first class job every time with these simple to operate IH ploughs and harrows . . . Just hitch them up to any 3 pt. linkage tractor and away you go!



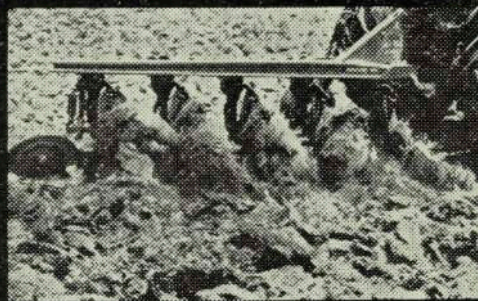
INTERNATIONAL A1-41 Disc & Mouldboard Ploughs

This unit is built around a strong frame comprising a 'hat section' main beam rockshaft clamp and headstock, and the one frame suits both mouldboards and discs as required. You can have a number of combinations from 1 furrow mouldboard to 4 furrow mouldboard, or from 2 furrow 26 in. discs to 4 furrow 28 in. discs. It's an 'as-you-want-it' plough with excellent side draft control.



INTERNATIONAL 3-3 Disc Harrow—offset

You're looking at the biggest breakthrough in 3 pt. linkage harrow design ever to be released! You get up to twice the offset without a trace of excessive side-draft. You'll find the 3-3 easier to use, easier to manoeuvre, more convenient to store. Choose the size to suit your job — the 3-3 is available in category 1 and 2 3-pt. hitch in 5¼, 6, 6¾ and 7½ ft. sizes.



INTERNATIONAL A1-54 Disc & Mouldboard Ploughs

You could call this a more robust version of the A1-41, for it is ideal for the tough job of opening up land. The A1-54 model also allows you to step up to 5 furrows. The offset headstock gives excellent side-draft control. As the plough tends to move left because of side draft, the top link distance between the headstock and the tractor lengthens, thus pushing the rear plough disc deeper into the soil.

For further details see your local distributor or send this coupon.

TAHITI: Tahiti Produits Shelltex Boite Postale 350, PAPEETE.

NEW CALEDONIA: Societe d'Importation Francaise, Boite Postale 806, Noumea, New Caledonia.

FIJI: Niranjan's Auto Port Limited, G.P.O. Box 450, SUVA.
NEW HEBRIDES: Kerr Bros. Pty. Limited, G.P.O. Box 3838, SYDNEY, N.S.W.

SOLOMON ISLANDS: Solomon Motors Limited, P.O. Box C16, HONIARA.

EXPORT SALES DEPT.

International Harvester Company of Australia Pty. Ltd.,
171-205 City Road, South Melbourne, Vic. Aust. 3205
Please send me complete details of the equipment indicated.
A1-41 Disc & Mouldboard Ploughs
A1-54 Disc & Mouldboard Ploughs
3-3 Disc Harrow offset

NAME.....

ADDRESS.....

CITY.....POSTCODE.....

6708

DILUTED SAMOAN TITLES

people. Hence many of the present social and political restrictions ought to be removed.

For example on the political level, the vote should be extended to all persons 21 and over, and parents and families should do away with their authoritarian attitudes towards the young.

Meanwhile the *matai* system is developing problems too.

With voting power confined to holders of *matai* titles (heads of extended families) in Western Samoa, the titles have proliferated and some villages are, literally, mass producing them.

This state of affairs has so deteriorated that the government has been compelled to intervene. Recently, cabinet appointed a sub-committee to look into the matter and see if this mass production of titles can be controlled.

At the bottom of the problem is the need for parliamentary candidates to obtain sufficient support. Sometimes, the voters are compelled to vote a certain way because of family ties, because they must respect the dignity of a high title or because of an obligation. What happens to the well-educated *matai*, who wishes well for his constituency and for the country but who has not got a hope against a formidable opponent in the person of a very high-titled *matai* who probably has finished his education at only second grade? The best alternative, some think, is to create more *matai* titles for those who could be relied upon to vote for him in a general election. This is what has happened during the last three general elections.

The most famous example of this arose in one such electoral contest between the present Minister of Works, Tupuola Efi, and one of the Vaai brothers. Both candidates set about "mass-producing" *matai* titles so that at the end, it was believed, the number of new *matai* titles exceeded the population of the villages concerned, something unheard of, since on the average the number of *matais* to a village is only about a tenth of the village population.

To curb this increasing habit, the parliament some years ago passed a law regulating the manner in which *matai* titles could be conferred. This law has been enforced repeatedly.

One of its most unpopular aspects is that it applies retroactively so that many of the titles conferred in the "mass-production" manner in the past have been reviewed by the court. In

most cases, the titleholders have been ordered to go through with the proper ceremonies laid down by the law and where the titles are spurious, they have been abolished altogether.

Naturally, the many hundreds that have come before the Land and Titles Court feel a resentment against the government. "What business is it of the government to try to regulate Samoan custom?" they would ask. "If the Samoan people in the villages approve of it, it is no business of the government."

And so, the government finds that

it has put itself in a spot. But now, it feels it must intervene to protect the *matai* system. The committee will include at least three cabinet members. The outcome is uncertain but there is little doubt that the practice will continue.

Some suspect that what the government really fears is that "mass-production" of *matai* titles might bring pressure to bear on the government to introduce universal suffrage. This it has been felt would be preferable to the destruction of the *matai* system.

But the government does not want universal suffrage. It prefers the status quo, which many already feel is out of place in the modern world.



VICTA

**URNS
GRASS
INTO
LAWN!**

A MODEL AVAILABLE TO SUIT ALL
CONDITIONS AND EVERY PURPOSE

SUVA MOTORS LTD. SUVA, LAUTOKA.	NEW GUINEA CO. LTD.
CARPENTERS PORT MORESBY.	RABAUL, MADANG, LAE, MOUNT HAGEN, MINJ, GOROKO.

* Footnotes

During the recent round of talks, referred to in last month's PIM, between Australian Minister for External Territories Andrew Peacock and Papua New Guinea's National Coalition Government, two interesting announcements were made by Chief Minister Michael Somare.

The first was that District Administration, until now a division within the Department of the Administrator, will in future come under the control of the Office of the Chief Minister.

The second was that it is Mr Somare's intention to maintain the "kiap system" intact.

"Kiap" is a Pidgin word which is applied to the hierarchy of officers of the district administration service from district commissioners down to patrol officers. Father Mihalic's dictionary derives it from the English word "captain"; other derivations have been suggested. Wherever it came from, it has long been a key word in the language of government in New Guinea; and since World War II it has become widely known and used in Papua, sometimes with a slightly opprobrious connotation which perhaps it doesn't bear on its New Guinea homeland.

In both territories it has connoted an authoritarian system of government, which, to be fair to it, was necessary, and not unacceptable to the governed in the past. In the present, though less necessary, it is still acceptable to the people in some areas, though less so in others.

What then, in essence, is the "kiap system"?

I suggest that basically it may be defined as the decentralised implementation of centrally made decisions. Formerly made by Konedobu and Canberra, these decisions are being made more and more by an elected central government. This is a step in the right direction, but it isn't what I mean by decentralisation, and it isn't what Dr John Guise, now Mr. Somare's Minister for the Interior, used to mean, and I hope still means, by decentralisation.

What we have meant by decentralisation is

TIME FOR A MELANESIAN FORUM?

decentralisation of decision making—to local government councils and to intermediate bodies such as the proposed "area authorities" and Dr Guise's envisaged "provincial assemblies".

Failure to face up to the distinction between these two kinds of decentralisation has been responsible not only for much muddled thinking but also for some tense situations. It has been the main cause of friction between local government councils and their kiap advisers; and in the past no one has more vehemently espoused the cause of the councils vis-à-vis the kiaps than Dr Guise.

Does the declared intention of the Chief Minister to retain the kiap system mean that he wants centralised decision making, with decentralisation only of the decision implementation? And if

so where does his deputy, Dr Guise, now stand?

But perhaps Mr. Somare doesn't mean this. In a recent address at the Administrative College, he stated that there was a great need for regional government in Papua New Guinea. Let us hope that he really means regional government, that is, regional decision making, and not merely regional administration.

Recently a certain coolness sprang up between the ministry of not yet completely self-governing Papua New Guinea and that of now independent



WITH PERCY CHATTERTON
in Port Moresby

Fiji on the question of Papua New Guinea's admission to the South Pacific Forum.

The thinly veiled threats of some PNG ministers that if the South Pacific doesn't want us we might look for friends elsewhere was probably no more than a passing pique. But they do point up a very real dilemma in which Papua New Guinea is likely to find itself as it moves into independence. Which way should it orientate itself? Should it look eastwards towards Polynesia for its friends, or west or north towards Indonesia and South-east Asia?

It is clear that Paguinean leaders currently take very seriously the need for maintaining good relations with Indonesia, and in the future members of the Free Papua Movement fleeing West Irian and seeking political asylum in Papua New Guinea are likely to receive an even cooler welcome from a self-governing Papua New Guinea than they received in the past from the Australian colonial government.

But are the two alternatives I have referred to the only ones? I suggest that they are not, and that there is a third possibility, namely, the establishment of a Melanesian Forum.

In the past the idea of a Melanesian Federation has not taken root, perhaps because it was envisaged too much on western, and particularly on Australian lines.

Maybe the time is ripe for taking the idea out of moth balls and looking at it with fresh eyes. For, in the meantime, the new nations of East Africa have been experimenting with a different kind of federation, and it might be worthwhile for the emerging Melanesian nations to take a look at its possibilities. A Melanesian Forum might well be the foundation on which an East African style federation could be built.

It is clear that the egalitarian traditions of Melanesia are very different from, on the one hand, the chiefly traditions of Polynesia, and, on the other, the traditions of Indonesia and South-east Asia with centuries-old civilizations behind them. It is still not too late to develop a Melanesian bloc which, while maintaining friendly relations with the peoples both to its east and to its west, would preserve its own identity.

Those of us who, during the past few years, have criticised Papua New Guinea's income tax structure will regret that its re-structuring, foreshadowed in a white paper tabled last year in the second House of Assembly, has been postponed for yet another year. It is a re-structuring long overdue.

The National Coalition Government can reasonably claim that it has not yet had much time to settle itself in the saddle. But is this, one wonders, the real reason for the deferment, or is there a reluctance to pick up what may prove to be a hot potato?

Our present income tax system is in fact two systems, one for high and one for low incomes; and at the point where they overlap and coalesce there has been some very bad joinery leading to serious inequities—inequities which would have been ironed out by the adoption of the system proposed in the white paper.

Let us hope that there will be no fumbling next year. An income tax system which allows to the rich the benefit of concessional deductions for dependents which it denies to the poor deserves to be listed as one of those things which the Chief Minister will not tolerate.



Where some of the decisions are being made—the Administrator's Executive Council meeting recently in Port Moresby.



S. E. TATHAM & Co. Pty. Ltd.

Melbourne, Australia,
G.P.O. Box 8, Cables "SET",
Telephone 60-1125

SOME OF THE FIRMS WE REPRESENT ARE:

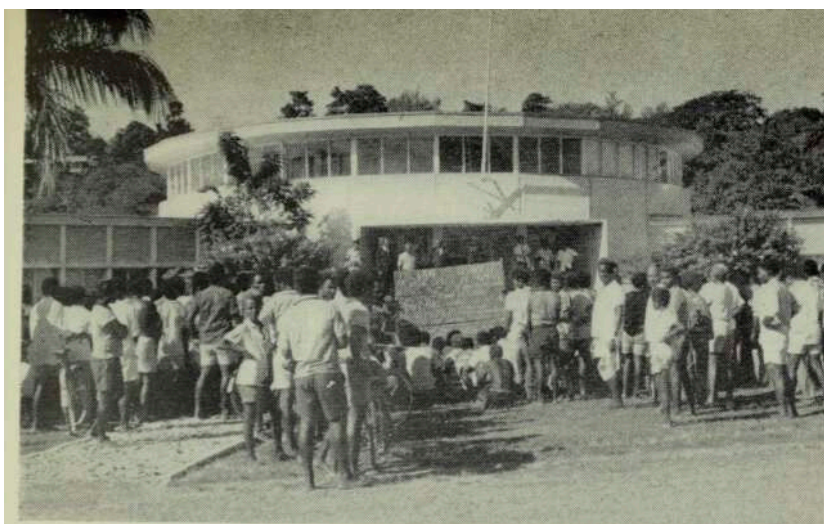
Frappier (French Brandy)	S.P.C. (Abalone)
Huvet (French Brandy)	Lunchtime (Honey)
Indika (Belgium Dairy Produce)	Wing Lee (See You Sauce)
Durobor S.A. (Belgium Glassware)	Hardings (Sauces)
Miroiterie Gen. de Belgique S.A.	Magnet (Mattresses)
(Louvre glass and mirrors)	Essteel (Cookware)
City Engineers (U.K. Bicycles)	Warner-Drayton (Fans)
F.H.I. Japan (Subaru Cars)	Mitchell's (Abrasives)
Sunshine Biscuits	Regent (Swiss watches)
Sunrise (Confectionery)	Austramax (Pressure Lanterns)
Flamenco (Instant Coffee & Tea)	Preservene (Soap Products)
Quaker Products (Oats, Jets)	Lawn Chair; Tubco (Garden Furniture)
Marchants (Canned Soft Drinks, Cordials)	Sunrise Lustertone (S.S. Sinks, Plumbers Supplies)
Hancocks (Spaghetti, Cereals)	Electronic Industries (Electrical Household Appliances)
Melbourne Canning (Jams)	Jex (Steelwool)
Water Wheel (Flour, Sharps, Wheat)	Arnbro (Folding Beds)
A. P. & D. (Twisties, Twirlies)	Elmaco (Plastics—Electrical Fittings)
Edward Zorn (Margarine, Cooking Fats)	B.X. (Plastics)
Allens (Confectionery)	Franklite (Light Fittings)
Red Tulip (Fine Chocolates)	J.J. Cash (Embroidered Labels)
Robert Timms (New Guinea Gold Instant Coffees and Teas)	Disston (Saws)
Highness (Canned Vegetables, Fruit Juices)	Supa-Swift (Motor Mowers, Tractors)

DIRECT ENQUIRIES WELCOMED

ASSOCIATE COMPANY S. E. TATHAM (FIJI) LTD.,

LAUTOKA, P.O., BOX 366.
SUVA, G.P.O., BOX 671.





Solomon Islanders who marched in support of their right to risk being fleeced by chain letters mass outside the Governing Council building in Honiara on August 23.

Below, long-lining for skipjack on Taiyo Fishery Company catcher boats during the survey of skipjack fishing in Solomons waters. The survey finishes this month.

SOLOMONS FISH TROUBLED WATERS

From a Honiara correspondent

The Solomons Governing Council may have salvaged its future financial "independence" by its action during the August meeting to legislate for the control of commercial fishing. In the Solomons at present this means only one thing, the proposed joint venture by the government with the Taiyo Fishery Company. The two parties get down to negotiations in October after Taiyo finishes its 16 months survey of skipjack fishing and sampling baitfish catches.

It's popularly accepted in Honiara, with some distaste by numerous expatriates and outright dislike by more Solomon Islanders, that the joint venture would give the Solomons a far more reliable income than from present rural cash crops—mainly copra and timber. Both have suffered badly on world markets.

Serious doubts are being thrown on the future of copra as a plantation crop in the long-term future, whatever the short-term prospects, and this will hardly encourage the backbone of the industry—the villagers who raise more than half the copra grown in these islands. Village people have been spending much time this year in planting, clearing, pruning and so on to build up their tree numbers while it has been less worthwhile to push production. Even so, production overall has been up compared with last year, as has quality.

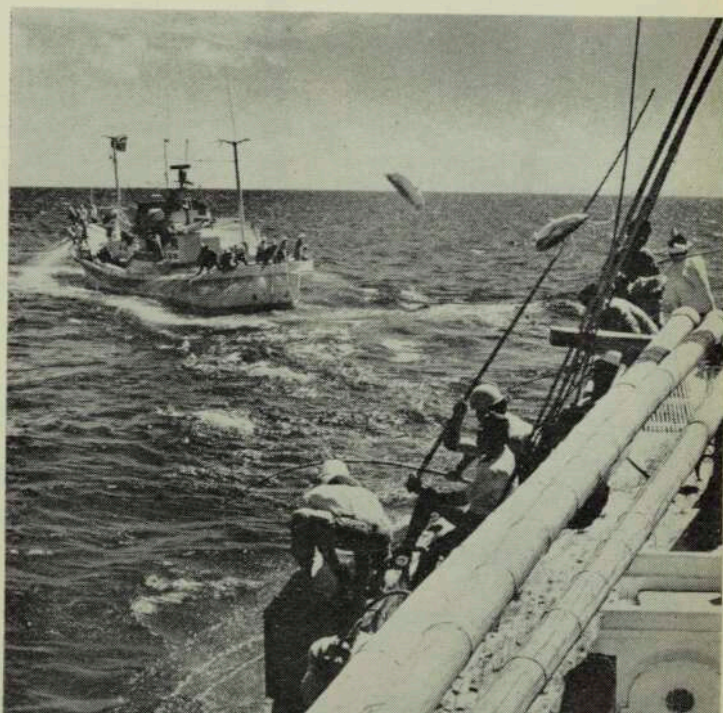
But income has been down so badly because of prices that the High Commissioner, Sir Michael Gass, told Govco that revenue from duty on copra exported would be less than half that budgeted for this year.

Taiyo's survey has been controversial from the start. It was sprung on the population in mid-1971 after a trip to Japan by the Financial Secretary, Mr John Smith, and the chairman of the Natural Resources Committee in Govco, Mr. David Kausimae. The arrangement was a *fait accompli* before it was announced.

Taiyo since has run the gauntlet of protests from worried village fishermen who believe the baitfishing close to shore (Taiyo isn't allowed to

go closer than 500 yards under the agreement covering the survey) is reducing the fish population available to them. The cyclones this year affected fishing and encouraged the reaction.

Taiyo has made various agreements about encouraging local people to catch the baitfish for long-lining skipjack, and at times promised free transport for islanders and other concessions to try to win favour. It is obliged anyway to turn over bait-fishing as soon as it can to Solomon





THROUGHOUT THE PACIFIC
FIJI, SAMOA, TONGA, NIUE Is, NORFOLK Is.

BURNS PHILP

(SOUTH SEA) CO. LTD.

REGISTERED OFFICE: SUVA, FIJI
TELEPHONE NO: 22661
TELEX NO: FJ1127
Code Address: "BURNSOUTH"

SHIPPING AGENCIES	EXCLUSIVE DISTRIBUTORSHIPS INCLUDE	ASSOCIATED COMPANIES
The New Zealand Shipping Co. Ltd.	Akai Taperecorders	Burns Philp (New Hebrides) Ltd.
Shaw Savill & Albion Co. Ltd.	Sunbeam Appliances	Burns Philp Trustee Co. Ltd.
Blue Star Port Line (Management) Ltd.	Dunlop Products	Automotive Supplies Co. Ltd.
Bank Line Ltd.	Hitachi Electronics	Corrie & Co. Ltd.
General Steamship Corporation Ltd.	Holden Motor Vehicles	Wrought Iron and Steel Construction Co. Ltd.
Compagnie des Messageries Maritimes	Rolux Watches	Bish Ltd.
Royal Inter-ocean Lines	Revlon Cosmetics	
Daiwa Navigation Company Ltd.	Pentax Cameras	
Sitmar Line	Massey-Ferguson Tractors	
Flotta Lauro (Lauro Lines)	Olympic Tyres	
Australasia Pty. Ltd.	Penfold Wines	
Tonga Shipping Agency	Heuga Carpet Tiles	
Karlander Kangaroo Line		

AGENTS FOR

Queensland Insurance Co. Ltd.

Shell Company (P.I.) Ltd.

Bureau Veritas

SPECIALISED SERVICES

Expert advice on Shipping; Forwarding; Customs formalities; Insurance

COMPLETE TRAVEL SERVICE

accredited agents for the INTERNATIONAL AIR TRANSPORT ASSOCIATION

OVERSEAS AGENTS: SYDNEY • LONDON • SAN FRANCISCO

HOW'S THE 12-MILE LIMIT TO WORK?

Islanders if the joint project goes ahead, also it is required to "localise" its boats in place of the present Okinawan crews, which are spiced with about 180 locals at present.

Catcher boats are being levied \$500 a month each by government and this is expected to bring \$78,000 by the end of this year. But Solomon Islanders who don't want to give away their natural resources even in return for expertise, and others who haven't forgotten World War II, are continually stirring up opposition, if not enough to make any impression on Govco's 17 elected members. They passed the enabling Fisheries Bill in August without a demurring speech or vote, with debate on the bill mainly taken up with concern over whether it would restrict Solomon Islanders from fishing with traditional methods even if the fish is for sale (it won't), or how this poor country was to defend its extended waters from fish poachers.

The bill, by the way, changes the three-mile limit to a 12-mile limit. It also provides for a fine of \$5,000 for masters who poach, or go; but the Financial Secretary squashed, for the present at least, any ideas of an infant navy or coastguard to enforce the new law, because of the enormous cost of running fast boats.

The difficulties of policing illegal fishing were pointed out by Mr Solomon Mamaloni, who described how only a few weeks before he had been on a government vessel which came across a foreign fishing vessel where it ought not be. A government officer in the bow aimed a stick so it looked like a rifle to warn the vessel off!

Even then, it was pointed out, even one first-class boat would be lucky to be in the right place at the right time. Members accepted that if Taiyo came, their presence would do as much as anything to ensure poachers kept out.

Taiyo is necessary because the Solomons' financial future will look very sour if the group is to rely on its own sources of revenue for recurrent expenditure. At least that's the story being put around by the government, and it's not hard to swallow.

Agriculture department plumps for diversification, and scattered acreages of chilli and turmeric have been planted. The first chillis were sold to New Zealand several months ago. Cocoa is still being encouraged but because of past failures it has got nowhere with village people.

Cattle are only an import replace-

ment, and the Guadalcanal Plains rice project still struggles against nature's cyclonic blows to become a complete import replacement alternative. On top of all that, the vast Santa Ysabel Island timber reserves were chopped up badly by cyclone Ida this year so that an alternative is being sought, and again it's the Japanese who have been visiting (in August through into September) to assess the prospects for a pulp wood industry which cyclones would not hurt nearly so much.

But what else did Govco do that meant a lot in the long term?

Well, it expressed extreme disapproval of the French bomb tests and asked the UK government to tell the French so. It also looked, carefully, at members dress (see panel).

Govco also felt the pressure of a democratic demonstration against the banning of chain letters, or "money tree" lotteries, earlier this year. It was a well-organised demonstration.

Colin Bentley was the man up front, as Workers Association secretary in Honiara. His shadow was the astute—some would say opportunistic—member for Honiara, Peter Salaka, in arranging a march which collected about 500 young men to its single blackboard banner. They marched right through town, watched very

carefully by radio-controlled police, to gather at the Govco chamber (the High Court building). About 1,400 petitions were handed in and eventually accepted by Govco for investigation by a select committee.

The spur to this demonstration came from one of the Australian chain letter companies, which sent out many hundreds of roneoed petition forms to "subscribers" who had indulged before the banning stopped them, and asked them to petition the government to change the law back again. The UN's "Bill of Justice" was quoted, democratic rights of the people to have their elected members do their bidding were brought forth, and veiled suggestions were made that the chain letters were providing an otherwise unavailable source of finance for "development" of local industry. The petition forms also asked that a particular company be allowed to carry on.

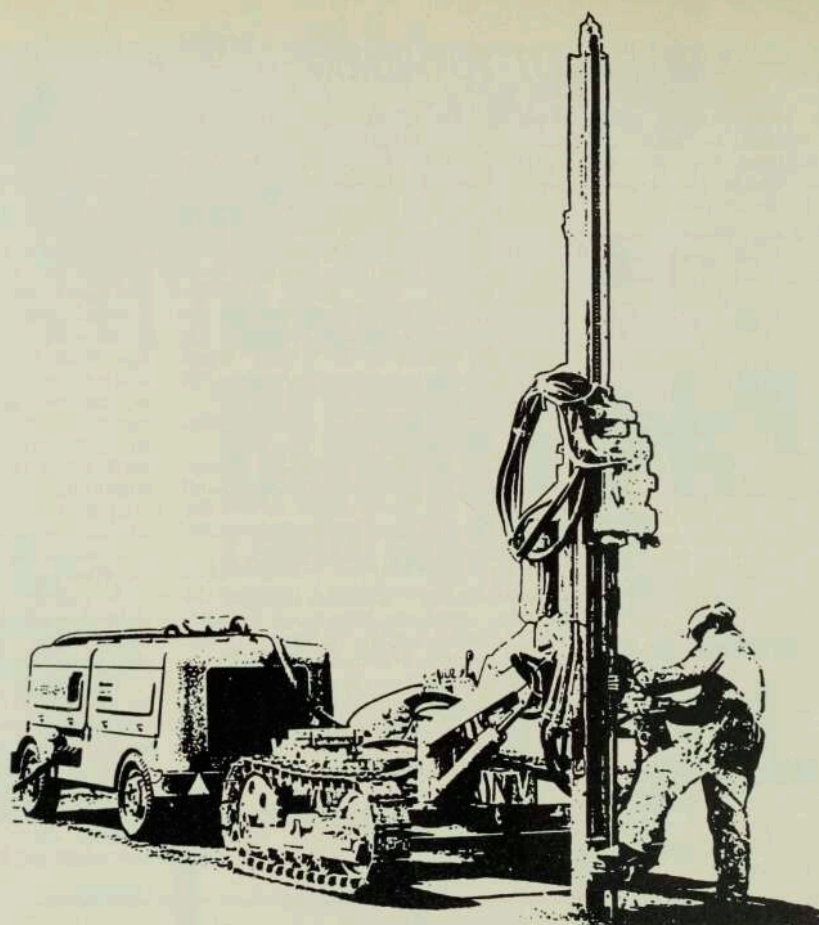
As presented to Govco, the petition deleted reference to the company, and included two other clauses which said the people had a right to gamble.

The government's main reason for banning the chain letter was that it was a very poor gamble indeed, and no winner of more than a few hundred dollars has been found as yet, and apparently not even that much has actually been seen. Inside Govco, members carefully followed procedure which allowed Peter Salaka

Guide to parliamentary fashion?

The Solomons Governing Council has taken a rather wary look at the dress of members. At its recent meeting it wondered whether it were possible to "traditionalise" dress. Members at present wear Western style lounge suits, and the only relief is the vivid shirt and tie variations chosen by some of the members. Govco finally decided that the select committee on constitutional reform should ask the local people themselves whenever the opportunity arose while on tour. Solomons traditional dress varies from a few wisps of bark to the Polynesian mats of the eastern outer islands. Mention of traditional mats brought the observation from Mr Solomon Mamaloni that one member the BSIP Attorney General, Mr Renn Davis, an Englishman, would look interesting "wrapped in his Dunlopillo mattress".





ATLAS COPCO the air power specialists

Compressed air and pneumatic equipment is our business. If you have a problem in this field, get in touch with us. Chances are, we already know how to solve it.

We have the full experience of our worldwide organisation to back us up—an organisation that designs, manufactures and supplies equipment for mining, tunnelling, construction and industry in general.

Drilling equipment for mineral exploration; rigs on wheels or tracks; rock drills, hand-held or boom-driven; over-shot tunnel loaders on rails or rubber-tyred; portable or stationary compressors; even metal finishing and spraying equipment.

So, if you have a problem that involves compressed air, call your nearest representative.

Atlas Copco

Atlas Copco Australia Pty. Limited, Bessemer St., Blacktown, or at branches throughout Australia.

Atlas Copco (New Zealand) Ltd., 18-22 Haining St., Wellington 1.

Atlas Copco (Philippines) Inc., CMS Building, Pasong Tamo Ext., Makati, Rizal.

Atlas Copco AB, 8 Lewis Road, Singapore 10.

In certain areas we are represented by distributors.

AC 3117 B

to present the petition "from all over the Solomons", as he said. To be accepted, 14 of the 19 members in the chamber had to be in favour. Fifteen were, including some who privately disparaged the particular gamble. Only one elected member, Gordon Siam (chairman of Commerce and Industry Committee) remained seated with the three nominated civil servant members. Cynics say that a number supported it because they fear the election early next year; there is no doubt a strong body of feeling is in favour of the chain letters.

Among the marchers were many *Liu*—a north Malaita word meaning roughly one who walks about doing nothing, a good description of Honiara's body of school dropouts who are jobless. Absenteeism was said to be slight around town, although domestic servants' absenteeism was difficult to assess.

And how are the leadership stakes, mentioned in these pages several months ago? Who could be the strong man in BSIP government? It's a mighty man who can sit through all Govco sessions, so one can miss good performances, but of the Solomon Islanders one must look seriously at David Kausimae (chairman of Natural Resources Committee), who acquits himself well despite his obvious preference for wanting to use pidgin in place of the obligatory English; and the once flamboyant and now intense and thoughtful Solomon Mamaloni (member for Makira, Santa Cristoval). Others miss out for waffling, parochialism, lack of education, extreme reticence, or opportunism, and perhaps old age.

But the next elected Govco will be the real proving ground, and the speed at which a leader can appear in a Pacific country under the pressures of rapid localisation and progress to independence can be gauged by a look at Papua New Guinea next door, its chief minister, Michael Somare.

A woman at Ta'aru village on South Malaita, BSI., is growing four new teeth. This would not normally be news, but Teresia Tarehoia is a 70-year-old grandmother.

Many people from the surrounding area have visited the lady to inspect her new molars. Teresia can't see what all the fuss is about. "It's only a few teeth" she said.

'PENTA-VITE' THE ABC OF VITAMINS



Nicholas

Vitamins are essential for the healthy growth of young children. And an insufficient intake of the right kind of vitamins can sometimes lead to illnesses of one kind or another.

'Penta-Vite' products are specially designed to provide the daily requirements of the important vitamins when the diet is inadequate. 'Penta-Vite' Infant Formula supplements baby's milk diet when breast feeding has ceased. And 'Penta-Vite' Syrup, with extra Vitamin C and iron, can be of special value if toddlers are

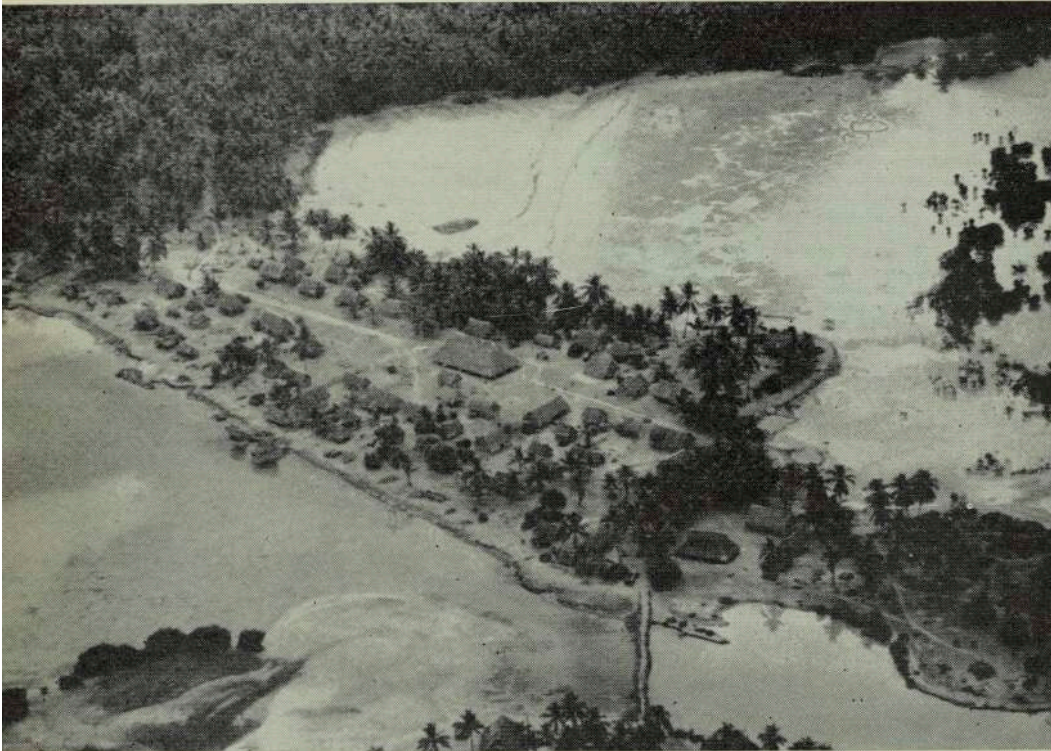
a little pale and off their food.

'Penta-Vite', Australia's leading infant vitamin supplement. From chemists only.



Nicholas Proprietary
Limited
699 Warrigal Road,
Chadstone,
Vic. Aust. 3148.

PILOT'S-EYE VIEW OF THE



Air Pacific's Captain A. G. Shearer, despite his constant flights through the Pacific Islands, is not inured to the beauty of the places en route. On these two pages and p. 52 is a selection of recent aerial shots from his camera.

On this page, an unusual view of Tabiteuea Atoll and below, Abemama, both in the southern Gilbert Islands.



SLANDS



Above, Vila is spreading quickly. The town area, with foreshore reclamation work going on, is on the right foreground; the island of Iririki, where the British Resident Commissioner lives, is in the harbour at right. Erakor lagoon is on the left of the town. Lower left of the picture, a new housing area is rapidly filling up. The building lower centre is the aged British administration centre.



Centre left, the township of Majuro, in Micronesia's Marshall Islands, a more general view of the atoll being seen below. The airstrip has recently been upgraded to international standard. Majuro's islets are strung together by causeways.





Growth of urban development in the Islands is demonstrated in the aerial shot of the heart of the city of Suva (right), with the main wharf in the foreground, and by the Raiwaqa low-cost housing complex a few miles from the wharf (above). Pictured below is Savusavu township strung along the coast on Fiji's second largest island, Vanua Levu. All photographs by Captain A. G. Shearer.



GROWING PAINS OF ISLANDS CITIES

From SEONA MARTIN,
in Suva

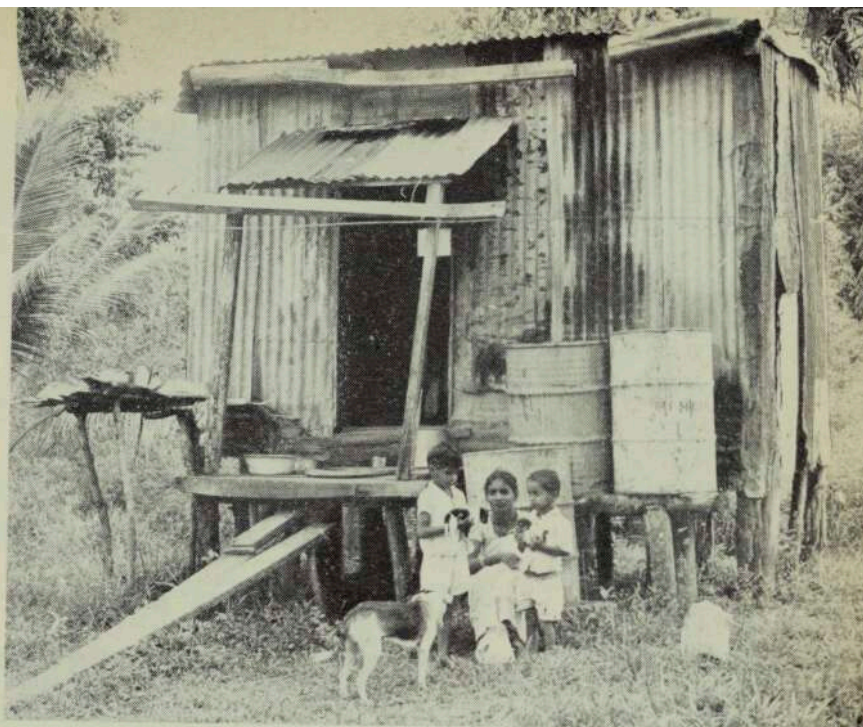
The growth of cities has almost always brought deprivation and suffering to some, while it has brought comfort and ease to others, both, if you look at it disinterestedly, as almost accidental results of the movement towards development of a country. Two centres of population in PIM territory, Suva and Port Moresby, are currently hearing about their particular problems of poverty caused by their rapid expansion.

In Suva a compassionate programme of home building for those on the fringe, culturally and physically, has been launched, and in Port Moresby, the plight of those struggling to live on the minimum wage of \$8 a week has been highlighted in evidence before a wage inquiry (see story p. 55).

A little grass hut beneath a waving palm looks pretty on a travel brochure. There is nothing wrong with most of them in reality either. As many Fijians will say, living is pleasant in a well-constructed bungalow with a thriving vegetable garden nearby and probably a school not too far away for the children.

Behind these picturesque scenes hide Fiji's major problems, poverty and poor housing. The average visitor, or resident for that matter, is unlikely to see the scores of shack-dwellers who are multiplying around Fiji's main urban areas. They are being pushed further and further out into the bush, out of sight and usually out of mind.

But recently they were being remembered through a campaign launched by Hart (Housing Assistance and Relief Trust), an organisation sponsored by the Fiji Council of Churches to build low-cost housing for the destitute and needy.



This is home for four Suva shack-dwellers.

With \$50,000, the price of a luxury Suva home, Hart could build up to 50 houses for about 300 people. With \$26,000 a Hart appeal raised in 1970, 26 houses have already been built. More are urgently needed.

Just how urgently is described by an Anglican nurse-evangelist, Sister Betty Slader, who has worked for many years among the desperately poor and needy. She said more and more land was being required for blocks of flats and luxurious houses with acres of flower gardens.

Housing units for low wage earners were mushrooming, but they were unavailable to those who earned nothing, or subsisted on charity rations and government family relief of a few dollars a month. These people had to pull up the shacks and shelters which served as homes to make way for the new buildings.

They had to move further out, further away from help of welfare organisations and the prospects of jobs or education. They rebuilt their shacks of grass, rusting iron, beaten biscuit tins and pieces of plastic, usually on land where they could not grow any food.

One of the grimmest aspects of the problem was the self-perpetuating cycle of poor nutrition, lack of incentive, lack of work and lack of money, she said. The people were too poor to buy enough of proper foods. They were undernourished, prey to severe malnutrition and disease.

In this condition they were physically unable to dig and plant a vegetable garden or take on a labouring job. The children lacked concentration, and if they did manage to get to school they soon fell behind. They left, unprepared for a reasonable job and with no opportunity to make a reasonable living wage. And so the cycle was repeated.

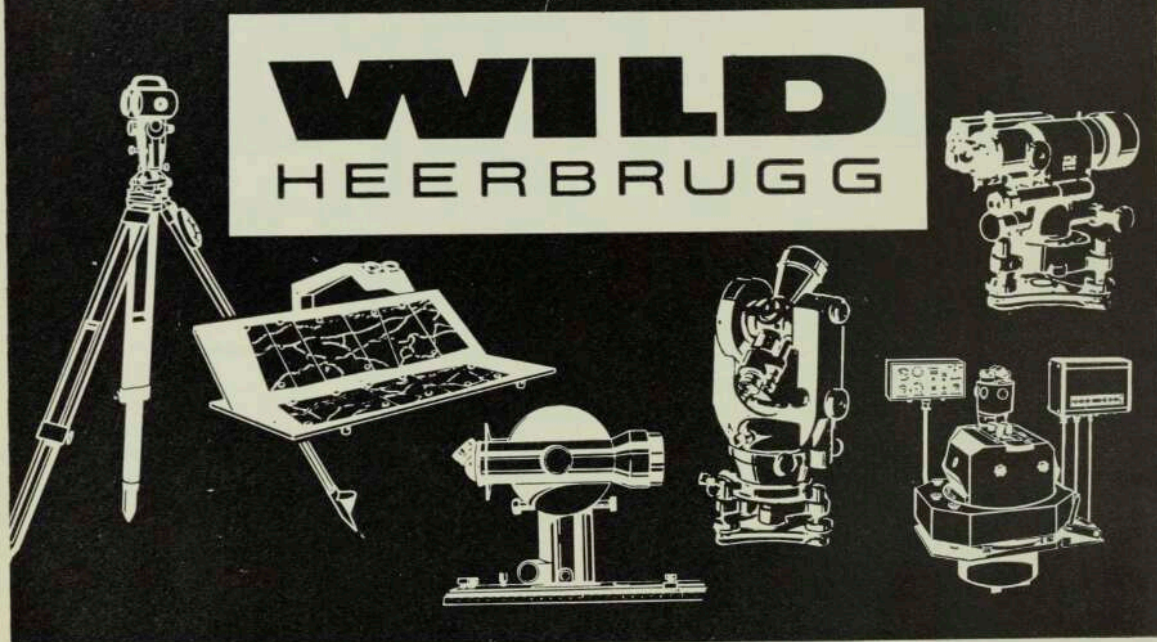
That a weatherproof house in an accessible area can put a family on its feet is demonstrated by a case which Hart found last year. The family of 10 was living in an appalling wooden shack surrounded by swamp. Sloping wooden shelves were used as a bed for the five boys, and Mum and the girls slept on another platform. Dad curled up in whatever space was available.

They survived for years on the father's pension of a few dollars a month and what he could earn occasionally by doing some gardening or washing pots at a party. There was a real feast when he brought home two loaves of bread from one of his jobs.

The mother and one son were almost blind and were hesitant about picking the tricky way through the swamp to the road. Rena (6) was totally blind and spend her days rocking to and fro on a bag in the corner, her only security. If she was lifted onto the bare dirt floor she became hysterical.

The family were shifted into a new

It costs a little more when it carries this trademark



20 years from now you'll understand why!

In this age of planned redundancy, too few products are built to last. Exceptions, however, do exist. Over the past 50 years, Wild Heerbrugg has developed a range of optical and mechanical instruments whose superior precision and absolute accuracy have withstood the test of time under the most arduous conditions . . . from the frozen wastes of Antarctica to deep in space. This unique degree of precision and reliability is backed in Australia by fully

equipped service centres staffed by Swiss-trained specialists—together with all necessary parts and accessories to maintain a lifetime of unimpaired accuracy.

The range of Wild instruments includes microscopes, theodolites, tachometers, levelling instruments, distance measuring equipment, photogrammetric equipment and stainless steel drawing instruments—all covered by long term manufacturer's guarantees.

WILD
AUSTRALIA

WILD (AUSTRALIA) PTY. LTD.

45 Epping Road, North Ryde, N.S.W.
11 Buchanan Street, West End, Brisbane, Qld.
5 Errol Street, East Prahran, Victoria.

BRIAN BELL & CO. PTY. LTD., BOROKO, T.P.N.G.

concrete-block house in a low-cost settlement and a new way of life began. Sister Slader could reach them with rations and medical care. A group of bank wives helped furnish the home and put up bright curtains.

Arrangements were made for the boys to go to school, one with the prospect of a job later this year. Dad found more gardening work to be done in the more populated area.

Best of all, Rena could go to the new school for intellectually handicapped children several miles away. She is now walking with confidence and beginning to use her sense of touch.

Meanwhile, Sister Slader keeps uncovering cases just as pitiful which need a new start just as badly. Pan Kuar, for example, who trudges many weary miles up and down steep gullies to get her weekly charity rations for a family of six—five cups of sharps, three cups of sugar, five cups of milk powder, two cups of dhall, three cups of rice and two small tins of fish.

Her husband is sick and cannot work, the family has no income at all and the children do not go to school. There is only one bed in their tiny grass shack patched with plastic.

Or there is Janki, her two young

Poverty in Port Moresby

Papua New Guinea has its poverty problems too with the burgeoning metropolis of Port Moresby, according to MHA Miss Josephine Abaijah. She should know what she's talking about—she was formerly principal of Port Moresby's Institute of Health Education, and has studied nutrition education in India and South-East Asia.

Giving evidence before a Minimum Wages Board hearing of a union claim for a rise in the city's minimum wage of \$8 per week, Miss Abaijah said that malnourishment in young children in poor family settlements in Port Moresby was comparable with what she had seen in poor villages in India. She quoted a local study which

showed widespread susceptibility to disease and deficiency among small children who were suffering from some degree of starvation.

It was impossible, she concluded, for a family to be properly nourished, and to pay for other essentials like clothes, rent, light, transport, school and hospital fees on an income of much below \$20 a week. "A family on \$8 to \$12 a week will have some of its members deprived and starving," Miss Abaijah said.

"If the economy cannot support a general urban minimum wage of \$20, society must find some other method of caring for its citizens who are now starving and suffering."

sons and chronically ill and debilitated husband who live in a tiny tumble-down iron shack which floods when it rains.

The one bed in the house is for her husband. She and her children sleep on the floor on sacks. She walks

11 miles for her weekly charity rations and \$4.50 monthly Government family relief.

This is the plight of hundreds. At the end of August the appeal had raised \$11,000 in Suva—enough for 11 houses.

For
RUM
at its best ...
say
Frigate



OVERPROOF AND UNDERPROOF

In 5 oz. and 13 oz. flasks and 26 oz. and 40 oz. bottles.
BLENDED AND BOTTLED BY JOHN WALKER & SONS LIMITED.



Parker 75 adjusts exactly to your writing style.
Parker 75 adjusts exactly to your writing style.
Parker 75 adjusts exactly to your writing style.
Parker 75 adjusts exactly to your writing style.
Parker 75 adjusts exactly to your writing style.
Parker 75 adjusts exactly to your writing style.

Just dial a different angle until the nib position is exactly how you want it. Your fingers rest in the curved grip of a Parker 75, so you write relaxed.

Fill up from an ink bottle, or load with a special Parker cartridge. It has a 'tap tank' in reserve, for up to 700 more words after you think your ink's run out!

Every Parker 75 passes 792 inspections before you see it. Sterling quality, so it's sterling silver. Or rolled gold, or Vermeil which is 14 ct gold on silver.

 **PARKER**
Maker of the world's most wanted pens

PP9B

From the Islands Press

The answer given to a rhetorical question asked editorially in the Micronitor, as to whether the average islander was getting more money out of the greatly expanded US expenditure in Micronesia:

No. That money is being spent for capital improvements and expatriates' salaries and fantastic transportation costs which are seditiously tricking the people into believing that if they want the good life they have to pay for it, and that in order to pay for it they must be tied to the US like an infant on a tit.

Letter from "Old Timer" in the Norfolk Islander:

Cries for "independence for Norfolk Island" are increasing in volume, in fact, they're becoming hysterical. Could it be that some people on the island are afraid of taxation? Or is there, in this small community, some deeply-rooted dissatisfaction with the Australian Government? However, the Australian Government does not seem to be noticeably grinding the faces of the poor Norfolk Island peasantry at the present time. And judging by the numbers of new settlers who are winging their joyous way to our shores each month, the view of Norfolk Island, from the outside looking in, must be positively irresistible.

From a Brisbane (Queensland) report by AAP in the Fiji Times:

Two men attacked and robbed a Fiji visitor here on Thursday night and he said later he had second thoughts about extending his holiday in Queensland. Mr Parun Prosdam (29) said: "This would not have happened in Fiji. We just don't have this kind of thing."

From the Fiji Times:

Two youths blackened their faces with soot, set up roadblocks, waylaid two people and bashed and robbed them, Suva Court heard. Onoriko Korovugalei and Jope Rakautoga, both 19, of Colo-i-Suva, pleaded guilty on Monday to two charges of robbery with violence at Colo-i-Suva last Saturday. They were sent to gaol for three years.

From a New Hebrides radio news report:

The Agriculture Department says it wants to reassure people that rat poison which has been distributed round the group is quite safe to use . . . The bait does not taste nice to children or other animals, but it will not make them sick.

Extract from a report in the Tonga Chronicle:

Tobacco farming makes more money than other forms of growing says a retired Free Wesleyan Church minister, Rev Siosifa Lokotui (82) of Haveluloto. Mr Lokotui and his neighbours Sione Kelo (35) and Koliniasi Palu (41) have teamed up in planting more than 10,000 young tobacco plants. "Tobacco farming is the ideal farming for people of my age. It's easy, unlike banana and vegetables that need so many labourers to look after it," Mr Lokotui said.

From an interview in the Micronitor:

Development, as it is presently by the rip-off artists and indigenous elitists, would mean nothing more than the physical and psychological disruption of all that is beautiful and meaningful in Micronesia today. In Majuro alone, where the up-to-date machinery for the conversion of "backward" Micronesia into the goosestepping 20th Century is working 24 hours a day, there have been three major suicides of young men in the last three months.

Extract from a letter by B. T. Bataua in the GEI Colony Information Notes about a film show at the Bonriki Maneaba which ended suddenly when the film, which had begun in the middle of the reel, caught fire:

The audience, who after a long period of waiting for the machine to function again, started getting up one by one, claiming their money back. By this time the crowd became so thick that one could hardly push his/her way through. Hands grabbed the box of money from the girl who collected the fees, so some were unable to have their money back. The result was the screen was stormed with stones which caused such a frightful scene in the place.

From a New Hebrides radio news report:

An unusual snake has been found at Point Cross, Pentecost. Assessor Martin reports seeing a large brown snake, about six feet long with two tails. He says the tail was split down the middle from about half-way along the snake's body . . . A young chicken killed last week (on Paama) was found to have one wing only . . . Previously (on Paama) a chicken was found to have three legs and two young coconuts, only a foot from the ground, were already bearing fruit.

From "Christian Comment" by the Rev D. J. Inglis writing in the Samoa Times on the increase in import duty:

. . . We are indeed back in the time of Amos when he prophetically denounced the selling of the poor for a pair of shoes. Today we sell our poor in Samoa for the vast last increase of road, water, fono house, electricity, aeroplanes and so forth. But their stomachs are beginning to go empty. It is not that I am against taxes, far from it, but I am against exploiting the poor. This is not Christian. It is not just. It is not human . . .

Taste the real raspberry goodness in Brockhoff Raspberry Shortcake!



The freshest, richest taste of real raspberries, sandwiched in crunchy golden shortcake. Sparkling with sugar and lively with fruity flavour. Brockhoff Raspberry Shortcake take to your taste sweetly, anytime with coffee or tea.



There's value, variety and quality in
BROCKHOFF BISCUITS

5546/8x6¼

ACHIEVEMENTS OF THE PEACE CORPS

I would like to call your attention to a paragraph under the article "About Samoa — With Sympathy" (PIM June, p. 51). The sub-headline at the top of the column reads "Peace Corps failings" and the article reads as follows: "I asked him about education. (Former Prime Minister Fiamē Mata'afa). He was not happy about the contribution of Peace Corps Volunteers, too many of whom were unqualified for the positions they occupied. It would be better to stick to New Zealand for the source of teachers Western Samoa needed, and to maintain the professional standards they could offer."

The Peace Corps, originally proposed by Senator Hubert Humphrey, and implemented by President John F. Kennedy, has undergone a steady and constant change since its inception nearly ten years ago. Its idea was revolutionary, its first volunteers were pioneers. Today, under the progressive leadership of Joseph Blatchford, Peace Corps is not the same organisation it was at its birth. Responding to new problems for an increasing number of new countries, the Peace Corps must, and is, reforming its goals to keep up with the ever-changing wishes of host countries.

As is natural for an organisation of this kind, the Peace Corps has come under a lot of criticism both in the United States as well as abroad. Much of the criticism has been constructive and helpful to this organisation, which has tried to improve on past mistakes and set its goals properly for the future. Some of the criticism has not been constructive, but only one-sided, degrading, and political.

The Peace Corps will have been in Western Samoa five years this November. It has been in other areas of the Pacific a few years longer. In Western Samoa, the Peace Corps has not been immune to attack, taking occasional rebuffs from the Samoa Times or the Pacific Islands Monthly, and rightly so, its record is not one of perfection. If the Peace Corps of Senator Humphrey and President Kennedy was an experiment, this experiment was magnified considerably with the arrival of Group I in Western Samoa in Novem-

Letters

ber, 1967. I doubt if there were many people in the country at that time who knew what Peace Corps was doing there, or what it was supposed to do. It was with this shaky and uncertain situation that Peace Corps began in Samoa.

Five years have passed, Peace Corps programme have come and gone, yet the Peace Corps remains. Why? If this organisation is such a failure, why should the Government of Western Samoa waste its time? The answer is simple, the Peace Corps in Western Samoa has been successful and continues to be. Its successes far outweigh its failures.

Having been involved in a number of programmes, such as fisheries, treasury, economic development, architecture, agriculture, turtle research, and education, the Peace Corps is planning for the arrival of two new groups within the next nine months.

It is education, however, where the Peace Corps has made incredible strides to make education more relevant to the Samoan child, both in the rural villages, and in the urban areas.

What Peace Corps teachers found in the Education Department in 1968 was an irrelevant and stagnant situation. No thought was given to the differences between the village student and his counterpart in Apia. All students were required to take the same year-end final examination in Form II to qualify for a higher education. This test, printed in New Zealand or Australia, dealt with subjects such as parking meters and skyscrapers, and was concerned only with math and English. The highest scores in the country often showed a percentage of less than 20 per cent. The "unqualified" Americans set out to change these and other discrepancies within the department.

Under the tireless efforts of John Ryding, the UN science advisor, and with the co-operation of UNESCO, which provided science equipment, the Department of Education launched a new science and math programme which eventually included social studies. This programme was possible only with the presence of the Peace Corps.

With the arrival of Peace Corps volunteer Dr. Jerry Hanna, the testing system underwent a thorough re-vamping. Working ceaselessly for three years, Dr. Hanna proceeded to provide a system of tests, testing, dis-

tribution and correction that will surely be with the Education Department for years to come.

If I may, I would like to take the efforts of one Peace Corps group to demonstrate what a bunch of "un-professional" volunteers can do. Group III, consisting of 12 volunteers, arrived in Samoa in January, 1969. All had BA or BS degrees from American universities. Five had done post-graduate work, while one held an MA in physics, another in math. Four also had previous teaching experience in the United States.

Two years later, at the end of their regular two year hitch this is what had transpired: Five volunteers taught in Savaii, five in or around Apia. One volunteer worked in Treasury, while one returned home after about a year. The five Savaii volunteers had a record high success in initiating and implementing the fledgling science programme. The Savaii students achieved higher scores than ever before in competing with the students in Apia. The Apian teachers devised and expanded new programmes in scheduling, science, math, and coaching. Six out of 11 volunteers signed on to stay for a third year, five in Western Samoa, one moving to Thailand. Two returned to Western Samoa as Peace Corps training staff, and two returned home.

One of the Savaii teachers remained in his village for the third year continuing to build on his outstanding math programme, while the other transferred to TTC in Apia to begin a new art programme. Following this he went to Fiji, and as a volunteer, worked as Assistant Director of the South Pacific Arts Festival in Fiji. On the level of personal relationships, these volunteers were also responsive to local needs. Two stocked their school libraries with books from the United States, four taught school after hours for local villagers, one built a new house for his Samoan family, another sent his Samoan "sister" to the United States for an education.

These were the efforts of 11 Peace Corps volunteers of one Peace Corps group, but it doesn't stop there. What about the architects who created the new "fale fonofu" in Apia, the excellent teachers at Samoa College, Avele, St Joseph's and the coaches at Chanel, and the members of a Samoan singing group, whose recordings, aired on 2AP, are sung by Samoan children throughout the country. If these volunteers were not successful on a "professional" basis, couldn't they at least be counted for what they've done in human relations?

Many volunteers have learned to

speak Samoan fluently, some have even received "matai" titles. They are receptive to Samoan culture and custom, and have learned it as well as is possible for a "palagi". They have become integrated members of families and villages, and are loved as if they were tied by blood. They live within the Samoan environment building their "fales", bathing under an open pipe or in the public pool, and learning to like the Samoan food.

They have bridged a wide gap between two completely different cultures, and have shown that people with such differences can work together, understand, and love each other. Isn't this not also true of other Peace Corps countries?

ROB SHAFFER.

Former Peace Corps Volunteer,
Iva, Savaii,
Western Samoa.

● *PIM has never attacked the Peace Corps, although some of the comments quoted may at times have caused pain, regrettably, to its members or supporters. Always, we hope, any such pain is the stuff of which resolution and devotion are born, not the resignation of being unappreciated.*

Letters

PROOF AND REPROOF

I'm always impressed by the many caustic writings appearing in the Letters to the Editor column of PIM. PIM is, in fact, an excellent up-to-date informative source of teaching aids about the Pacific World. Unfortunately, its value could easily be spoilt by impetuous terms such as "darned thing", "damn thing" which appeared in [connection with] one of the letters in the August issue.

In the same issue Mr Higgins appeared to appreciate Sue Wendt's article (Sept. '71) about Niue which no doubt stirred his emotional longing to visit this place, "for some reason" as he put it.

My advice is this. Anyone wanting to assess Sue's article is free to do so, when the accommodation facilities under construction are open. So Mr Higgins had better keep his hearing aid on to listen for the date.

H. P. FOLIOLA.

Tuapa,
Niue.

TWO-WAY LOYALTY

The point made in your August issue about loyalty to Fiji-made products is well taken. But I hope that Fiji manufacturers also realise that loyalty is a two-way street.

As a housewife who does her regular shopping stint in Suva's large supermarkets, I remember the time I got my tomato sauce-addicted children onto the home-grown product, then had to go through the "withdrawal symptoms" with them when it disappeared off the shelves.

Other Fiji-manufactured items which have disappeared mysteriously from shops for varying lengths of time include coconut drop biscuits, honey, cigarette brands, paper towels, toilet rolls, passionfruit jam, corned beef and small-size flip flops.

Providing locally-made goods are up to scratch—and most Fiji-made items are very good—it is morally right, and economically sound, for residents to buy them. But I do ask that Fiji manufacturers keep their goods supplied to the store shelves. If they do, I doubt if I'll ever reach for an imported brand.

S. M. BARKER (Mrs).

Suva,
Fiji.

Save hundreds of dollars on Australia's most efficient WALK IN, ALUMINIUM COOLROOMS AND FREEZE ROOMS

Hundreds already installed! The most economical supplementary cool-rooms for bottles and food, providing the largest storage capacity of any comparable coolrooms of the same exterior dimensions. Five sizes—from 90-360 cu. ft. capacity; 16 models offering normal temp., two temp., deep freeze, or for pastry and ice storage applications. White vinyl interior, embossed rustproof aluminium exterior.

- SUPPLIED IN EASY-TO-ERECT, DO-IT-YOURSELF KIT FORM
- PETROL AND PETROL-ELECTRIC MODELS ARE AVAILABLE FOR AREAS WHERE POWER IS LIMITED OR NON-EXISTENT

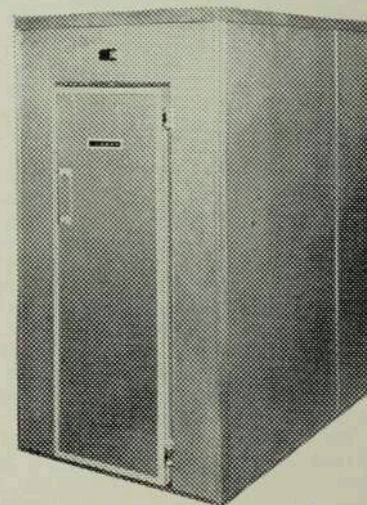
Available from:

AUSTRALIAN NEW CALEDONIA EXPORTS, (SILVER AND BARDA), 363 George St, 2000 and Branches.
BRECKWOLDT AND CO., 276 Pitt St, Sydney 2000 and Branches.
HAGEMEYER (AUST.), 59 Anzac Parade, Kensington 2033 and Branches.
MILLERS LIMITED, Thompson St, Suva, Fiji.

Manufactured by:



WARBURTON FRANKL



NELSON AND ROBERTSON PTY. LTD., 197 Clarence St, Sydney, 2000.
RABAU TRADING CO., and Branches.
ROY GALLIMORE AND ASSOCIATES, POB 179 Vila, New Hebrides.
S. AND E. TATHAM, 364 Lonsdale St, Melbourne, 3000 and Branches.
SULLIVAN (EXPORT) PTY. LTD., Kembla Bldg., 60 Margaret St, Sydney, 2000 and Branches.
W. S. TAIT, 31 Macquarie St, Sydney 2000 and Branches.

199 Parramatta Road., Cnr. Skarratt
Street, Auburn, N.S.W. 2144,
Australia. Phone: 648-1711.

Powered by Kelvinator.
Five-year warranty on
compressor. Early de-
livery.

Come up to Kool for extra freshness



U597-8/71

PACIFIC ISLANDS MONTHLY—OCTOBER, 1972

61

Gillespie's Flour...



the most important ingredient

BREAD FLOURS:

CAKE FLOURS:

BISCUIT FLOURS:

SPECIALITY FLOURS:

- MAINTOP—high protein bread flour
- ANCHOR—bakers flour
- MEDIUM—cake and pastry
- SPECIAL CAKE—madeira and cup cakes
- STRONG—cracker biscuits
- SOFT—sweet biscuits
- RYE flour
- SHARPS—roti and chapati flour
- 50/50 MEAL—brown bread
- SPONGE—sponge cakes
- MEDIUM—Shortbreads
- RYE meal
- KIBBLED RYE
- 100% STONE GROUND WHOLEMEAL

GILLESPIE BROS. PTY. LTD.

HEAD OFFICE:

52 UNION ST., PYRMONT, SYDNEY, N.S.W.
(G.P.O. BOX 2518, SYDNEY, 2001.)
PHONE: 660-4933.

CABLE ADDRESS:

"GILLESPIE",
SYDNEY AND BRISBANE.

BRISBANE OFFICE:

ALBION, BRISBANE, QUEENSLAND.
(P.O. BOX 8, ALBION, BRISBANE, 4010.)
PHONE: 6-1121.



If you drove a lift truck, you'd choose Hyster

Hyster lift trucks are people's trucks. We build them easy to handle, easy to live with. Comfortable seats. Full circle visibility. Plenty of leg and foot room. Human-engineered features. Naturally positioned controls.

We also consider managing directors, company secretaries and maintenance men. Find out now how Hyster trucks will reduce your materials handling costs. Ask your Hyster dealer for a demonstration. He's listed in the Pink Pages. Or write to Hyster Australia Pty. Ltd., Ashford Avenue, Milperra, N.S.W. 2214.



HYSTER AUSTRALIA PTY. LTD.

'Hyster' and the Company symbol are trademarks.

HR29.FP2



To beat great cars

1972 3rd 1973 RALLY MONTE-CARLO at Monte Carlo, you've got to be good!

DATSUN zoomed through the 3,700 kilometer rally over icy roads, blinding blizzards and Alpine peaks to capture third place over-all! This year's event was so demanding that only 52 of the 264 entries were able to finish. But Nissan technology propelled DATSUN

securely to second place in its engine class. Engineering and technology is what a motorcar is really all about. With satellite launching experiences behind it, Nissan offers the most integrated design in a motorcar you can buy today. Rigid quality control. Extensive

production tests. Original research. And ingenious styling—distinctive and functional. These are only a few of the many reasons why motorists in over 120 nations are more than satisfied with DATSUN year after year. Get on the winning side. Get yourself inside a DATSUN soon!



DATSUN

Product of NISSAN

Find out

where to test-drive your rally winner at the
DATSUN distributor nearest you!

Full line of DATSUN's from pickups to luxury sedans.

Port Moresby, Lae, Madang, Mt. Hagen
BOROKO MOTORS LTD.

Rabaul
RABAU GARAGE LTD.

Suva, Lautoka
SUVA MOTORS LTD.

Apia
MORRIS HEDSTROM LTD.

Noumea
E.D. PENTECOST

Port Vila, Santo
PENTECOST PACIFIC S.A.

Honiara
R.C. SYMES PTY. LTD.

Dili
**SOCIEDADE AGRICOLA PATRIA E
TRABALHO LDA.**

Norfolk
SIRIUS SERVICE STATION

Pago Pago
B.F. KNEUBUHL

Tahiti
SOCIETE POLYNESIENNE DE DISTRIBUTION

Nauru
JACOB ENTERPRISES

Nukualofa
RICKLEMAN BROTHERS

Saipan
J.C. TENORIO ENTERPRISES

Guam
J & G MOTORS CO., LTD.

Cook Islands
COOK ISLANDS MOTOR CENTRE LTD.



New DATSUN Pickup

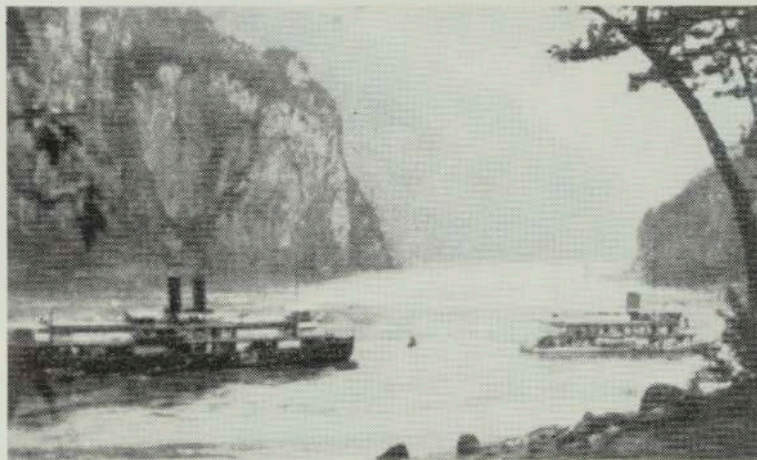


New DATSUN 180B
Hardtop



DATSUN

Product of NISSAN



The China Navigation Company was launched on the Yangtse ninety nine years ago

In 1873 the China Navigation Company commenced operations with two paddle steamers, the "Glengyle" and the "Tunsin," serving the Yangtse River trade.

Today, the China Navigation Company provides the most extensive network of cargo routes within the area bordered by Japan, Tahiti, New Zealand, Australia and the Malay Peninsula.

The two paddle steamers have been replaced by twenty-six cargo ships.

The Company's early dependence on the

Yangtse and the China coast for its living is marked nowadays only by the names of some of its ships . . . traditionally of those towns and provinces in China where the Company grew to its present high standing.

The China Navigation Company—the name that has become synonymous with experience . . . reliability . . . speed . . . service.



For further details and all enquiries there are Agents at the following ports:

Melbourne:
P. & O. Lines of Australia Pty. Ltd.

Brisbane: Wills, Gilchrist &
Sanderson Pty. Ltd.

Papua and New Guinea:
Steamships Trading Co. Ltd.,
Port Moresby, Samarai, Lae,
Madang, Rabaul, Kieta.

Wewak: Kavieng: Burns Philp
(New Guinea) Ltd.

Fiji: Morris Hedstrom Ltd.,
Suva, Lautoka.

Western Samoa:
Morris Hedstrom Ltd., Apia.

Tonga: Morris Hedstrom Ltd.,
Nuku'alofa and Vava'u.

Tahiti: Etablissements
Donald, Papeete.

Japan: Swire McKinnon,
Tokyo, Yokohama, Osaka,
Kobe and Nagoya.

Eastern Managers:
Butterfield & Swire,
9 Connaught Rd.,
Central, Hong Kong.

New Caledonia:
Etablissements Ballande,
Noumea.

B.S.I.P.: British Solomons
Trading Co. Ltd., Honiara.

New Hebrides: Les Comptoirs
Francais des Nouvelles-Hebrides,
Vila and Santo.



SWIRE & GILCHRIST PTY. LTD.,

General Agents in Australia, 8 Spring Street, Sydney. Phone: 2 0522

THE CHINA NAVIGATION CO LTD

Member of the Swire Group

SG041

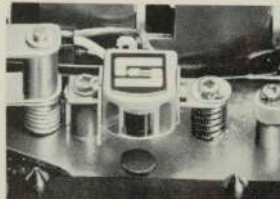
Kenwood Delivers R-to-R Quality In Cassettes



KX-700

Kenwood technology always keeps in pace with the state of the art in audio amplification. And the hottest things on the cassette market today are the Dolby System and Chromium Dioxide tape. Dolby dramatically reduces hiss and other noise inherent in tape recordings while chrome tape promises phenomenal improvements in performance.

The new Kenwood KX-700 Cassette Deck not only incorporates a Dolby unit but is also equipped with Super Ferrite Head (SFH) specifically designed to handle chrome tapes. These features boost quality characteristics of cassette recordings to reel-to-reel level. The KX-700 has a Tape Selector which enables you to get maximum performance from regular, noiseless or chrome tape.



*Dolby is a trademark of Dolby Laboratories, Inc.

the sound approach to quality
KENWOOD

For more information, write to: P-SECTION, TRIO ELECTRONICS, INC. 6-5, 1-chome, Shibuya, Shibuya-ku, Tokyo, Japan



Who says family motoring can't be fun? Meet the Mazda 808 sedan.

It is lavish glamour you can afford.

Along with its fine finish, you get high back front bucket seats that lay way back. And women, children and men appreciate the four doors with two stage checkers.

Plus the door locks are child-proof.

You also get a lockable gas door, thick foam dash, padded sun visors, door armrests, beautifully recessed instruments and more.

You even get front disc brakes. And the body is of semi-monocoque construction with sub-frames designed for safe controlled-collapse under impact.



What's more, the spare fits under the trunk so your luggage fits snugly.

Now load up and go. You hug the road with its wide track. And you take the lumps out of bumps thanks to its coil suspension up front and bias-mounted gas-filled shock absorbers in the rear.

And the center console with

its 4-speed floor shift gives you more than crafty craftsmanship.

The thrifty but hefty 1300 cc overhead engine gives you the feeling of power.

There you have it. Power, safety, comfortable ride and all the things that make driving fun... because our engineers are family men, too.

And if you are not a family man, you can also get a sporty coupe with all of the above.

But that is another story.

Meet the Mazda 808 sedan first.

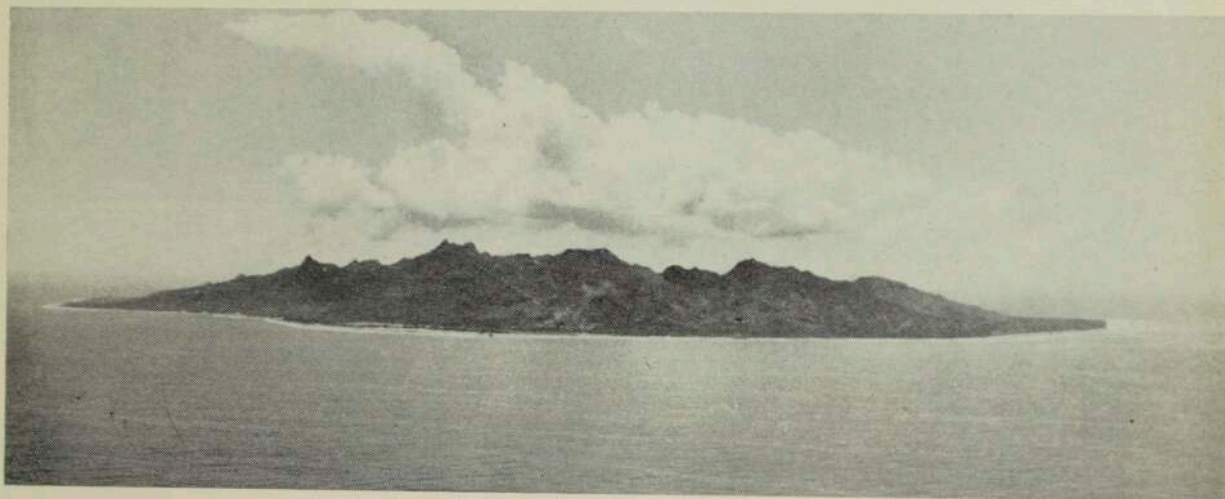


American Samoa/MAX HALECK, INC. Pago-Pago, American Samoa 96920 Fiji Islands/NIRANJANS AUTOPORT LTD. G.P.O. Box 450, Suva Tel: 22691
New Caledonia/SOCIÉTÉ RIVIERE ET BERNANOS 41 Rue de Sebastopol, Noumea New Guinea/PNG MOTORS LTD. P.O. Box 1394, Boroko, Papua Tel: 55788
New Zealand/MAZDA MOTORS OF NEW ZEALAND LIMITED Auckland Western Samoa/H. & J. RETZLAFF P.O. Box 195, Apia Tel: 237

*The trade mark MAZDA in this advertisement stands for AUTOMOBILES MAZDA as far as France and her territories are concerned.



Magazine Section



Rarotonga, principal island of the Cook Group.

—A. G. Shearer photo.

A NOT-SO-MODEST MEMBER OF A PAST COOK ISLANDS PARLIAMENT

By W. H. PERCIVAL

One of the most colourful characters to settle in Rarotonga in the 19th century was John Mortimer Salmon, who, during his 37 years residence, elevated himself from trader's agent to husband of an influential chiefess and Chairman of the Federal Parliament.

He is said to have bestowed a medal upon himself when he was Chairman of Parliament, but although he had the qualities of a professional "con man" he is chiefly remembered for his efforts to develop the constitution of the Cook Islands Federation.

One source says that Salmon was the grandson of Thomas Dunnett, a sea captain of Ramsgate, England, and that he spent most of his youth in Tahiti and arrived in Rarotonga in 1874 on the schooner, "Venus", as an agent of the well-known Papeete merchant, John Brander.

Eric Exham, the son of R. Exham who was the first British Consul in Rarotonga, told me he had known Salmon and that he believed he was either an Aberdeen Jew or a London

Jew. Eric Exham, then in his seventies, had known Salmon when he lived in Arorangi village and described him as a clean-shaven, balding man who walked with a pronounced stoop in his latter years.

Salmon arrived in Rarotonga as a good-looking man in his mid-twenties. The island was ruled by the high chiefess Makea Takau Ariki, who was supported by the British Government and was probably advised by the resident missionaries of the London Missionary Society. She was fiercely jealous of her royal prerogatives and quick to punish those who attempted to question them.

John Salmon met and fell in love with Mereana, a member of Arorangi's chiefly Tinomana family. Mereana was a pretty girl with long black hair, large soft brown eyes, and a complexion little darker than a southern Italian's. She was also the favourite niece of Queen Makea.

Mereana was strongly attracted to John Salmon and they asked the Rev. James Chalmers of the LMS to marry them. Chalmers refused, be-

lieving that nothing but trouble could come from such a match.

Makea Ariki would not hear of the marriage, and the Arorangi people resented the idea of a foreigner marrying into their high chief's family and thus gaining a measure of control over their affairs.

Still determined to marry Mereana, Salmon realised that he'd have to wait. They met often in secret, aided by Mereana's close friend, Pokoina, a girl about her own age.

Salmon saw his opportunity when one of Brander's schooners, "Humbolt", called at Avarua in 1874 to load a cargo of cotton. The master, Captain Harris, was a friend of his and he agreed to help.

Salmon and Mereana launched a canoe at night and took a supply of palm frond torches with them so that observers would think they were going fishing.

The schooner "Coronet", commanded by Captain Rose, was also in harbour and Rose was also against the marriage, but they passed the vessel without being detected and

ELOPEMENT FAILS BUT MARRIAGE FOLLOWS

reached the "Humbolt" which sailed for Mangaia immediately.

The elopement was discovered the following day and a furious Makea sent men off in the "Coronet" to bring the lovers back. The two schooners reached Mangaia about the same time and a boatload of men was sent over to the "Humbolt".

"I'll shoot any man who attempts to board my vessel," Captain Harris warned them grimly.

But Captain Rose had an answer to that. The "Humbolt's" cotton cargo was still lying on Avarua wharf, and the "Coronet" was the faster of the two vessels. Rose said that if Mereana was not handed over he would return to Rarotonga and burn the cotton. Knowing that Rose would carry out his threat, Harris and Salmon had to give in, and the two schooners returned to Rarotonga.

For some months after this Salmon lived in various islands including Raiatea, Flint and Mauke. He received occasional letters from Mereana and sent replies by friendly schooner captains. Then he learnt that Makea was no longer opposed

to the marriage and returned to Rarotonga on the small schooner, "Atalanta", in 1875.

Makea was away in Atiu Island visiting her consort, Ngamaru Ariki. She sent the "Venus" from Atiu with orders to bring John Salmon and Mereana to Atiu where they would be married. Chalmers was still set against the match.

But the Rarotongans refused to let John Salmon leave. He pretended to give in to them but had himself smuggled on board hidden in a pile of mats. The vessel was searched by the suspicious islanders but Salmon was not discovered.

Still suspicious, the Rarotongans followed the "Venus" in their own schooner, "Ngamaru Ariki", but when they arrived at Atiu Makea ordered them to leave. This they did and John Salmon and Mereana finally became man and wife.

For several years Salmon managed Brander's store at Avatiu, a settlement on Rarotonga's northern coast with a small harbour used by local and overseas vessels. Then, in 1888, one of Mereana's uncles died and she

inherited the title of Tinomana Ariki.

John Salmon had still not been accepted by the Arorangi people who described him as "the fifth wheel of the carriage", but he used his wife's influence to finally get one of his ideas across. This was for them to buy their own vessel and use it for trading between the Cook Islands, other island groups and New Zealand.

There were about 80 shareholders, Mereana among them. Through his contacts in Tahiti, Salmon bought a schooner of about 80 tons, "Poe", for £405. She was a fast vessel with beautiful lines, built as a yacht by Mr Ben Chapman of Tahiti. The "Poe" arrived in Rarotonga in December, 1891, was careened on the beach, caulked and made ready for sea. She had two masts and an "iron keel".

Salmon renamed the vessel "City of Arorangi". The name was painted in bold letters on bow and stern, although Arorangi was no more than a village, as it is still. He began to fancy himself as a sea captain and practised navigation, taking sights on land, and having himself examined and passed as a capable navigator by local schooner skippers Harris and Emil Piltz. Then he made his first and only voyage as a ship's

TABATA SKIN & SCUBA DIVING EQUIPMENT



The TABATA line offers the importer a complete range of RUBBER SKIN & SCUBA DIVING EQUIPMENT and ACCESSORIES for both the professional and amateur. Years of specialized manufacturing experience has established our

line's REPUTATION FOR QUALITY, ATTRACTIVE and PRACTICAL DESIGNS and VERY COMPETITIVE PRICES. We also offer a varied line of rubber sundries for golfing, skiing and other popular sports.

For full particulars on our lines, write to:

Manufacturers



TABATA CO., LTD.

Yajima Bldg., 2-2 Yoshi-cho, Nihonbashi, Chuo-ku,
Tokyo Cable: EASTABA Tokyo TELEX: 252-2806
EASTABATA TOK Tel: (663) 8651-5

More light on J. M. Salmon's background

Robert Langdon of the Pacific Manuscripts Bureau, Australian National University, has this to say of John Mortimer Salmon's origins:

The South Seas Salmons are descended from a family of French Jews who fled to England during the French Revolution. One member of the family, John, settled at Hastings, Sussex, with his wife Rebecca. John and Rebecca Salmon had eight children—four sons and four daughters. Three of the sons emigrated to California about 1839 and went into business there. Their names were Alexandre, Julius William and Mortimer. Mortimer subsequently went to Russia, married a rich countess and eventually returned to England. Alexandre went to Tahiti in 1840 in a ship commanded by a friend and associate of his, Captain George Dunnett. And Julius William remained in California where, in 1847, he married Dunnett's sister, Esther. Meanwhile, in the early part of 1842, Alexandre married the Tahitian chiefess Arii Taimai, and Dunnett married a friend of hers called Tua. Both had dispensations to do so from Queen Pomare IV, as marriages between Tahitians and Europeans were then forbidden by law.

Alexandre Salmon and Arii Taimai had nine children.

The eldest of these was a daughter, Titaua. She married the Scottish merchant, John Brander, who established himself in Tahiti in 1851. The seventh child, another daughter, Marau, became the wife in 1875 of a Tahitian prince, who, two years later, became King Pomare V. Alexandre Salmon thus fathered a girl who became queen of Tahiti—indeed, she was the last queen, for Pomare V abdicated in 1880. Alexandre Salmon also prospered as a businessman.

As for Alexandre's brother, Julius William, he, too, went to Tahiti after his marriage to Esther Dunnett. His wife gave birth to four children, two girls and two boys. One of the boys was John Mortimer Salmon, the subject of W. H. Percival's story, who seems to have been named after his grandfather in Sussex and his uncle in Russia. John Mortimer was possibly educated outside Tahiti; but, as Percival tells in his story, he was sent to Rarotonga in 1874 as an agent for John Brander, whose relative he was by marriage. Having observed the business and social success of his uncle Alexandre through marrying an island chiefess, John Mortimer may well have deliberately set out to marry the chiefly Mereana . . . which, at any rate, he did.

master, a voyage that almost ended in complete disaster.

He embarked 48 passengers, eight of whom were children, for a voyage to the southern Cook Islands of Mitiaro, Mauke and Mangaia. The crew consisted of a mate, supercargo, a cook and four seamen.

One informant said that soon after John Salmon went on board he became violently seasick and thereafter spent a great deal of his time in his bunk. Another informant who had also known John Salmon when he was an old man, said that on this voyage the schooner lacked a chronometer and no local charts were on board.

Provisionally, the cargo included 12 pigs, six of which belonged to Mereana, and four ducks. There were also the normal ship's stores. The Polynesian voyagers travelled deck, taking enough food to last them for the anticipated two-day voyage. There was also a plentiful supply of drinking water, carried in casks.

Skipper John Salmon maintained strict discipline. Every evening all hands were mustered for a religious service; even the helmsman had to attend after he had lashed the wheel. No night watches were kept because the LMS missionaries had imposed an 8 p.m. curfew in the Cook Islands and Salmon followed this rule on board his ship. The results of this quaint procedure at sea were predictable.

On the fourth day, two days after

they should have made their first landfall, somebody dared to ask the seasick captain where they were. John Salmon, who didn't know either, tried to bluff it out.

"I believe that my sextant is unreliable. It doesn't read the same here as it did in Rarotonga. And I was so busy on the second night out that I forgot to wind my watch," he is reported to have said. He told them that they would reach land by following the seabirds which returned to nearby land at dusk. And from then on they followed the birds.

The air grew colder as they proceeded further south. The food gave out and the ducks were killed and eaten with the ship's rice. By the end of the second week two of the pigs had been eaten and two more were killed a few days later.

There was angry and mutinous talk among the shivering islanders and Salmon, sick at heart as well as physically, had to reverse his course. Three weeks and four days after their departure from Rarotonga, they sighted land. By a freak of fate it proved to be Rarotonga.

The news spread faster than a bush fire. It was decided at indignation meetings that John Salmon would no longer be addressed as "captain".

The schooner was renamed "Maungaroa", by which name she is commonly remembered today. The Banks' Diaries show that the "Maungaroa" was used as an interisland trader in the Cooks, also making calls at

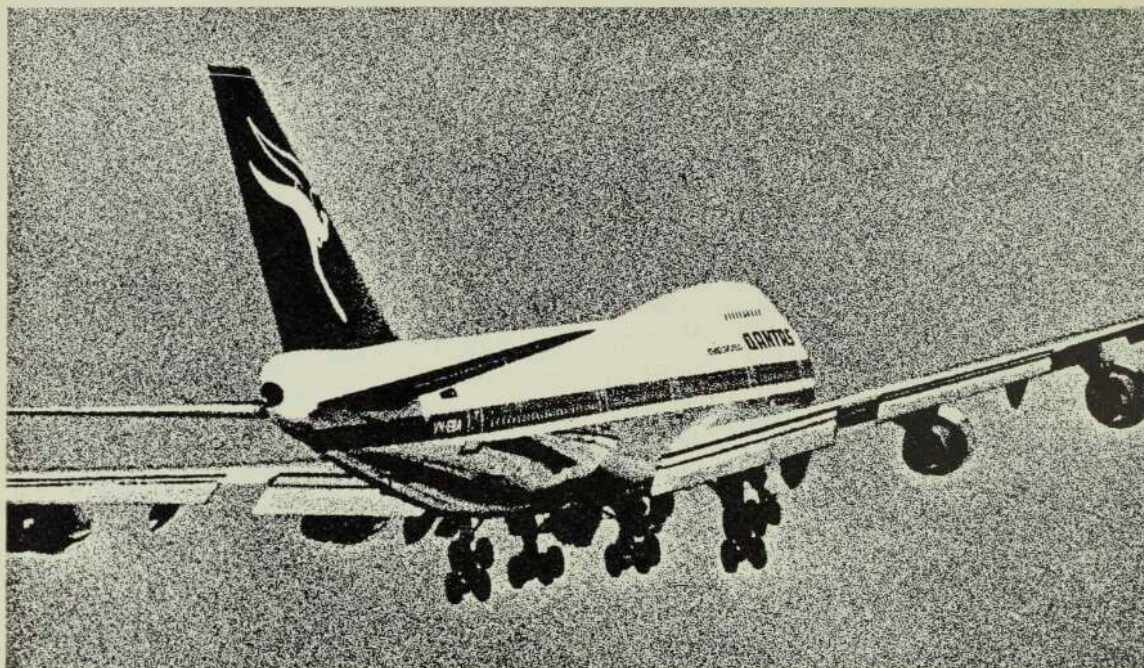
Auckland, Tahiti, Niue and Rurutu between 1891 and 1903, and that sometimes she was chartered by the Cook Islands Trading Company.

John Salmon and Tinomana Mereana continued to live in Arorangi village. They adopted a son of Tahitian-Chinese parentage, named Taripo Ah Foo, who arrived in Rarotonga from Tahiti in 1895 at about the age of 20. Taripo later owned and operated a store and bakery at Avatiu.

When I interviewed him several years ago, old Taripo was aged about 90, but was still mentally alert, with good sight and hearing. When he arrived in Rarotonga, said Taripo, Makea Takau Ariki was the ruling 'Queen' of Rarotonga, Rev. Hutchins was the LMS resident missionary, and F. J. Moss was the British Resident (a title later replaced by Resident Commissioner).

For a time Taripo lived with a Chinese, named Amene, in a section of the Aravua district called Marai-renga. Later, he established his own store and bakery next door to Donald and Edenborough's Cook Islands branch at Avatiu. Not long after completing his business premises and residence a hurricane destroyed the lot. He married Tauvira, of the Uriarau family, by whom he had five children, and some of their descendants are well known in Rarotonga today.

About 1898 John Salmon conceived the idea of using the limes that grew prolifically on his wife's land to start



There's never been a better time to go than now!

Qantas gives you the big, smooth, quiet and beautiful 747B. This is the plane with the biggest First Class Lounge in the skies. The one with movies and stereo*, with wide, wide aisles and wide custombuilt seats. The Qantas 747B has 15 washrooms. Separate Shaver Bars. And it's a quieter plane from nose to tail. Even the main galley is below, so you're really away from any noise.

You can fly the Qantas 747B between Australia, Singapore, Europe and London, and between Australia and San Francisco.

QANTAS 747B

The service is as big as the plane.

IATA regulations require us to make a charge of US\$2.50 for the use of headsets.

LB1.1418

WATERED LIME JUICE DISASTER

a lime juice industry. He talked Mereana into the idea and sent a sample cask of Rarotonga lime juice to San Francisco. He received a highly satisfactory report on the product and a substantial order for more.

He plunged into his new project with enthusiasm and by July, 1898, he was being described in Rarotonga's only newspaper, "Ioi Karanga", as "J. M. Salmon Lime juice manufacturer and Manufacturer's Agent". By this time he had also become the "Chairman of the Cook Islands Parliament".

An editorial in the March 17, 1900, issue of "Ioi Karanga", owned and printed by Oscar Owen, said: "The lime juice trade is being boosted of late and several new machine presses are coming in. The old system was to tread limes out with bare feet in canoes, etc. CITC (Cook Islands Trading Company) has recently made a contract to take the total output of machine-made lime juice from Arorangi—possibly 75 per cent. of the total produced in Rarotonga . . . under the personal supervision of Mr J. M. Salmon, and the limes are the property of his wife."

Salmon wrote to a large carriage company in California saying that he had been "instructed by Her Majesty, Queen Tinomana, to request that 11 buggies be forwarded to her through the Rarotonga branch of Donald and Edenborough". He stipulated that the invoices be sent with the buggies and that the invoices would be sent to the firm's head office in Auckland, where they would be paid.

In due course, the carriages arrived and were assembled in Rarotonga, and one each was presented to the leading chiefs of the island. The buggies were the latest models, two-seaters with rubber-tyred wheels, candle-burning side lanterns and lace curtains.

However, Salmon's newly-won prosperity came to a sudden end when his Californian clients discovered that many of the casks of supposed lime juice contained nothing but salt water.

Donald and Edenborough had to pay for the carriages, nearly £700 worth—and they never succeeded in recovering the money from Salmon.

Tinomana Mereana seems to have been a devoted wife, for she continued to live with Salmon for the

remainder of her life, in Arorangi village.

Charles Wells Banks, a contemporary of Salmon, who lived in Rarotonga after reputedly stealing more than \$20,000 from the Wells, Fargo Company in the United States (PIM, Feb., 1971, p. 71), made a few references to Salmon in a diary he kept.

On September 23, 1900, Banks wrote that he was "surprised at Salmon's debts to natives". On November 11, 1903, he noted that Tinomana and Salmon visited the "store and spent about £1 in afternoon". (This would have been Donald and Edenborough's store at Avatiu where Banks was employed as accountant.)

Salmon is also mentioned in "Rt. Hon. R. J. Seddon's Visit to the South Sea Islands" (Wellington, 1900). It is there stated that Seddon's party passed some "long well-kept streets (in Arorangi) on which pleasant homes abutted" until they came to "the residence of Mr. Salmon, Speaker of the local Parliament, and . . . Tinomana, the high-born lady who had assisted to receive us at the levee the day before".

"The large house," the account continues, "is well furnished in the European style, and in one of the rooms stands an organ on which Mr Salmon played selections of music for us in a finished and masterly manner."

As he grew older, Salmon's hair receded and he used reading glasses. He usually wore a locally-made pandanus hat, jacket and long trousers.

When Tinomana died on September 2, 1908, her relatives hustled Salmon out of the Arorangi 'palace' and took away his lands. But they allowed him to live in a small house he had built opposite the 'palace'.

By this time he was a bent old man, but his knowledge of the Cook Islands Maori language enabled him to eke out a miserable existence as a Government interpreter.

The bitter blow of Mereana's death had robbed him of all will to live and he followed her to the grave two or three years later.

Those who knew Salmon during his later years said he was about 70 when he died and "looked half-starved, just a bag of skin and bones". His grave was obliterated when the site was made into a playground for Arorangi School.

**The only
book telling
the vivid
history of
Tahiti
from its
discovery
by Europeans
to the
present day.**

Tahiti: Island of Love

ROBERT LANGDON

276 pages, illustrated; soft cover.
Price: Australia and P.N.G., \$3.50
Aust., plus 16c posted; Pacific
Islands and overseas countries,
\$3.50 Aust., plus 25c posted;
U.S.A., \$4.46 U.S. posted.

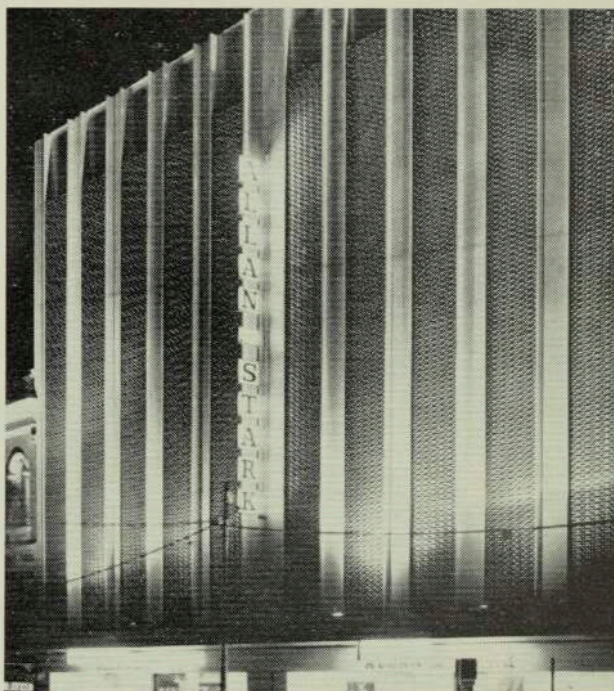
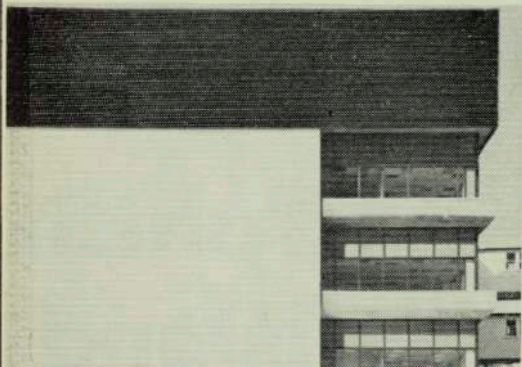
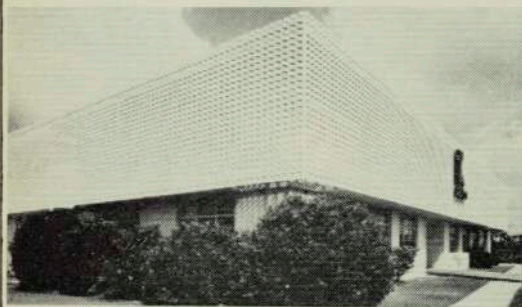
Available from:—



**Pacific Publications
(Aust.) Pty. Ltd.**

Box 3408,
G.P.O., Sydney, N.S.W.,
Aust., 2001.

Five highly versatile screening systems for sun control, building refacing and ventilation.



Every screening project has unique characteristics and requirements of its own. Wunderlich manufactures a large range of high quality screening systems for use on new buildings or the refacing of existing structures. Octalinear Grilles. Adjustable Sun Louvres. Metal Louvres. Alumatex II and Vert-A-Cade. Their design flexibility and the wide variation provide the opportunity to design to a budget consideration. Combined with their permanence and light weight, these systems are particularly economical in a variety of uses including space dividers, fascias, free air intakes, sign and display backgrounds, vision barriers, solar fins, and cooling tower screens. All are available in anodised finishes such as rich bronzes, golds, architectural greys and blacks. Architects, builders and engineers are invited to consult with our technical representatives in the early stages of their design projects. For free color literature, or full technical details, write or phone Wunderlich.

C.S.R. Building Materials,
Export Department: Box 483, G.P.O., Sydney, 2001

For free literature on Screening Systems,
send this coupon to Wunderlich Ltd.

Name

Address

Postcode

Wunderlich
Screening systems for
sun control and refacing

building products that have a
beautiful place in your plans

138/16/12

"Thur's nowt so funny as fowk" is an old English north country saying which often comes to mind when turning the pages of PIM's old issues. Yesterday, people thought one thing. Today, there's a complete reversal. Like this extract from the October, 1952, PIM: "Perhaps we residents are a soulless lot but most would prefer to see a bulldozer put through the old convict buildings." Where were the soulless? On Norfolk Island. If somebody voiced the same sentiments today they'd be shot. Now the islanders are striving to restore their ancient, historic buildings and getting grants from the Australian Government to do it.

Yesterday

It's good to turn the pages back and read, with hindsight, of the grumbles and pleadings, knowing as you read that many grumbles have been cured and that so much has been accomplished in the Islands in 20 years. The winds of change blew and fanned the small fire which was lit under the stubborn old colonial mule. It got up and how it's run since!

One outstanding grumbler reported 20 years ago was Dr E. E. Jacomb, barrister and physician and ex-member of the New Hebrides public service who was revisiting the South Pacific. "In manners and medical conditions, the people of the Central Pacific Islands have deteriorated," he said, pointing the finger at Tonga, the New Hebrides and the Solomons where there was no organised attempt to deal with the TB scourge. "In the New Hebrides, they seem quite indifferent and leave the tubercular people to die," was one accusation. Another 'plaint was the high cost of living in the condominium—eggs 18/- a dozen. But his biggest complaint was that nobody was friendly anymore. Things have changed. Eggs are much cheaper.

Another complaint came from Papua New Guinea where, it was said, there were "30 woman-hungry European males to every single European female". They were wanting partners and, advised PIM, any woman who wanted a husband had only to go to the territory. "You can select a man up there within three weeks and marry him inside three months," said the report.

That was a complaint no government was likely to take notice of, but another complaint aired in that 20-year-old PIM was from Fiji and over the two decades that complaint has been largely

satisfied. The correspondent "Talasiga" alleged, "I would say there is a deliberate policy by the British Government and perhaps Big Business to retard the growth and prevent the proper progress of Fiji and the adjacent Island groups—a policy of 'hasten slowly' so that much that is done is 25 years behind the times." As shortcomings he listed: no modern wharf at Suva, no major road for Vanua Levu, no broadcasting station, no new GPO buildings, no automatic telephone exchange and no wharf for Lautoka. It might not have been the letter which made somebody move, but since it was written Fiji has acquired all those things. So far as the new wharf at Lautoka was concerned, moves were then afoot to construct one, a report saying that the site had been chosen near the CSR wharf and it was now only a matter of finance, materials and time. The tides of nearly 10 more years flowed around the coast before Lautoka got its new wharf.

Things were beginning to move around that time. There was a report of the establishment of the first cocoa plantation in the solomons, on Mr R. C. Symes' plantation on Ysabel using seed flown from Rabaul. It was a very successful planting, only 250 seeds failing out of 1,500 planted. Other territories were also beginning to experiment with crops and, with hindsight, it's clear now that the seeds of the crops now being harvested, political, agricultural and industrial, were planted about that time.

So far a political seed was concerned, they were still hoeing the ground in New Caledonia in October, 1952, and the crop is still awaited. The political crisis was still much in evidence there. Deputy LeNormand had put the cat among the pigeons with

his demand for a common roll and the governing council, which was little more than an advisory body, had resigned. There was a photograph in PIM with a caption which named three deputies who had come from the French parliament to examine the situation. It was rumoured that the visitors managed to reach a settlement with Mr LeNormand and his left-wingers but its terms were not released. There could have been scant success, however. New Caledonia is getting ready for another such struggle.

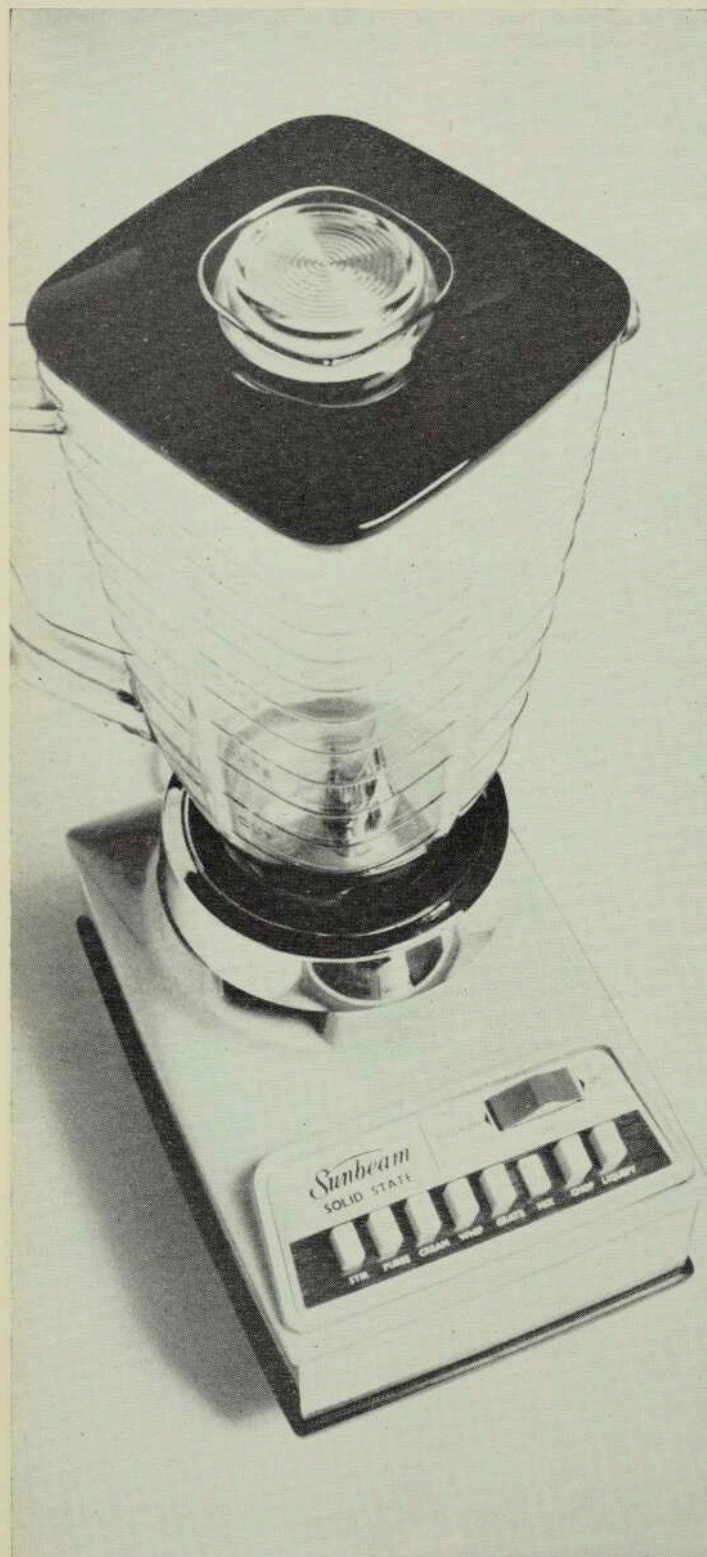
PIM told of two important arrivals in the Islands—Fiji's new Governor, Sir Ronald Garvey, who turned out to be very popular, and the first incumbent in the office of High Commissioner for the Western Pacific, Mr R. C. S. Stanley, who made a tour of his new territory. The two arrivals had something in common. Sir Ronald had previously served on the staff of the High Commission and, but for a change which was then only taking place, would also have been High Commissioner as well as Fiji Governor. The two posts had just been separated.

There were some departures, also. One report told of the disappearance of the old motor vessel Awahou, which, it was feared, had sunk somewhere between Sydney and Lord Howe Island. There were eight Europeans and 10 Fijians on board, the Europeans including young Norfolk Islanders Henry Christian and J. L. H. Parkinson.

There were also other disappearances of a different sort, one being that of the planes of New Zealand National Airways Corporation which ceased operations in the Islands. TEAL took over with its Solent Coral Route service to the Cooks, Western Samoa and Fiji.



More prized today—Norfolk's old military barracks on Quality Row.



8-Speed Power Blender

—the
appliance
you can use
every meal.

With powerful, Solid-state motor. Solid-state means added versatility for exactly the blending action you need—to stir, puree, cream, whip, grate, mix, chop or liquefy. Stainless steel cutters operate at high speed for fast food preparation. Switch from speed to speed without turning off.



Book Reviews

HOW TO LOSE LITERARY FRIENDS

11th edition

PACIFIC ISLANDS YEAR BOOK

THE STANDARD REFERENCE BOOK ON THE PACIFIC ISLANDS

The Pacific Islands Year Book was first published in 1932. It has now become the recognised standard reference work on the Pacific. The 11th edition, like its predecessors, covers in depth every Pacific Island in the 68 million square miles of the world's largest ocean. There is also a section dealing with the Asian countries bordering the western periphery of the Pacific Ocean which are having an increasing impact on the whole area. Each territory is dealt with exhaustively—geography, history, method of government, people, industries, trade, commerce, transport and communications, tourism, listing of public servants, business firms, etc. For those who want a quick reference, there is a "summary section" where the main territories and islands are treated in brief.

TOURIST SECTION

The Pacific is the fastest growing tourist area in the world. All Islands' governments are now fostering the industry. The Pacific Islands Year Book gives all available information on where to go, how to get there, what to see and where to stay. 542 pages, cloth bound.

Use the form overleaf when ordering

accounts of worth-
acific history that
tinue to sell well,
sn't tell us he has
that fill a gap,
elected 100 with
s he in fact con-
tion methods? I

with then is what
somewhere in the
ice he was trying
has "merely tried
richness of the
English from the

ie that, although
ll as it might be
acts of the books
s on their authors,
with a new interest
I feel his way
e as biased in his
us.—Stuart Inder.

LITERATURE: ONE
OKS. A. Grove Day.
(awaii. \$US7.50).

FIJI

In trade and as a mecca for tourists, Fiji is growing in importance. For businessmen, travellers, students and others who want to keep abreast of events, the fourth, 1972 edition, of the Handbook of Fiji is an essential guide. As well as sections dealing exhaustively with history, geography, government and politics, finance, trade, education, social services, etc., there is a completely revised tourist section. This is in keeping with the growing importance to Fiji of this industry. An extensive accommodation guide and a folding road-map of Viti Levu are included. With 14 other maps and attractive full-colour cover. 264 pages.

PRICE: Australia and PNG, \$3.50 Aust., plus 45c
posted; Pacific Islands and overseas countries, \$3.50
Aust., plus 70c posted; USA, \$4.80 U.S. posted.

PACIFIC PUBLICATIONS (AUST.) PTY. LTD.

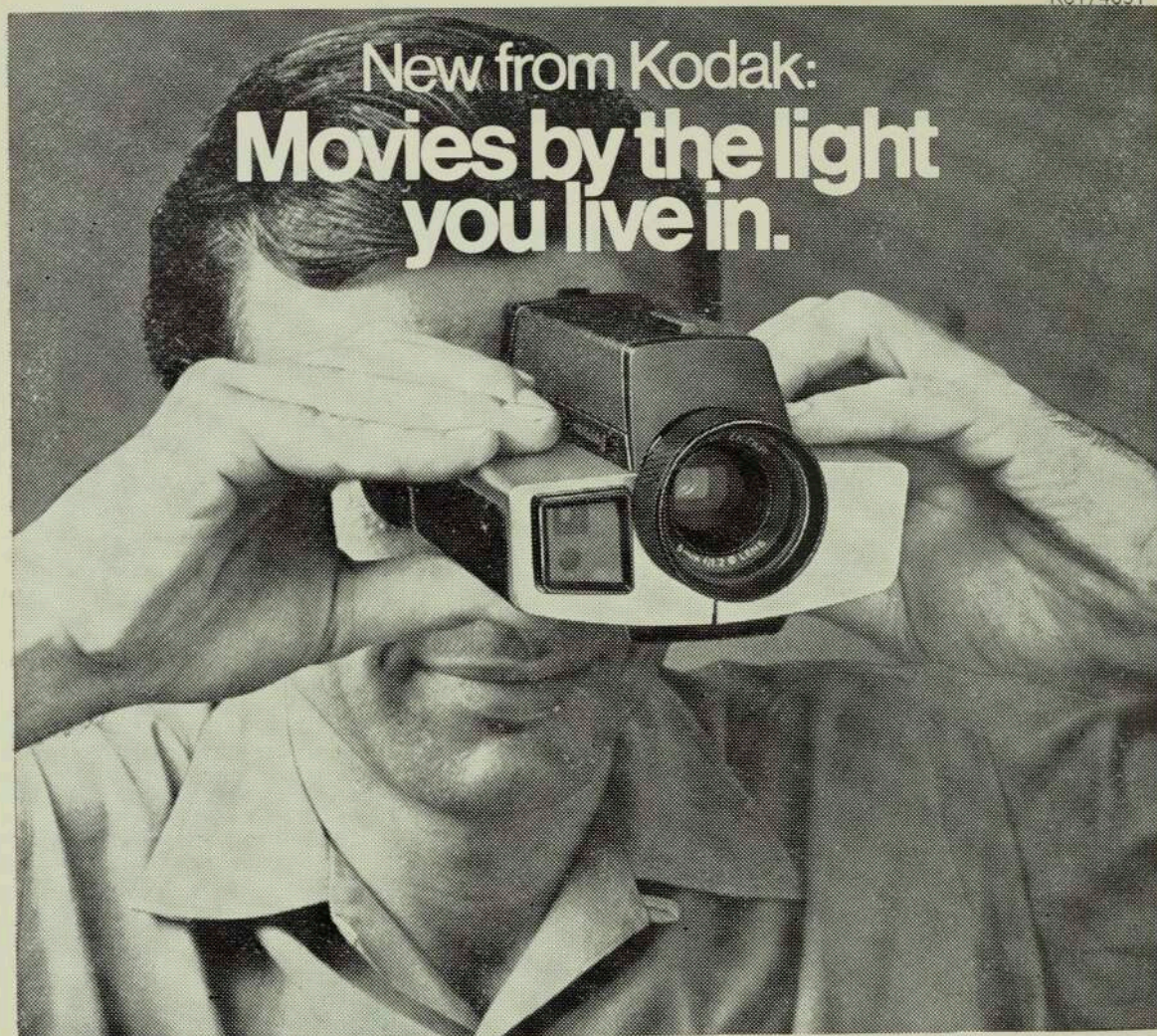
29 ALBERTA STREET, SYDNEY, N.S.W. 2000.
(Postal Address: Box 3408, G.P.O., Sydney, N.S.W. 2001.)

of Capricorn, Richard Tregaskis' Guadalcanal Diary, Basil Thomson's South Sea Yarns, and James F. O'Connell's A Residence of Eleven Years in New Holland and the Caroline Islands, to name some.

But I heartily endorse the inclusion of Mariner's Tonga, Charles Wilkes' Narrative of the United States Exploring Expedition, Robert Dean Frisbie's The Book of Puka-Puka, Eric Feldt's The Coast Watchers, Thor Heyerdahl's The Kon-Tiki Expedition and James Ramsey Ullman's Where the Bong Tree Grows (which gets in s No. 100 on the list).

As you can see from this sampling, there is variety enough for anybody in A. Grove Day's selection.

K61/4091



New from Kodak: Movies by the light you live in.

Now you can take movies you couldn't take before — in everything from candlelight to bright sunlight. Kodak have made it possible with two brand new movie cameras and a new movie film.

Both the new Kodak XL33 and XL55 Movie Cameras have a remarkable automatic precision exposure system and special low light viewfinder. Both have drop-in loading. Both are battery powered.

New Kodak Ektachrome 160

Movie Film is designed to complete the low light capability of these new cameras. It's four times faster than Kodachrome II Movie Film. (Check with your dealer about trying it in other movie cameras.)

Choose the Kodak XL33 Movie Camera or the XL55 model which also has power zoom, rangefinder and a sports-type viewfinder.

Tempt yourself today. At your photo dealer.



KODAK (Australasia) PTY. LTD.

New Kodak XL Movie Cameras/Ektachrome 160 Movie Film

Rowley's perceptive New Guinea in paperback

WHEN C. D. Rowley first produced his oddly-titled *The New Guinea Villager* in 1965, a PIM reviewer described it as a "book of real significance . . . a highly perceptive and timely analysis of the current problems of the big Australian territory . . . with urgent comment in almost every paragraph."

Although it has since gone into three editions, and a fourth is now available in large format paperback, what Professor Rowley had to say in 1965 is still as timely, and possibly even more valuable for anybody wanting to understand what is going on in a New Guinea that will be self-governing by the end of 1973. This new issue has not been added to; it is still "retrospective from 1964", but Professor Rowley has laid firm foundations.

The new issue is part of the Cheshire Group's *Studies in Society* series, and retails for \$3.25.

FREDERIC Koehler Sutter's *Samoa: A Photograph Essay* (University of Hawaii Press, \$US16) must be one of the most sumptuous colour books produced on the South Pacific. The binding, paper, colour reproductions and general presentation are almost magnificent. Somebody at the Hawaii Press is doing fine work, for a PIM reviewer last month also complimented that organisation on its beautiful presentation of Robert Campbell's *To the Sandwich Islands on HMS Blonde*.

In his photographic essay, Western Samoa resident Sutter (he and his wife came in 1962) presents us with photographs of Samoan life we don't often see — mourners at a funeral, village sports, tattooists at work, night fishing, house building—all the prints highly competent, some of them spectacular. Nobody who lives there, or has visited there, can fail to be impressed. Extensive notes at the back of the book explain the pictures in detail and point up the rhythm of daily Samoan life.

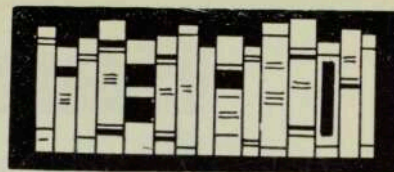
The author has tied most of his photographs to Samoan proverbs, given in both Samoan and English in the text. Oddly, this device is an irritation to some readers, merely because it is patently a device. Many of the proverbs are old and have come out of use and thus don't represent the modern-day Samoa as the pictures do. They make the book just

a little bit "precious". Nevertheless, a volume worth owning, covering an area that doesn't get much attention.

VOLUME 7 of *The Journal of Pacific History* is now available (at \$5.50 through booksellers or \$4.75 by subscription to the Australian National University, Canberra, which produces it).

As usual the annual issue is a first-rate "read", with No. 7 perhaps better than last year's (which was better than the year before). Jack Golson has the lead story on "The Remarkable History of Indo-Pacific Man" (from a lecture that many people missed); there is an absorbing study by W. H. Pearson of just how Hawkesworth went about editing Captain Cook; there is a backwards look at the influence of the well-known Hennings family of Fiji, by Deryck Scarr; and a fascinating account (the most readable in the issue) by Jim Allen and Roger Green on their recent Solomons investigations into Mendana's lost ship. And much more.

This is the first issue not edited by the journal's founder, H. E. Maude, and one of the tributes paid to him in this issue is that he "possessed the capacity to write to authors of manuscripts the Journal was unable to publish in terms of such generosity and delicacy that rejection must have



seemed almost as welcome as acceptance". High praise for any editor!

PAPERS read at the 1971 conference of the New Zealand Institute of International Affairs have now been printed in booklet form by the institute's publishers, Price Milburn and Co., Wellington, for \$2. The theme of that conference was "Pacific Horizons: A regional role for New Zealand", and the papers were by R. Q. Quentin-Baxter, S. M. Koya, Keith Jackson, Sir Alan Watt, W. David McIntyre and Alexander MacLeod. There is a worthwhile introduction by Mary Boyd, reader in history at Wellington's Victoria University.

The institute has also published (for 50 cents, direct to the institute at PO Box 196, Wellington) a 40-page booklet titled *New Zealand and Nuclear Testing in the Pacific*, by Nigel Roberts, lecturer in political science at Canterbury University.

The author concludes that NZ protests probably haven't done much to discourage the French, but that NZ or other nations can't afford to stop protesting because continuing, unabated protests add to France's difficulties. The booklet has some useful references.

The Journal of Pacific History

A scholarly journal concerned with the history of the peoples of the Pacific Islands, containing much of the most authoritative writing on the subject.

VOLUME VII — 1972

256 pages: articles based on recent research, sections on Current Developments, Manuscripts and Publications, Book Reviews, and Index to volumes I-VI.

Published annually—subscription \$A4.75 or equivalent (\$US6.00).

Correspondence and subscriptions to Editors, *The Journal of Pacific History*, Australian National University, Box 4, P.O., Canberra, A.C.T. 2600, Australia.

Bank of Queensland Limited



**invest with absolute
capital safety in our
INTEREST BEARING
TERM DEPOSITS**

TERM	DEPOSITS UNDER \$50,000
4 years	5.5% p.a.
2 years to less than 4 years	5.0% p.a.
12 months to less than 2 years	4.5% p.a.
3 months to less than 12 months	4.3% p.a.
For amounts \$50,000 and over, special Rates will be quoted on application.	

CUT OUT AND MAIL TODAY 

 **Manager, Bank of Queensland Limited,
115 Queen Street, Brisbane, Qld. 4000**

I/We wish to place \$..... on interest bearing term deposit with your
Bank for a period of years, and enclose cheque for \$.....

Please forward application form to: (Full Name).....
..... Address.....
Signature/s.....

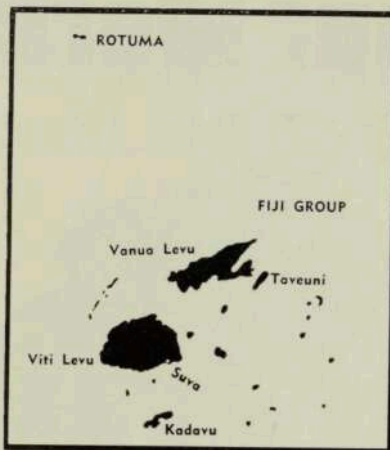
All the Fiji answers in one handy reference

What are the territorial limits and the areas of ocean and land in the Dominion of Fiji? In what year did a measles epidemic wipe out 40,000 islanders? When did the first indentured Indian labourers arrive? What is the latest list of registered companies in Fiji (and the year of their registration)? What businesses and professional people operate throughout Fiji? Who are the public servants (by department)? Who are the justices of the peace? What is the Fiji customs tariff on man-made continuous fibres, organic chemicals, electrical machinery? What and when are the most important Fiji festivals? Who are the leading missionaries? What shipping and air services are available? What hotels, motels, bungalows, etc., can be found on the Queen's Road, or the King's Road, and what are their tariffs?

Regular travellers and businessmen will know there is only one book in which all those questions on Fiji will be answered—and that's the Handbook of Fiji, whose fourth edition has just been published. And not before time, as the third edition, released in October, 1968, has been out of print for some months and there has been a general clamour for its successor.

But the compilation of such a handbook is not a job to be dashed off at the weekend — as so many "touristy" publications appear to be. The fourth edition is not only completely revised, but in many sections has been rewritten because of the vast number of changes in a country which has become independent since the previous Handbook of Fiji appeared. And, of course, the information in it has to be detailed because the handbook is meant to be all things to all men—a pocket bible for tourists (the tourist and accommodation guide has been enlarged), for businessmen and salesmen wanting to plan their assault on the Fiji market, for students and researchers, and for anybody at all who needs actual, up-to-date information on every aspect of the Dominion of Fiji.

Editor and compiler Judy Tudor, who has edited all the handbooks since the first in 1962, pays tribute in the foreword to the "patient co-operation" of the many government and local-government officials, "without whose help a reference book of this kind would have been impos-



sible". The sheer weight of information supplied in the handbook indicates the truth of that.

Locality maps throughout the text, plus two large fold-out maps showing the Fiji group and the road system on the main island (with distances), enhance the handbook's practical value.

(HANDBOOK OF FIJI, Fourth Edition. Pacific Publications (Aust) Pty Ltd. \$3.50).

PAPERBACK CARTOON SERIES

Playboy Magazine readers, familiar with the cartoons of Howard Shoemaker, will be delighted with a slim anthology of his pen drawings that has been released as one of a series of Cartoons From Playboy in Pan paperbacks. It is called Goodbye Cruel World, and contains 128 pages of Shoemaker's views of life, many of which are caught as a mirror reflection via a comment on suicide.

The macabre element does not hide the self-trained but thoroughly professional cartoonist's love of life. He prefers the captionless cartoon, which he believes makes the greatest demands on both cartoonist and reader and therefore offers the richest rewards.

Two more of the cartoon series are titled Not Until You Take Off That Silly Hat and We Can't Go On Meeting Like This. These are drawings by a variety of artists, the latter being a hilarious proof that there are absolutely endless variations to the theme of the eternal triangle. As befits Playboy, the cartoons include an amazing variety of nude female forms. The books sell for 80c each.

PN G

**PAPUA
NEW GUINEA
PRINTING CO.
PTY. LTD.**

Commercial Offset and
Letterpress printers
to the territory.

Factories in Port
Moresby and Lae.

And we also can supply
your regular and special-
ised stationery needs.

**OFFICE EQUIPMENT
RUBBER STAMPS**

*We welcome your
mail orders.*

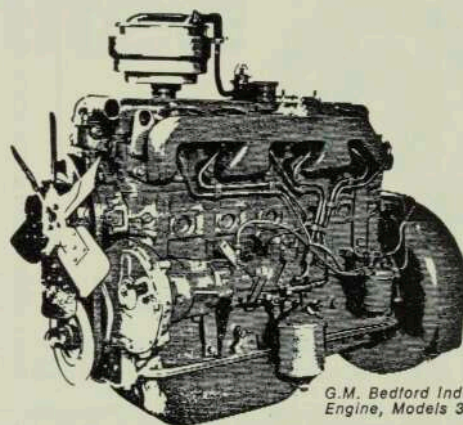
P.O. Box 633, Port Moresby

P.O. Box 759, Lae

P.O. Box 30, Mount Hagen

**Cables & Telegrams:
PRINTER Port Moresby
and Lae**

PUT MOTOR-VATION in your work with



G.M. Bedford Industrial Diesel
Engine, Models 330, 330T.

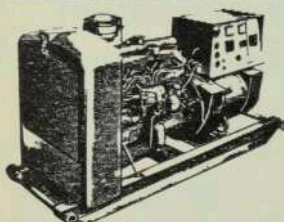
CLAE-POWER!

CLAE make engines. Engines for trucks. For boats. For industry. Generators, power units and pumping sets. CLAE are proud of their hard-earned reputation as the most reliable name in the business of precision. They look after you from the moment your enquiry is received. And they keep looking after you—long after the sale is made—by efficient, expert after-sales service and by the very largest spare parts department in the country. If your equipment is not running as well as it should—if

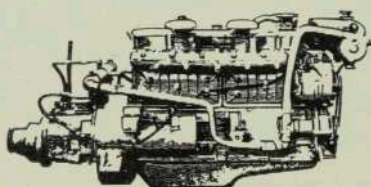
your costs are too high—if you're too long off the job through costly delays in finding spare parts—you **NEED** Clae!!

CLAE Parts and Service back-up guarantees down-time being kept to an absolute minimum. Send us details of your application NOW.

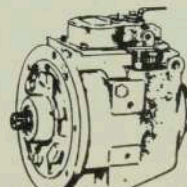
It'll be different from all the rest, and that's the kind of challenge we like the best.



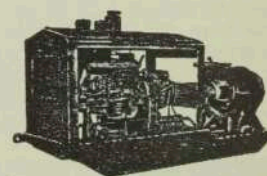
G.M. Bedford Diesel Generator
Sets, Models 220G and 330G.



CLAE BD145 Diesel Marine Engine, 145 h.p.



Paragon P400 Series Hy-
draulic Transmission.



G.M. Bedford 6 cyl. 465 c.i.
fitted with 15" Flood Pump

Clae Engine Sales & Service,
31 Hoskins Ave., Bankstown, N.S.W. 2200.
Clae Engine (Qld.) Pty. Ltd.,
Lavarack Ave., Eagle Farm, Queensland 4007.

Please send me details of.....

Name.....

Address.....

.....Date.....



the power MOTOR-VATORS

10208

DISTRIBUTED BY: Townsville: Nth. Queensland Diesel Services Pty. Ltd. Ph. 79 3688 • Melbourne: Motor Spares Ltd. Ph. 30 0271 • Adelaide: Rasch Motors (S.A.) Pty. Ltd. Ph. 51 5371-3 • Launceston: Highline Marine Services. Ph. 31 3082 • Perth: Attwoods Marine Centre. Ph. 28 3155 • Hobart: Motors Pty. Ltd. Ph. 2 0571

Pacific Shipping

COMPETITION AND PAROCHIALISM THREATEN ISLANDS' OWN LINES

By a PIM staff writer

News of the month in shipping is dominated by problems which emphasise the fiercely competitive nature of Pacific trade. New ships are engaged, new lines being formed or proposed and the pressure on Islands-owned lines is increasing.

Nauru Pacific is a prime example of the situation that a regional shipping line may be faced with when it enters the icy waters of commercial competition. On the other hand its successes can be a source of encouragement to the backers of a co-operative line between the Islands states.

Late in August, Nauru Pacific was confronted with a demand from Transpac, the shipping company holding exclusive franchise for the US Trust Territory, to perform a complete inventory of all cargo bound for the territory, both at the time of loading the Eigamoiya in Melbourne and at the time of unloading in Majuro.

This was in addition to a surcharge of 15 per cent. already levied against Nauru Pacific Line as compensation for Transpac's loss of trade through the Nauru ship's operation. The surcharge had apparently not been effective in limiting imports via the Nauru line, but the further requirement led the Nauruans to threaten to discharge the cargo then en route for Majuro at Nauru and let the consignees send for it from there.

Intervention by Marshall Islands District Administrator Oscar De Brum, together with a visit by Honorary Consul-General for Nauru in the US, Carlton Skinner led to a suspension of the restrictions to allow that cargo to be discharged as scheduled. A meeting was hastily arranged between Nauru President Hammer DeRoburt who was in Majuro, and Congress of Micronesia Senate President Amata Kabua and Representative Charles Dominick, both of whom were engaged in a special session of the Congress in Ponape. The recently appointed Chief

of TT Transport and Communication, Joseph Beadles, was also summoned to the meeting.

Result was that the surcharge was removed and Nauru will continue to service Majuro only. Possible extension to a western TT port will be discussed in another six months. (See also Business pages).

In a hard-hitting editorial, the Micronitor, which is published in Majuro said that Nauru had proved its capability to provide regular and reliable service to Majuro, and the quality of the merchandise imported

from Australia met local requirements. "If Transpac can't give freight rates comparable to Nauru, why not give the franchise to Nauru?" the paper asked.

Nauru recently offered to buy into Transpac and was rather brusquely warned off. The Micronesian investors in Transpac might be glad to see their company declared bankrupt, but selling the Nauruans the Americans' \$210,000 share in Transpac and letting them run it might be better for everybody concerned, the Micronitor thought.

... but USS would solve it by taking Islands partners

From Felise Va'a in Apia

The South Pacific seminar on shipping, held in Apia early September, produced a big surprise. This was an offer from the Union Steam Ship Co. of New Zealand to island governments enabling the island governments to purchase 50 per cent. of shares in the company.

Mr D. C. Jury, assistant general manager of the Union Steam Ship Co., in making the offer to participants at the seminar, said island governments had 12 to 18 months in which to consider the offer.

Mr A. Edwards, assistant secretary of the New Zealand Industries and Commerce Department, as well as Mr William Martin, president of the New Zealand Seamen's Union both recommended to participants that the offer should be accepted.

Western Samoa's Minister of Marine, Tupuloa Efi, was not prepared to comment on the proposal shortly after it was made, and like the majority of the other participants indicated that the proposal would have to be considered further by the island governments.

However, it was obvious at the seminar that the proposal received

more than a lukewarm reception though the participants refused to give clear cut answers to specific questions; after all it was not in the power of most of them to make any commitments.

The question whether island participation in the Union Steam Ship Co. would necessarily prevent the establishment of a regional shipping line was settled by Mr Jury who said island participation in the company would not prevent the formation of such a line at a later date.

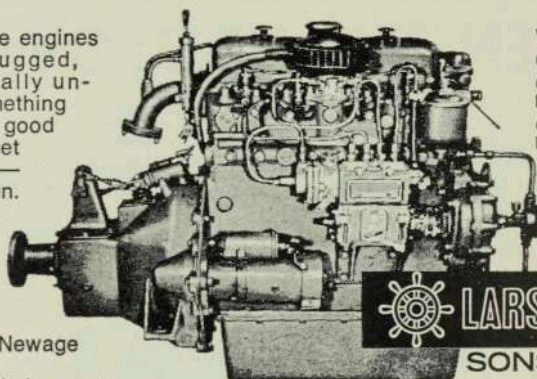
It is not very clear what has prompted the company's offer but it could be that a regional shipping line is seen by the company as a threat to its operations in the South Pacific and that a proposal for joining forces would be preferable to any straight-out competition between the company and such a shipping line.

Finally, though the island governments may profit from their holdings the question of high freight rates and related matters would still remain.

● Mr R. Cribb, a director of Thomas Nationwide Transport, told PIM in Sydney that the USS Co. ser-

DEPENDABILITY

Newage BMC marine engines are economical, rugged, reliable and virtually unbreakable. But if something **should** go wrong, it's good to know you can get **any** part — quickly — from Lars Halvorsen. Lars Halvorsen are sole East Coast distributors for Newage BMC, and to them, after sales service is a big thing. When you buy Newage BMC you **don't** buy worries — in the unlikely event of a breakdown all you need do is make one phone call — for spare parts, to Lars Halvorsen. **Dealer enquiries invited**



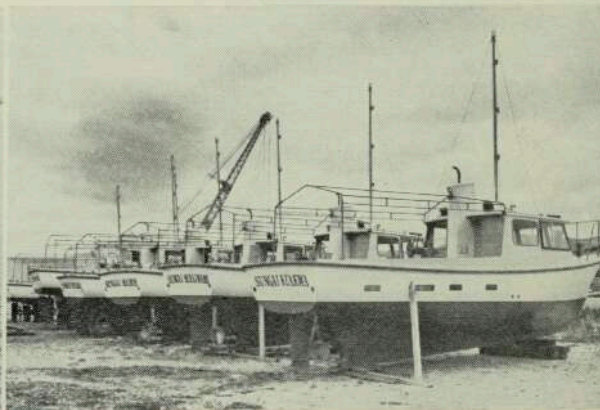
VEDETTE PETROL 24 BHP
CAPTAIN DIESEL 38 BHP
COMMANDER
DIESEL 55 BHP
COMMODORE
DIESEL 70 BHP
SEALORD
5.7 DIESEL . . 100 BHP



LARS HALVORSEN
SONS PTY. LTD.

Waterview Street, Ryde — 80 0251
Telegrams: "Halvorsens", Sydney
Builders of Halvorsen Boats

LH/1871/71



Fibreglass Islander 43' and Karitane 29' especially designed for tropical conditions

Satisfied Customers in the **whole of the South Pacific** have proven the suitability of "Islander 43" and "Karitane 29" for tropical conditions. Their fibreglass construction is highly resistant to weathering, rot, corrosion, marine organisms etc., and is easy to

clean. Both boats are built to a Lloyds moulding specification. The construction is heavy duty fibreglass laminate equal in strength to an equivalent steel boat.

ISLANDER 43
Length: 42ft. 6in. Beam: 12ft.

Draught: 5ft. Displacement 16 tons.
KARITANE 29
Length: 29ft. Beam: 9ft.
Draught: 2ft. 7in.
Displacement 4½ tons.
For further information (including lines drawings) contact:

GEORGE & ASHTON

P.O. Box 2056, South Dunedin, New Zealand. Phones 54-108 & 54-109
or George & Ashton (P.I.) Ltd., Suva, Fiji. P.O. Box 296. Phone 26-249.

vices to the Pacific Islands from New Zealand and return were "very unprofitable".

"We are trying to put on two better class Tarros ships," he said. "The Pacific Islands people have always wanted their own shipping line and we have told them they can have an equity with us. They are studying this and have not given us their decision yet."

The seminar was faced with the usual problems of Islands shipping, like differential rates for exports and imports, and it agreed substantially on the need to develop regional trade.

A recommendation was made that a full study be taken of the possible formation of a regional shipping line. It is believed that the South Pacific Bureau for Economic Co-operation will be involved in this.

Further details of the USS offer are that despite the period of 18 months given for the Islands governments to decide, the service with the new Tarros class ships could begin as soon as facilities were available to handle them at the various ports and when the present trial of container loading of bananas on conventional ships proves successful.

The equity offer is to Fiji, Tonga and Western Samoa in the first instance, but it would be open also to the Gilbert and Ellice Islands and others too if they wished.

The Fiji delegation expressed concern at the high cost of the necessary stallations to handle container vessels at Suva and Lautoka.

The New Zealand seamen's attitude to regional shipping is coloured by a desire to retain jobs for unionists. While they want to help Islanders raise living standards, they want ships to run traditionally NZ-manned to NZ-owned and operated. The Fiji press in a hard-hitting editorial stigmatised the union for an "arrogant, g-in-the-manger attitude".

UNION STEAMSHIP BACK TO THE BLACK

It took less than a full financial year for Bulkships Ltd and the NZ consortium of companies which took over the Union Steam Ship Co. of Ltd, to change from a substantial loss into a more than satisfactory profit. This is revealed in the annual accounts of Thomas Nationwide Transport Ltd, which has a one-third interest in Bulkships.

The acting chairman of TNT, Sir Peter Abeles, commenting on the USS Co., said:

"Union Steam Ship will be one of our greatest management successes, particularly as we have succeeded in running the same management there.

We have changed the philosophy — not the management."

The USS Co. made a net profit of \$928,000 in the nine months to June 30, compared with a loss of \$841,512 for the whole of the previous year.

TNT has a one-third interest in Bulkships, which owns 50 per cent. of Tasman Union, the holding company for the USS Co. The other 50 per cent. is held in NZ.

KARLANDER BOOSTS AUST.-FIJI SERVICE

Karlander is boosting its Australia-Fiji-North America service by adding two chartered ships to the run and cutting the Melbourne-Fiji freight rate to that obtaining on the Sydney-Fiji run.

With the addition of the two ships, the Good Mariner and the Good Navigator, Karlander will double the frequency to twice monthly.

The rate cut operates from October 1.

Karlander launched this service in February, 1971, with three sideport loaders, the Woolgar, the Slevik and the Wyvern. After calling at Fiji and ports on the west coast of the US and Mexico they returned to Australia, via New Zealand.

The Good Mariner has already made its first voyage, and early in September was back in Australia and loading in Adelaide for the second trip. The Good Navigator, early in September, was loading in Mexico on her way to Australia to enter the service. Both are 11,000-ton, 17-knot ships with flush decks for forklift loading. They can handle containers, pallets and broken cargo. A third similar vessel is projected.

Karlander will keep the Wyvern on the Australia-Fiji service, running about once a month. The Wyvern, with one of the other ships calling at Fiji on the way to America, will give Fiji two Karlander services a month.

The Slevik has been transferred to the Melbourne-Sydney-Lae-Madang-Kimbe service, and the Woolgar will be phased out of the Australia-Fiji-North America service.

MORE SHIPS FOR ISLANDS ROUTES

Late August and early September saw the introduction of two new services to the Pacific Islands from Australia and New Zealand. There was also a strong possibility that a third service would start from New Zealand to Fiji and New Caledonia.

Messageries Maritimes has registered a subsidiary, South Pacific United Lines, at Vila, to operate a service from Melbourne, Sydney and Auckland to Papeete. The first voyage was with the Wah Fung, chartered

in Singapore. This service was scheduled to return direct to Melbourne from Papeete. However, on future return voyages there will be calls at Vila, Santo and Noumea.

Pacific Island Transport Co. Ltd, inaugurated a service from the NZ West Coast port of Westport to the New Hebrides early in September. There will be sailings every four to five weeks for Vila and Honiara, and Santo if there is sufficient freight.

Reef Shipping Co. has offered NZ exporters a new service to Fiji, in direct competition with the Union Steam Ship Co., which has had a virtual monopoly on the route for many years. The Reef plan is to link the Fiji service with an existing service to Noumea. Reef intends to operate a three-weekly service from Onehunga to Suva, Lautoka and Noumea with the freighter, Jean Philippe (914 tons). A second ship may be chartered later.

The USS Co. was reported from Auckland to be considering the possibility of chartering two small container ships for the Auckland-Pacific Islands service. The company, in September, was scheduled to run a trial container shipment of bananas, on a conventional freighter.

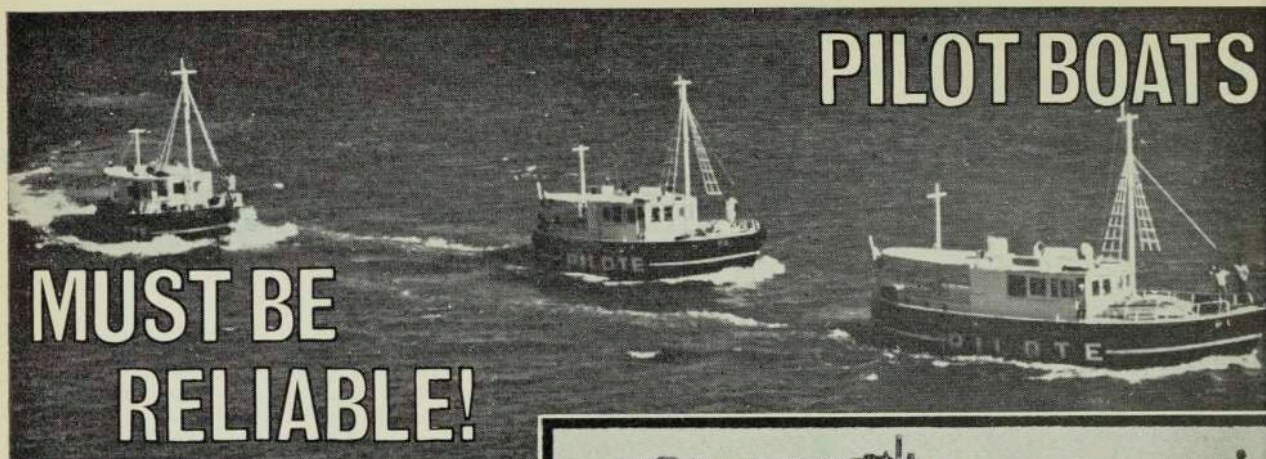
TRAINING THE MEN FOR PNG'S MARITIME TRADE

When the Papua New Guinea Education Department decided to modernise its marine training course it did not have to look further for advice than a former territory mariner, who is now head teacher in charge of the School of Navigation at Sydney Technical College. Thus, Captain W. D. Heighway paid a 24 day visit to PNG in July/August to report on training young seamen.

As a young man, Captain Heighway was with Burns Philp from 1935 to 1941, serving as a cadet and, later, as a second officer, in the "old firm's" ships. These included the Macdhui (sunk by the Japanese during World War II), the Neptunia and the Muliama. He was second mate in the Muliama, then based at Rabaul.

A nautical training school, conducted by the Department of Trade and Industry, was set up in Port Moresby in the early 60s. A few years later control was transferred to the Department of Transport. The Education Department has been responsible for the school since the start of 1972. The school, which was formerly in two different parts of Port Moresby, is now consolidated at Madang.

The Education Department did not have any experience in running a nautical school. It asked that Captain Heighway be sent to PNG to advise



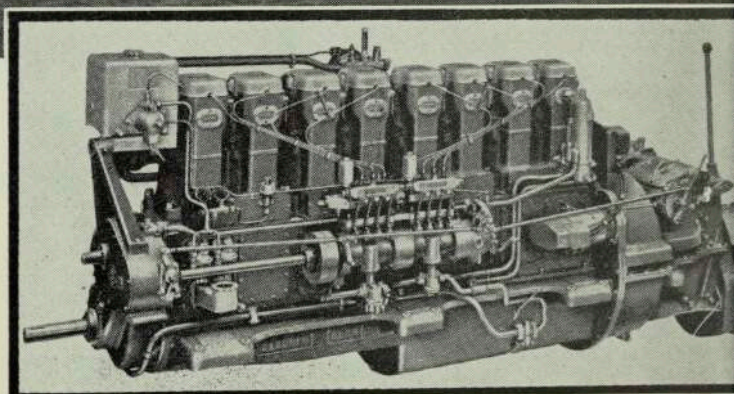
**MUST BE
RELIABLE!**

That is why SYNDICATE
PROFESSIONEL DES PILOTES
MARITIMES, NEW CALEDONIA
CHOSE:

GARDNER

8L3B

230 H.P. AT 1,150 R.P.M.
engines in their boats which
operate in New Caledonia's reefs
and open sea. This decision has
proven itself over 30,000 hours
of trouble-free operation.



GARDNER 8L3B

MARINE DIESEL ENGINE

Like all Gardner engines the 8L3B is a meticulously
designed and superlative piece of workmanship . . .
the result of years of research, development and test-
ing, to give a true marine engine with separate cylinder
blocks having removable wet and dry liners. Heads
being interchangeable.

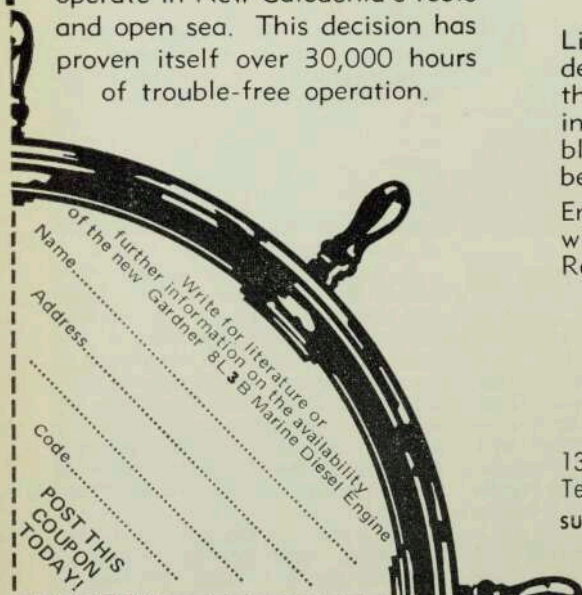
Engines can be built as either Starboard or Port units
with either hand of rotation and are entered on Lloyd's
Register in the 100A1 classification.

*Available for immediate delivery from agents in N.S.W.
and Pacific Islands for Gardner Diesels:*

KNOX SCHLAPP PTY. LTD.

135-139 McEvoy St., Alexandria, N.S.W. 2015. Tel.: 699-8333
Telex: AA20483 Telegrams: "Knoxschlag", Sydney.

SUB DISTRIBUTORS: SHERWOOD ENGINEERING, RABAU; S. A. HEATH &
SONS, PORT MORESBY; KWAN HOW YUAN PTY. LTD., HONIARA.



what should be done to modernise the school and the courses.

Captain Heighway, after discussing the matter with the appropriate authorities and representatives of shipping companies, has suggested a two-block school — one block for classrooms and administration, and the other for marine engineering. His report has been sent to the authorities, and is now being considered.

He expects the number of students will be more than 100 each year. The courses will be from three to six months. The school will not offer certificates or diplomas. The Transport Department is the marine licensing authority. Students who want certificates will sit examinations conducted by that department.

The school, at present in "quite inadequate" buildings, is under the control of Captain Peter Hester, a well-known PNG mariner. There is a staff of six teachers.

There are special courses for officers, covering navigation, etc., and for marine engineers. The basic level courses place emphasis on safety considerations, the correct use of firefighting and life-saving equipment and general seamanship.

MORE LIGHTS ON FIJI'S SHIPPING LANES

Four new lighthouses will be built in Fiji under a scheme to improve navigational facilities. Two of them, one at Vatoa in southern Lau, and the other at Totoyo, the most easterly of the Yasayasa Moala cluster, will mark the southern and northern limits of the main track of shipping between Fiji and Tonga.

A new light at Nanukulevu will mark the northern and western limits of the main shipping track between Fiji and North America. The fourth will be on a rocky outcrop to mark the eastern limit of the Vatu-i-Ra passage. This passage is used by cargo ships and inter-island shipping.

A loan of \$54,480 from the British Overseas Development Administration will help to finance the scheme. The scheme also covers setting up and improving minor beacons in inner reef passages, and marking newly discovered hazards in the main shipping channels of the outer islands. A reef blasting programme will improve existing passages and create new ones in the outer islands.

FIJI MARINE PLANS ITS BIGGEST SHIP

With a new blueprint ready in place of one which was prepared in England and then scrapped as too costly, the Fiji Marine Department and the Maritime Co-operative Shipping Association are almost ready to

begin building a replacement for the ill-fated Tui Lau, wrecked on a Fiji reef in 1968.

Earlier in September only contract legalities remained to be settled before work begins in October or November in the government shipyard at Walu Bay, Suva.

With an overall length of 142 ft and capacity for 135 tons of cargo, the ship will be the biggest yet built in the dominion. Fifty-two passengers will be accommodated on airliner-type seats in an aft saloon and there will be seven two-berth cabins. Service speed will be about 10 knots.

The association consists of Fijian co-operative societies operating in the Lau Group.

SHIPPING BRIEFS

• Austasia Line, which has been conducting a bi-monthly service from Australia via PNG ports to Malaysia has announced the withdrawal of the vessel Malaysia from October and the cessation of the service. The ship is not being replaced.

• New Zealand seamen adopted a familiar tactic when the USS Co's Waimea was at Nukualofa early in August. Eleven of the crew walked off after the master, Captain D. Coleman, refused to alter a log entry

about one of the seamen. They returned after 36 hours on instructions from their union in Auckland. The strikers, technically, became illegal immigrants, and were escorted away by the police. Later they were released and stayed privately in Nukualofa before returning to their ship.

• The Fiji-Australia Line is still looking for a suitable ship to replace the Taiyuan on the Australia-Fiji-New Caledonia run. A spokesman for the company said, "We can't get a suitable vessel. We are trying to charter one and are still looking". The Taiyuan was sold and made her last return voyage to Fiji from Australia in July.

• The Boy Roel, which led a protest against French nuclear tests off Mururoa Atoll, was out of sight of land and under sail for five weeks after radio and engine mishaps, when she was about 350 miles south-west of Tonga, 500 miles from Niue and 850 miles from Rarotonga. The crew saw Japanese and Korean fishing ships, but as communications were difficult, and the men did not want to incur heavy salvage expenses, they remained on their own. They made landfall at Manua, American Samoa, on August 7, after having been on water rations since July 7, and restricted food since August 1.

MORE PORTS / MORE OFTEN with **KARLANDER**

KARLANDER NEW GUINEA LINE: Serving; Pt. Moresby, Samarai, Lae, Madang, Rabaul, Wewak, Manus Is., Kieta, Honiara, Yandina, Gizo, Vila, Norfolk Is., and Lord Howe Is.

KARLANDER KANGAROO LINE: Serving; Los Angeles, San Francisco, Auckland, Melbourne, Suva, Lautoka.

AUSTRALIAN TERRITORY LINER SERVICES: Serving; Melbourne, Sydney, Newcastle, Brisbane, Weipa, Gove, Thursday Is.

Managing Agents

KARLANDER (AUSTRALIA) PTY. LIMITED

19-31 Pitt Street, Sydney

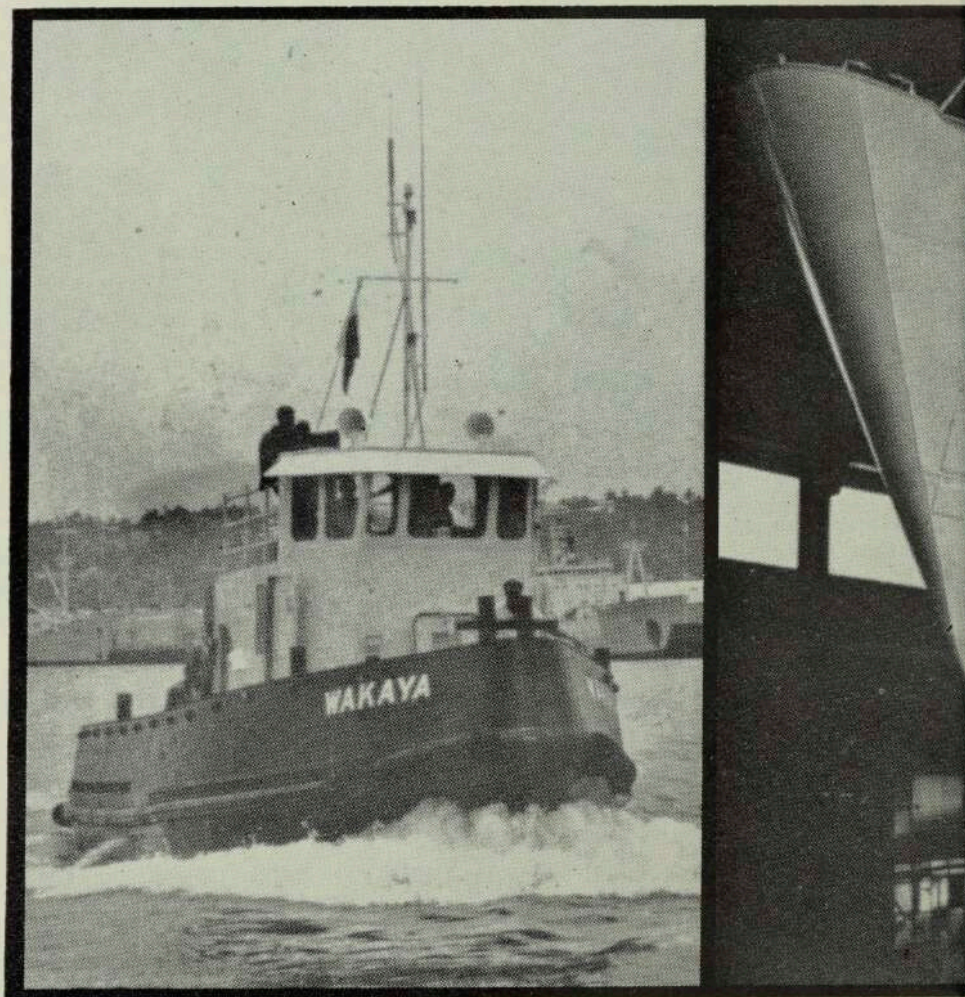
General Agents

Brisbane: F. H. Stephens Pty. Ltd.
Melbourne: F. H. Stephens (Vic.) Pty. Ltd.
Pt. Moresby: Carpenter Shipping Agencies.
Samarai: Burns Philp (N.G.) Ltd.
San Francisco: Transpacific Transportation Co.
Los Angeles: Transpacific Transportation Co.
Madang: B. J. Back Pty. Ltd.
Yandina: Levers Pacific Plantations Co. Ltd.
Santo: Burns Philp (N.H.) Ltd.
Lord Howe Is.: R. Wilson, Leanda Lei.
Thursday Is.: Torres Industries Ltd.

Manus Is.: Edgell & Whiteley Ltd.
Rabaul: Rabaul Trading Co. Ltd.
Honiara: E. V. Lawson Pty. Ltd.
Kieta: Breckwoldt & Co. Pty. Ltd.
Lae: N.G.G. Trading Company.
Wewak: Burns Philp (N.G.) Ltd.
Fiji: Burns Philp (S.S.) Ltd.
Gizo: British Solomon Trading Co.
Vila: Burns Philp (N.H.) Ltd.
Norfolk Is.: Burns Philp (S.S.) Ltd.

MILLERS

MARINE AND GENERAL ENGINEERS



THE "WAKAYA"

A standard 50 ft tug built for Marine Pacific Ltd to be used for berthing operations and inter-island barge towing. The propulsion unit in this tug is a 12V71M 340 H.P. G.M. Detroit diesel, nozzle propeller, with a bollard pull of 6 tons.

Work in hand is the Mission ship for the Gilbert and Elliman Islands, 86 ft. x 14 ft. x 7 ft. 9 in. The ship is powered by twin 180 H.P. T6 K

LIMITED

SHIP BUILDERS TO THE PACIFIC



THE MISSION SHIP

in diesels, 2 x 20 K.V.A. alternators and is capable of a top speed of 10 knots. It has accommodation for 12 crew and 10 passengers and has a cargo capacity of 70 tons. Also under construction is a 72 ft. fibreglassed wood hull tourist launch, two 40 ft. and two 30 ft. steel work boats and six 250 ton capacity barges.

MILLERS

LIMITED

P.O. BOX 296, SUVA, FIJI. PHONE: 23031.

Cruising Yachts

● **BLACK ROSE**, 28 ft Auckland yacht, arrived at Rarotonga from Tahiti on August 13 with skipper Clifford Goodhue, his wife Ann and their son David on board. In 1966 the Goodhues entered *Black Rose* in the Suva yacht race, intending to return to New Zealand after the race. But they changed their minds and since then have almost sailed round the world. They called at Darwin, Indonesian ports and Durban, South Africa, where they worked for nine months. David was born in Capetown, then the family sailed to the West Indies where they spent two years. Mr Goodhue was manager of a tourist hotel in Bequia for 18 months.

After a fortnight in Rarotonga they planned to call at Niue, Tonga and Fiji, arriving in New Zealand at the end of October. Then they intend to sell *Black Rose* and build a home.

● **RESTLESS**, 40 ft Auckland sloop, arrived at Rarotonga from Tahiti on August 10 with skipper Tim Beattie, Roger Lawton and Jim Loeb on board. Plans were to spend three weeks in Rarotonga before sailing to Suvarrow, both Samoas, Fiji and home to Auckland.

● **BEBINKA**, 30 ft fibreglass ketch, arrived at Rarotonga from Papeete on August 13 with skipper-owner Scott G. Kuhner and wife Kathleen. Mr Kuhner is a New York stockbroker and his wife worked in an art gallery there. They started their cruise from New York last October with the intention of sailing round the world. Between Panama and the Galapagos a large whale surfaced alongside the ketch and three others appeared nearby. Apparently they had been sleeping and they woke up about five minutes later. When they started to jump out of the sea and splash back again spray cascaded over the yacht. Mr Kuhner was afraid the 30 ft whales might ram and sink them—as had happened to two other yachtsmen in the same vicinity a little earlier.

Plans were to visit Fiji and New Zealand, then Australia before continuing round the world. They hope

to return to New York in about three years' time.

● **PHYSALIA**, an American yacht, left Rarotonga for Pago Pago, American Samoa, on August 12. On board were skipper Stephen J. Shidler, Laurie Carlson and Roger Leonard.

● **KUAN YIN**, a Canadian yacht from Ontario, arrived at Rarotonga on August 14 from Papeete with Roger Clancy and Sheila Mitchell on board. Pacific ports of call were the Galapagos, Marquesas and Tuamotu Islands.

● **TAKU TORI**, 54 ft powered sloop, left Rarotonga for Tahiti and the West Indies on August 12. Skipper Bruce Berrinman, with his wife, Dawn, and Aucklanders Chris Beckett and Peter White, are sailing the yacht to the West Indies on a delivery voyage.

● **ANNELIESE**, 30 ft ketch-rigged catamaran powered by two inboard 16 hp diesels, arrived at Rarotonga from Tahiti in August. On board were skipper-owner Colin

Swale, his wife, Rosie, and their two young children Eve and James Mario.

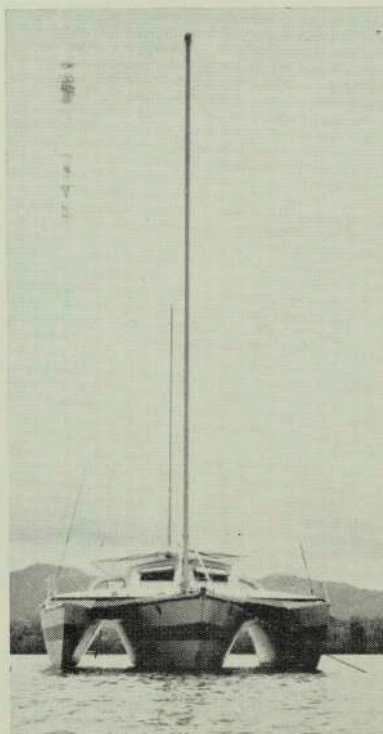
The voyage started from Southampton in January, 1971 and their youngest child, James, was born at sea near Italy. From Gibraltar they crossed the Atlantic to Barbados and Panama. Pacific ports of call included the Galapagos and Marquesas Islands. The Swales plan to sail to Tonga and Sydney where the yacht will be refitted for crossing the southern ocean to Cape Horn. From the Falkland Islands they will follow the old clipper sailing route to the Canary Islands and hope to be back in England next May or June.

● **FIA**, 40 ft cutter with Swedish partners Carl Seipel and Hans Bernwall on board left Rarotonga on August 10 for Suvarrow, Samoa, Tonga and Fiji. The yacht took mail and supplies for Tom Neale who lives alone on Suvarrow.

● **UNICORN**, 30 ft trimaran arrived at Rarotonga in August from Tahiti with skipper-owner Pogoler Dan and his wife on board. Their cruise started from Los Angeles last year and they called at Panama, Galapagos, Marquesas and Society Islands. Mr Dan built the tri himself and, after a week at Rarotonga, plans were to visit Aitutaki and Pago Pago, American Samoa.

● **WINDRIFT**, 46 ft ketch from New Zealand, Fiji and Tonga, was in Rarotonga for a week in August. On board were skipper Tommy Carrall from California, and crew Miss Jean Dolby, Linda Bain, and John Hutchinson, all Californians. The crew all met in New Zealand and they decided to build a yacht and sail home together. It took two years to build *Windrift* and they have been cruising for 18 months. Mr Carrall is a pilot with Pan American Airways and has flown on the New Zealand-Tahiti and return route, overflying Rarotonga many times. Miss Dolby was an air hostess with PanAm for six years. Miss Bain is a schoolteacher and John Hutchinson an engineer. Plans were to visit Tahiti and Hawaii and they hope to reach California some time next year.

● **MAUNA KEA**, 38 ft ketch arrived at Rarotonga from Tahiti on August 7 with Peter Kammler and his wife, Beate, both from Berlin, on board. They had called at California and the Galapagos Islands. Mr Kammler inherited his family's meat import business in Berlin and his wife is a schoolteacher and journalist. After a week in Rarotonga they planned to sail to Fiji and Australia, cross the Indian Ocean and return to Germany by the spring of 1974.



Triptych, 65 ft ketch-rigged tri, left Fiji in late August for the New Hebrides, after nine months in Fiji waters. Aboard are skipper Matthew Burpee and wife Elizabeth.

—Photo: Chris Moorhouse.

● **RIGADOON**, 38 ft ketch has been cruising the Pacific for a little over a year and a half with owners Jeanne and Carl Moesly from Miami, Florida, on board. Recently their route has taken them from Cairns, Queensland across the top of Australia to Darwin. From there to Portuguese Timor and Bali. After a three-week stay at Bali they were leaving for Christmas Island, Cocos, Rodrigues, Mauritius, Reunion expecting to arrive in Durban, South Africa towards the end of October.

● **MAGGIE MAY**, 30 ft British ketch departed Bali August 1 for her crossing of the Indian Ocean. Owner Simon Homes-a-Court has been on a circumnavigation since October, 1969 and is making a movie of his trip.

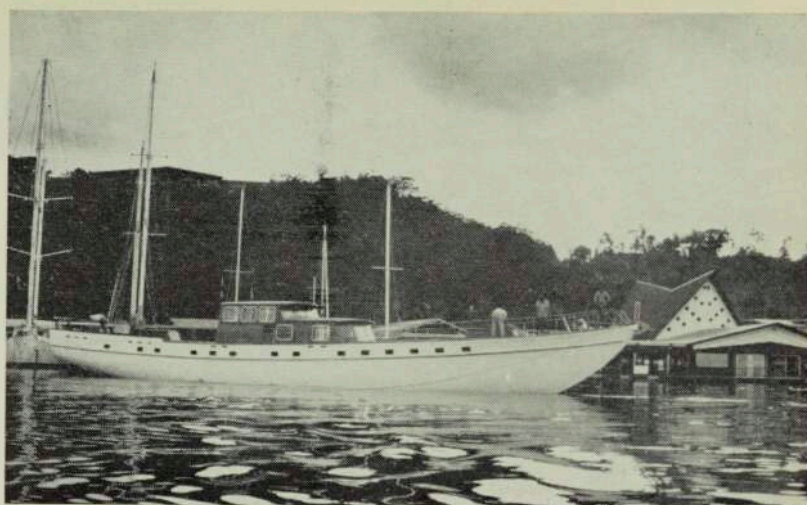
● **RENEGADE**, 50 ft Cheoy Lee ketch, an Alden design, departed Hong Kong in April with owners Cynnie and John Tunnicliff on board and crew Judy Young and Robin Pringle. *Renegade* cruised with Heinz Wiankow's 33 ft sloop *HOPE* and Harry Pepler's 40 ft yawl *RESTLESS WIND*. All three boats stopped at Manila, Ticao, Zamboanga and Toli Toli before dropping anchor at Bali. Plans were indefinite, but they are continuing on to Singapore early September.

● **ESTRELLITA**, 40 ft trimaran is also in Bali with single hander Douglas Sutherland from New Zealand on board. He also made the trip from Hong Kong, taking seven weeks route, with only one three-day stop at Manila.

● **HUMMING BIRD II** from Trinidad with Harold and Kwaillan Borde and their eight-year-old son on board stopped for a month at Bali before starting out on the Indian Ocean crossing at the end of August.

● **MARAENUI**, 52 ft Nauru ketch, motor/sailing yacht arrived at Majuro, Marshall Islands in August from Tarawa. Gary Dalton, a US citizen, is her skipper, and she is crewed by two Fijians—one male and one female. Next port was to be Majalein and then on to other atolls in the Trust Territory. Salvage work on many ships wrecked in the TT has been arranged with the Nauruan owners of the vessel, and for the next months, she is to survey the feasibility of salvage.

● **CORSAIR**, 42 ft blue steel ketch from Whangarei, New Zealand, departed from Cairns via Cooktown and the Coral Sea to arrive in Port Moresby in mid-August. After a few days' stay, Harold and Heather plan to sail east for Samarai.



One of the most beautiful yachts in Fiji waters is the locally-designed and locally-built all-steel ketch *Tau*, launched in August. She's pictured near the Tradewinds Hotel, Suva. — Photo: Chris Moorhouse.

HERE'S ANOTHER ISLAND BEAUTY

Pride of Fiji's yachting scene just now is the elegant 90 ft all-steel ketch *Tau*, which local architect-designer Colin Philp has just completed after 2½ years' labour. Built by Colin Philp to his own design, it is believed to be the largest privately-owned twin-keel yacht in the world. Weighing 50 tons, *Tau* is decked and finished with Burma teak. With a beam of 7 ft 4 in., and 6 ft 4 in. draft, she is powered by a 200 hp Gardner marine engine.

After being built in a special shed near the marina of the Tradewinds Hotel, which Mr Philp built and formerly owned, *Tau* was launched in August by the Prime Minister's wife, Adi Lady Lala Mara. Mr Philp—who works mightily hard for a "retired" man—now has plans to sail *Tau* to Sydney via the New Hebrides and Noumea, with his workmen as crew. Her interior includes six two-berth cabins and a single cabin, three shower/toilets, main saloon, deck saloon and magnificently equipped galley.

● **TIARE HINANO**, 36 ft Boro design steel ketch from Sydney, sailed from Cairns via Cooktown and the Coral Sea to arrive in Port Moresby in mid-August. On board were Bob and Robyn Darragh. When the south east trades ease, their plan was to sail for Samarai and surrounding islands.

● **CASSIE**, 38 ft Hedges design ferro-cement, centreboarder from Sydney, also sailed from Cairns via Cooktown and the Coral Sea to arrive in Port Moresby in mid-August. On board were Kostis and Carol Simons and daughter Ariane.

● **RUAKURI**, 32 ft cutter from Auckland, New Zealand, arrived in Port Moresby from Vila in late August. On board were Frank Bowels and crew Colin Bower.

● **BONAVENTURE DE LYS**, 25½ ft Vertue Class, auxiliary engine and Hasler self-steering gear, with lone skipper-owner John Struchinsky from Winnipeg, Canada, arrived from Rarotonga to Nukualofa June 27

and left July 22 for Suva and New Zealand. John is a retired Royal Canadian Air Force mechanical tradesman. He had sailed in coastal waters for five years but this is his first attempt to sail deep water. The trip was at times a little rugged, he said, but he preferred long distances of 500 miles.

● **NEW VENTURE**, 23 ft ferro-cement yacht owned and skippered by Leon Chatfield with crew Vincent Heatley of NZ and Doug Grant of USA, arrived in Nukualofa July 21 from Bay of Islands, NZ and left August 11 for Haapai, Vavau and Suva. Leon has built two other ferro-cement yachts, a 40 footer sold before he sailed it and the 20 ft *ADVENTURE* which he sailed to the Loyalties, New Hebrides, Santa Cruz and the Solomons in 1968. Doug Grant intends taking over *New Venture* in Fiji then New Hebrides and the States.

● **DREAM MACHINE**, 36 ft trimaran, owned and skippered by

Peter Crowe and wife Joan, left Barrow-in-Furness, England, 1969 and cruised across the North Sea to Scandinavia then down to the Canaries and across the Atlantic to the Barbados, Panama, Galapagos, Marquesas, Rarotonga and Tonga-tapu. They left for Fiji and New Zealand on August 19 intending to sell *Dream Machine* and settle in Christchurch.

● **GREYBEARD**, one of the largest and most modern yachts to visit Tonga, is a 73 ft ketch. She was designed by Hadfield and built in British Columbia, Canada in 1970. The Canadian owner and skipper Mr Lol Killam entered *Greybeard* in this year's Los Angeles-Tahiti yacht race against six other contestants from Canada, the US and France. *Greybeard* with her 13 member racing crew won the race, covering the 3,700 miles in 20 days. One of the crew, Jeff Allan, said the yacht is one of the easiest 73 footers to sail down wind. Others aboard on this trip are Mr and Mrs Lol Killam, Tom Endersby, Don Soper, Ken Galpin and Allan Blunt.

After their race victory, half the crew returned home while the cruise continued through the Society Islands,

Rarotonga and Tonga. *Greybeard* left August 19 for Vavau, Fiji and the Sydney-Hobart race. She reached Suva early September.

● **IOTA**, 30 ft Waterwitch Lee-bord ketch built in Sydney by Simon Simpson, who is also skipper. Crew member Jennifer Ashford brought the yacht from Sydney to Tonga on MV Tauloto where Simon joined her early in August. *Iota* left for Haapai and Vavau August 3, then on to spend a leisurely month exploring the Fiji group. As freelance writers and photographers for yachting and travel magazines, they have covered the Bahamas, Tahiti, the Solomons, PNG and the South China Sea.

● **CLEAR SKIES**, 37 ft ketch arrived at Rarotonga from New Zealand in mid-August with Grahame Murray and his wife, Christina, on board. They planned to spend a month in Rarotonga, sightseeing, before deciding whether to continue cruising or to return to New Zealand.

● **MORIAH**, 38 ft ketch, arrived at Rarotonga from Papeete, Huahine, Raiatea and Bora Bora on August 18 with skipper Charles C. Nunnery, his wife Joyce, and their 14-year-old son Matthew, on board. The family from Florida, US, planned to stay a fortnight in Rarotonga before proceeding to Samoa, Fiji and New Zealand.

● **SALTY**, 33 ft cutter, arrived at Rarotonga from Papeete on August 18 with skipper Edward Aderton, John Cherrington and Ted Culley on board. The cruise started from San Diego, California, last November, and the first ports of call were the French Polynesian islands. *Salty* was stranded on a reef there and the French Navy helped refloat her. Repairs in Tahiti took three and a half months before the yacht was fit for sea again.

● **WINDCALL**, an Auckland yacht, arrived at Rarotonga from Papeete on August 19 with skipper K. N. Higgins and H. D. Plessis on board. The next port of call was to be in Vavau, Tonga.

● **SHEBESSA**, a yacht registered at Southampton, UK, arrived at Rarotonga on August 19 from Papeete with skipper Norman Martin, Sheila Martin, Max Roedel and Alan Robinson on board. *Shebessa* was New Zealand bound, and Mr Roedel joined her in Tahiti.

● **TAMURE**, an Auckland nuclear tests protest ketch, arrived at Rarotonga from Tahiti on August 22 with owner-skipper James Rolls Sharp, James Cottier, Hilary Sharp and Barry Kirkwood on board. *Tamure* was bound for Auckland. Hilary Sharp left the yacht at Rarotonga because of illness.

● Planning an indefinite stay in Fiji are Ross and Minnie Norgrove, who have obtained a charter licence to operate their 70 ft schooner *WHITE SQUALL II* throughout the group. It isn't easy to get Fiji Government approval for charter operations, unless it can be proved that business won't be taken away from local cruise vessels. In applying for permission, the Norgroves offered never to advertise locally for passengers.

The Norgroves plan to draw their passengers from a clientele previously established during seven years' cruising in the Virgin Islands. People had written to them, said the Norgroves, saying they wanted a change from Caribbean cruising and would follow *White Squall* wherever she was based.

● **TYPEE**, 36 ft sloop registered at St Thomas in the Virgin Islands, was due to leave Fiji in late September to spend several months in New Zealand. She arrived in Suva in late August from Pago Pago, with owner-skipper Robert K. Grant, his wife Marie, son Guy, 13 and Danny Choy, of Honolulu as crew. *Typee* has been based at Honolulu for the past three years.

● In Suva in September was Ray Rawls' 35 ft New York ketch *MISS Fancy V*; *DAY-SPRING* (Auckland); *PAUL-MARKSON* (Auckland); *WINDSONG*; *REBEL*; *MUANA KEA* (Berlin); *ARGO* (Goteborg); and *MANYANA* (Australia). Due to depart in mid-September was the 75 ft Auckland-built ketch *FINISTERRE*, a familiar sight in Fiji waters for the past 12 months. She was due to return to Australia.

CAMMERAY MARINA SYDNEY



Welcomes cruising
yachtsmen. Friendly
informal atmosphere.

Slips and all marina
facilities available at:

MIDDLE HARBOUR
BUNNY AND FRAN RABBITS.



AITCHISON YACHT MASTS OF NEW ZEALAND

CONSTRUCT AND SUPPLY FOR YACHTS:

WOODEN MASTS AND SPARS ● ALUMINIUM MASTS AND
SPARS ● ALL SPAR FITTINGS, LIGHTING, ROPES, RIGGING,
WINCHES, STAINLESS STEEL BOAT FITTINGS.

Yachties for quick experienced service contact the specialist
firm with the world wide reputation now !!! We air freight
and ship all over the islands. Flagpoles also made and supplied.

AITCHISON YACHT MASTS,
ROWANDALE AVE., MANUREWA (P.O. BOX 274, MANUREWA),
AUCKLAND, N.Z. Ph: 6-3500



The advertisement features a large, realistic hand holding a stack of instant photographs and a small red Agfa film box. The top photograph shows two young girls sitting on a tree branch, looking at a colorful pinwheel. The film box is labeled 'Agfa', 'PAT 36 PAT 36', and 'CNS'. The background is dark, making the hand and the vibrant colors of the photos stand out.

Agfa
AGFA-GEVAERT

Your film.
Agfacolor
...with the natural colours.

Take no chances. Insist on natural colours, sharpness and brilliance ask for Agfa.

Brunton's

ROYAL FLOUR

AUSTRALIA'S
MOST EXPERIENCED
EXPORT FLOUR MILLERS

FAMOUS SINCE 1868

PRODUCERS OF BRUNTONS
FAMOUS
ROYAL BAKERS' FLOURS
CAKE, BISCUIT AND NOODLE
FLOURS, SHARPS, ETC.

25 KG NET (55.12 LB)
ROYAL PATENT
TRADE MARK
BRUNTON'S
STEEL ROLLER FLOUR
SYDNEY, N.S.W.
AUSTRALIA
BRUNTON'S

50 KG NET (110.23 LB)
BRUNTON'S
MEDIUM WHOLEMEAL
SYDNEY NSW
PRODUCT OF AUSTRALIA

17 KG NET (37.47 LB)
ROYAL PATENT
TRADE MARK
BRUNTON'S
STEEL ROLLER FLOUR
BRUNTON & COMPANY PTY. LTD
SYDNEY
PRODUCE OF AUSTRALIA

BRUNTON & COMPANY PTY. LIMITED
TERRY ROAD, DULWICH HILL, N.S.W. 2203. CABLES: "BEACON" AND "BRUNTON"

We put off today... what others leave until tomorrow!

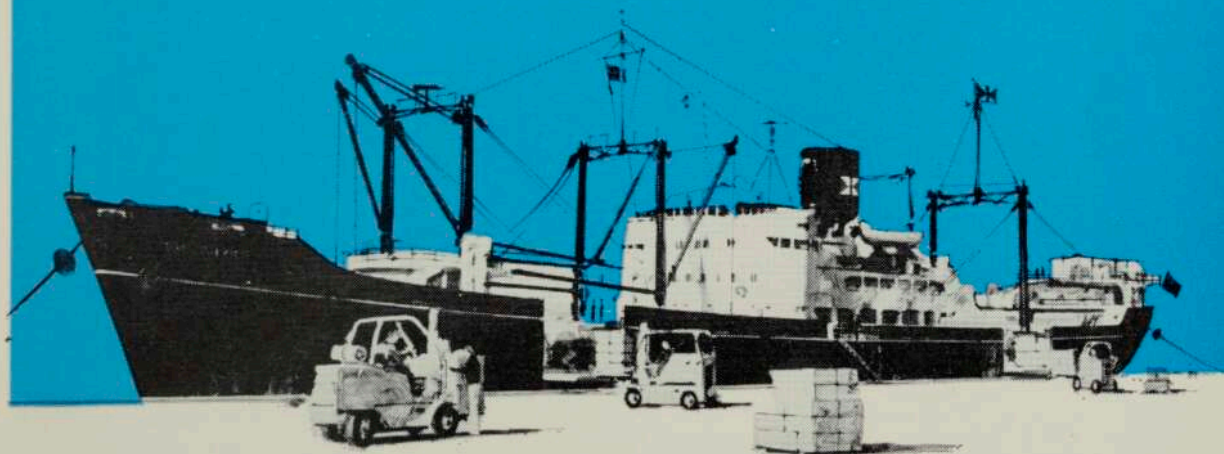
This is due to side-port, unit-loading—a fast, efficient, safe way to handle cargo. Our 4 ships, "New Guinea Chief," "Island Chief," "Coral Chief," and "Papuan Chief," are specially designed for side-port unit-loading, and to save 'turn around' time in port they carry their own 'on board' forklifts to speed the loading and discharge procedure. If you would like to see how side-port unit-loading can save you money on our Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Rabaul, Kavieng, Kieta and Honiara services let us show you our 20 minute film "Cargo Revolution" . . . and you will see how we can "put off today what others leave until tomorrow".



New Guinea Australia Line Pty. Ltd.

Member of the Swire Group

General Agents: PORT MORESBY—Steamships Trading Co. Ltd. SYDNEY—Swire & Gilchrist Pty. Ltd.
Agents at: BRISBANE—Wills, Gilchrist & Sanderson Pty. Ltd. PAPUA-NEW GUINEA—Steamships Trading Co. Ltd. (for "New Guinea Chief" at Rabaul and "Island Chief" at Kavieng—Burns Philp (N.G.) Ltd.).
HONIARA—British Solomons Trading Co.



SG032

PACIFIC ISLANDS MONTHLY—OCTOBER, 1972

95



**Flour that's *milled fresh*
when called for by your shipping agent.**

Milled fresh—when called for—then packed in clean, strong sacks or drums. That's the reason why Mungo Scott's have the largest output of any mill in Australia. Mungo Scott's skilled laboratory staff put to practice every modern method to ensure you receive the finest quality entoletoed flour. Since 1894 . . . Mungo Scott "a good firm to do business with". We pride ourselves on documentation.

**BAKERS FLOUR ● SHARPS ● MEALS
CAKE FLOUR ● BISCUIT FLOUR ● SPONGE FLOUR**

**MUNGO SCOTT —
FLOUR MILLERS**

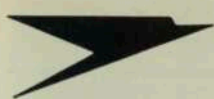
A DIVISION OF ALLIED MILLS INDUSTRIES PTY. LTD.

Summer Hill, N.S.W., Australia
Cable & Telegraphic SUPERB Sydney,
Phone: 797-8333



PACIFIC ISLANDS MONTHLY—OCTOBER, 1972

(BOAC Supplement—Advertisement)



BOAC

PACIFIC JET NEWS

New hotel custom-made

Travellers arriving by air to stay at Hong Kong's new 33-storey Excelsior Hotel will get a pleasant surprise when they look for customs clearance. *There is none!*

Not that passengers will be able to slip anything through Kai Tak airport. A unique feature of the new BOAC associate hotel is that guests' baggage will go direct from airside to the hotel basement for customs clearance there.

The Excelsior, located at East Point on Causeway Bay, will be the biggest in Hong Kong. The first 400 bedrooms are expected to be ready by November 1 and the remaining 503 rooms should be available for use by the end of the year.

BOAC Associated Companies has invested £276,000 in the hotel project for an eight per cent. equity shareholding. Other equity shareholders are City Hotels Ltd (10 per cent.) and Trust Houses-Forte International Ltd (20 per cent.).

Another feature of the hotel, which will make it the best convention centre in North East Asia, is a large conference complex which will be linked to the hotel by walkways.

Two floors of the conference complex will each provide banqueting



Hong Kong's 33-storey Excelsior Hotel.

facilities for up to 1,200 guests, or theatre-style seating for 2,000.

The floors will be linked by closed-circuit TV and audio communications systems that will allow 4,000 people to take part in one convention.

The roof on top of the conference floors will have a swimming pool, a coffee area and outdoor reception area.

INSTANT OFFICES SERVICE

"Reserve office, will travel" can now be the watchword of businessmen visiting North America and the United Kingdom.

This follows the establishment of a new service by World-Wide Business Centres which offers the free use to BOAC passengers of mail and telephone message facilities in key cities.

World-Wide's service can also provide fully staffed and furnished offices with a complete range of business facilities available on a daily basis. The centres are located in London, New York, Washington, Calgary, Edmonton, Halifax, Montreal, Ottawa, Toronto, Don Mills, Vancouver and Winnipeg. It is hoped that there will eventually be extensions to Australia and South Africa.



Mr S. Hildrew—to London.

New manager appointed

Mr R. D. H. (Roddy) Wilson, BOAC's manager for the Gulf area in Bahrain, is to become the airline's manager for the south west Pacific based in Sydney. He succeeds Mr Sidney Hildrew, who is taking up a new post in the UK. Mr Wilson joined BOAC in 1953 and at different times had been district sales manager Cairo, sales manager Nigeria and manager Calcutta.

Mr Hildrew will take over the position of business travel manager at BOAC's London headquarters in the New Year. A former RAF pilot, he joined BOAC in 1946. Mr Hildrew told Pacific Jet News: "I am particularly sorry to be leaving behind my associations with Fiji and the other Island territories."

"My involvement with various companies associated with BOAC—Hunts of the Pacific, New Hebrides Airways and Air Pacific—gave me a close view of the growth of tourism in one of the most delightful parts of the world."



Mr R. D. H. Wilson—to Sydney.

PACIFIC ISLANDS MONTHLY—OCTOBER, 1972

BOAC PACIFIC JET NEWS

THE INN THING

Take an English pub tour

Shropshire is a slice of medieval England. The lonely splendour of its sheep-dotted hills is interrupted sparsely by venerable villages and towns where black-and-white timber-framed houses date back to Tudor times and beyond.

It is as if history had been absent-minded and left something behind. Among its oldest and best preserved buildings are its inns—so what better area for a pub tour than the hills and valleys of Shropshire?

In this suggested tour of Shropshire, the route begins and ends at the country capital, Shrewsbury (pronounced "Shrozebury"), and for most of the way it keeps west of the river Severn.

Few towns can match Shrewsbury in the well-kept charm of its black-and-white houses and the narrow streets with odd names such as Butcher Row, Grope Lane, Wyle Cop, Dogpole and Fish Street.

Among the many beautiful houses are Ireland's Mansion, a four-gabled Elizabethan masterpiece with oriel windows, and the 17th-century Rowley's House, which contains exhibits excavated from the nearby Roman town of *Viroconium* (now Wroxeter).

The Norman castle was refurbished as a private house in 1790 by Thomas Telford, the famous engineer and architect, while one of the pupils at the original Shrewsbury School (now the town's museum and art gallery) was the 19th-century naturalist Charles Darwin.

The spire of St Mary's Church (built about 1200) is one of the highest in the country; and standing above the river Severn, which winds



The Feathers at Ludlow. Its ornately timbered front has been a landmark of this old castle-town since the early 16th century.

round the town in a horseshoe loop, is St Chad's, a round church whose minaret-shaped tower is crowned with a dome. The beautiful park known as the Quarry is the setting of the Shrewsbury Musical and Floral Fete, which is held annually in August.

It is not surprising that Shrewsbury has a number of interesting pubs also. Right in the centre of the town is the *King's Head*, built in 1480 with intricate timbering and overhanging eaves, where good snacks are served at lunchtime.

A gem of a pub is *Ye Olde Yorkshire Arms*, which dates from 1679—and all the original beams, as well as some beautiful ship's panelling, are still there. The enthusiastic landlord and his friendly staff offer fresh baps and rolls with a wide choice of fillings.

For an overnight stay there is the *Lion Hotel* (telephone: Shrewsbury 53107), a 16th-century inn situated in Wyle Cop. Once 17 stagecoaches ran from here and it had stabling for 100 horses. There is a richly panelled bar with Wedgwood blue cornice work and, in addition to the restaurant fare, there is an appetising range of hot and cold snacks.

Another place to stay is the *Prince Rupert Hotel* (Shrewsbury 52461), a 15th-century inn half-timbered outside, but now much renovated inside, which is named after the dashing Cavalier general of the 17th-century Civil War.

From Shrewsbury we drive south-west (A488) through some of Shropshire's wildest and loneliest country side, with the Stiperstones and Long Mynd hills rising over 1,000 feet on either side.

A run of 20 miles brings us to the quaint town of Bishop's Castle. All that is left of the 13th-century castle is a wall skirting the bowling green, but still standing is a Tudor house aptly named the House on Crutches. Look out for the 17th-century *Three Tuns Inn* (Bishop's Castle 289), one of only six pubs in the country which brews its own beer—and perhaps the only one which brews both mild and bitter.

The brewery is at the back of the pub, and owner-landlord Mr Robert carries on a tradition handed down

SHE'S REALLY FLYING HIGH—AT 95!

For a 95-year-old London grandmother, a flight to New Zealand was just another jaunt to see her family.

"There's nothing to get excited about," Mrs Sarah Webb told reporters at Auckland as she landed lively and bright after the 35-hour trip.

"So don't you put anything in the newspapers," she warned. She told the captain that after she had got over the excitement of being reunited with her family she intended to get

a place of her own, "so as not to be a burden to the family".

Mrs Webb, who lived in Forest Gate, London, added that she looked forward to some sightseeing in New Zealand.

So it's never too late to start flying—particularly if it's by BOAC VC10s or 747s, which we think are the best two aeroplanes in the sky. Mrs Webb confirmed this. She has only one word for the flight: "luvverly".

BOAC PACIFIC JET NEWS

from his grandfather. The Three Tuns has a beamed lounge bar and is just the place for fresh bread, cheese and pickles, with excellent light beer to wash it down.

The B4385 road takes the route east to Lydbury North, where a square-towered Norman church dominates the village. We continue along the road to Craven Arms—a market town with sheep auctions and a number of half-timbered houses—passing through ideal country for anglers and nature-lovers.

To the south is Clun Forest, to the north the 10-mile ridge of Long Mynd and, to the north-east, Wenlock Edge with its splendid views over the Teme Valley. (Church Stretton is one of the most popular centres for this rich green countryside.) About a mile south of Craven Arms is Stokesay Castle (open daily, except Tuesdays), a moated and fortified manor house built in the late 13th century and markedly different in architectural style from its Tudor gatehouse.

Ludlow is the area celebrated by A. E. Houseman in his poem *A Shropshire Lad*, and each year (late June and early July) the town holds a festival of drama, music and art. The cathedral-like magnificence of St Laurence's, one of the largest parish churches in England, makes a fine setting for the concerts and a Shakespeare play is performed in the castle. For rambling, riding and pony trekking, the Cleve Hills are only a few miles away.

You can stay overnight at an inn to rave about — the *Feathers Hotel* (Ludlow 2919 and 2718), which was built in the early 16th century. It has strikingly ornate carved timber front and intricately leaded windows, but be sure to study it from the best vantage-point, the opposite side of the road.

The lounge bar is heavily timbered and has a large fireplace, while the lounge has a royal coat-of-arms in the centre ceiling panel. Well-cooked meals and snacks can be taken here.

The half-timbered *Angel Hotel* (Ludlow 2531) has two bay windows overhanging Broad Street, and town records show that the London-bound stage coach 'Aurora' called here as early as the 16th century. A wide range of hot and cold snacks is offered morning and evening (except Sundays); and there are also restaurant meals.

Eastwards from Ludlow there is a fine run over Cleve Hill to Cleobury Mortimer, where the mellow houses include the *Talbot Hotel* (Cleobury Mortimer 382), a one-time coaching inn built in 1560 and a place to enjoy good beer and various snacks. It has a lounge bar with beamed ceiling, brass and copper ware, floral covered chairs and polished beaten-copper bar top. The dining room is a few steps up from the bar.

The road into Bewdley crosses the river Severn by Telford's beautiful three-arched stone bridge, whose approach is uniquely fenced by elegant cast iron pillars.

One place at which to stay is the *George Hotel* (Bewdley 2117), a

as alarming as the Leaning Tower of Pisa. The town hall, half-timbered and set on arches, bestrides the High Street, with traffic passing underneath.

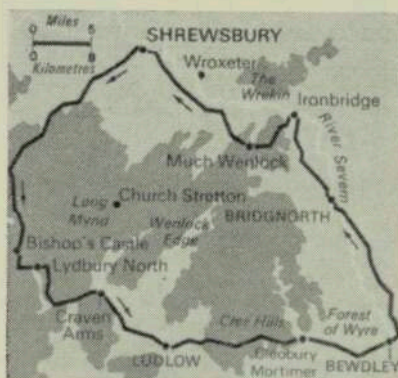
The *Swan Hotel* (Bridgnorth 3267) in the High Town has an unusual curvy bar and old beams that include one taken from a Severn barge. Good, freshly-cut sandwiches are served at the bar and there is a comfortable panelled restaurant.

The last leg of the tour starts by taking the B4373 road north to Ironbridge for a view of the first-ever cast iron bridge (1779), which gave the town its name.

Now it's south-west to Much Wenlock, whose attractions include a ruined priory (open daily), founded in the seventh century and subsequently rebuilt several times, once by Lady Godiva (the same who rode through Coventry covered only by her flowing hair); the guildhall, which rests on wooden pillars (two of which were used as whipping posts); and the old stocks on wheels.

A useful place for refreshment is the *Gaskell Arms* (Much Wenlock 212), a large corner pub, once a coaching inn, with a well-furnished and neatly beamed lounge bar. It offers acceptable snacks and there is a restaurant upstairs.

For the final stretch back to Shrewsbury the A458 runs close to the Severn, with views across the river to the steep-sided Wrekin (1,335 feet). This is the oldest hill in England and it provides an appropriate farewell to a tour of a country so deeply involved in the past.



16th-century coaching inn with an elegant Regency-style lounge bar and a heated outdoor swimming pool. Then there is the *Black Boy Hotel* (telephone: Bewdley 2119), a white-painted corner inn (first licensed in 1603) close to the Severn. One bar is beamed, white-walled and decorated with a colourful array of regimental crests. Tasty meals are served in the pleasant dining room and there is a good range of hot and cold snacks and salads.

Back in Shropshire, we aim now for Bridgnorth, which is really two-towns—High and Low, separated by a sandstone ridge. They are joined by many flights of steps, a road with a hair-raising bend, and a cliff railway with the steepest gradient in Britain.

The remains of the town's 12th-century castle, high above the Severn, include a tower leaning 17 degrees from the perpendicular—three times

GUIDE TO LONDON'S ACCOMMODATION

A new guide to inexpensive accommodation in London has been produced by BOAC in association with the British Tourist Authority.

The booklet lists accommodation in outer districts of London as well as the central areas at prices from as low as \$A2.75 including breakfast, per person. The prices at most expensive establishments are no more than about \$A11 per person, per night with breakfast.

Copies of the booklet may be obtained from your local travel agent or direct from BOAC at Box 1361, Suva, Fiji.

BOAC PACIFIC JET NEWS

SCHEDULE CHANGES HELP ISLANDERS

New (northern) winter schedules, which BOAC will introduce from the beginning of November, will give a much more convenient time of departure—7.15 a.m.—for passengers from Fiji wishing to travel to Sydney.

The new schedule will also eliminate the need for passengers from east Fiji to stay in Nadi overnight. Instead they will be able to board Air Pacific's FJ121, leaving Suva for Nadi at 6 a.m., to connect with the newly-scheduled BOAC flights, which will continue operating on the same days of the week—Sundays, Tuesdays, Thursdays, Fridays and Saturdays.

Passengers will be able to check in and have their baggage registered for Sydney at Nausori airport. They will arrive in Sydney at 10.30 a.m.

Passengers heading for London by BOAC VC10 via Los Angeles will travel from New York to London by 747, gaining the advantage of films in flight while they cross the Atlantic in daytime.

BOAC has also announced a speeding-up of some of its jumbo jets flights, westwards to London from Sydney, where passengers from Fiji and the islands can join them.

Included will be a "cannonball" service on Wednesdays with only three

stops to London—at Perth, Singapore, and Bahrain. This reduces the journey time from 34 hours 15 minutes to 27 hours 20 minutes. Previously the service called at Perth, Singapore, Bangkok, Tehran, Tel Aviv and Frankfurt.



Mr Stanley Quigg has recently been appointed deputy general manager of Air Pacific, based in Suva. A QANTAS man, Mr Quigg previously worked for the Australian airline in Hong Kong.

Special offer cookbook to travellers

Sandy Lesberg, critic-at-large for a leading New York radio station, has long been a collector of fascinating recipes.

His sixth and most ambitious cookbook is called *Great Classic Recipes of the World* and embraces 42 countries and over 400 recipes. Ranging from Honolulu to Hong Kong, from Bermuda to Bombay, it stops off at acknowledged food capitals like London, Paris and New York as well as discovering unexpected treats in countries such as Malawi, Mauritius and Malaysia.

BOAC, with its world-wide connections, co-operated in compiling this unique volume. As a result the publishers, Peebles Press, are making a special offer to readers of *Pacific Jet News*.

For details and a mailing card you can write to BOAC, Box 1361, Suva, Fiji. Alternatively, if you are travelling by BOAC, you will find a copy of the brochure and mailing card in the middle of BOAC's magazine *Welcome Aboard* which is carried on all flights.

We are confident that you or any gourmet friend will be thrilled with this cookbook extraordinary. The offer enables you to buy it at a special discount price of £3.95 instead of the regular price of £4.95.

COMING EVENTS IN BRITAIN

A look ahead to some highlights to close 1972 — and of 1973.

December

- 2 RAC International Rally of Great Britain (to 6). Start and finish Race Course, York.
- 2 Rugby Football: Wales v. New Zealand. Cardiff.
- 4 Royal Smithfield Show and Agricultural Machinery Exhibition (to 8). Earls Court, London.
- 6 International Soccer Match: Oxford v. Cambridge. Wembley, London.
- 12 Rugby Football: Oxford v. Cambridge. Twickenham, Middlesex.
- 16 Rugby Football: Scotland v. New Zealand. Murrayfield, Edinburgh.
- 16 Richmond Championship Dog Show. Olympia, London.
- 28 Camping, Outdoor Life and Travel Exhibition (to January 7). Olympia, London.
- 30 National Cat Club Championship Show. Olympia, London.

January

- 1 Sunday Times/N.U.S. National Student Drama Festival (to 6). Durham.
- 3 International Boat Show (to 13). Earls Court, London.
- 3 International Racing Car Show (to 13) Olympia, London.
- 5 International Holiday Exhibition (to 18; preview—4th). Olympia, London.
- 6 Rugby Football: England v. New Zealand, Twickenham, Middlesex.
- 20 Rugby Football: Wales v. England. Cardiff.

February

- 3 Rugby Football: Scotland v. Wales. Murrayfield, Edinburgh.
- 9 Cruft's Dog Show (and 10). Olympia, London.
- 24 Rugby Football: Scotland v. Ireland. Murrayfield, Edinburgh.
- 24 Rugby Football: England v. France. Twickenham, Middlesex.

March

- 6 Daily Mail Ideal Home Exhibition (to 31). Olympia, London.
- 10 Rugby Football: Wales v. Ireland. Cardiff.
- 17 Rugby Football: England v. Scotland. Twickenham, Middlesex.
- 29 Horse Racing: Grand National (to 31). Liverpool, Lancashire.

April

- 7 Oxford/Cambridge Boat Race. Putney to Mortlake, River Thames.
- 14 Royal Scottish Academy Annual Exhibition (to August 5). Royal Scottish Academy, Edinburgh.
- 27 Pitlochry Festival (to September 29, provisionally). Pitlochry, Perthshire.

May

- 5 Football Association Cup Final. Wembley, London.
- 9 Brighton Festival (to 20). Brighton, Sussex.
- 12 Rugby League Challenge Cup Final. Wembley, London.
- 23 Royal Ulster Agricultural Society Show (to 26). Balmoral, Belfast.
- 23 Chelsea Flower Show (to 25; private view 22). Royal Hospital, Chelsea, London.

Business and Development

FIJI HAS THE LION'S SHARE OF THE NEIGHBOURHOOD'S BUSINESS

From a Suva correspondent

R. M. Major, in September PIM (p. 101) pointed out the difficulties of developing economic unity in the Pacific Islands, which is one of the tasks of the new Bureau for Economic Co-operation based in Suva. Analysis of Fiji's latest trade figures (for 1970) point to an interesting pattern of trade between Fiji and its neighbours which is worth noting. In short, can Fiji lend a helping hand to its neighbours?

Both Fiji's imports and exports continued to increase in 1970. The value of domestic exports in 1970 was \$49,254,000, an increase of \$5,706,000 or 13 per cent. over 1969, while Fiji's re-exports, valued at \$13,053,000 were \$3,374,000, or 35 per cent. higher than in 1969. Taken as a whole, total exports of \$62,307,000 were 17 per cent. higher than in 1969.

Imports have increased very rapidly over the past few years and 1970 was no exception, with imports valued at \$90,502,000 being \$12,614,000 or 16 per cent. higher than the 1969 level.

The visible trade deficit (the amount by which total imports exceed total exports) stood at a record \$28,195,000 in 1970. This deficit was more than offset however, by increases in invisible earnings and by private and official capital inflows.

For example, gross earnings from tourism are estimated at \$24.3 million for 1970. After taking invisible earnings into account the net balance of payments position in 1970 showed an estimated surplus of \$3.5 million.

IMPORTS: Fiji's import pattern has always been heavily biased towards its neighbours, Australia, New Zealand and Japan and its former metropolitan power, the United Kingdom. 1970 saw a continued decline in the level of imports from the United Kingdom. Whereas 10 years ago UK imports represented 28 per cent. of total imports, in 1970 they had slipped to 17 per cent.

Japan over the same period increased its share of total imports from 10 per cent. to 15 per cent., and New Zealand increased its share from 8 per cent. to 12 per cent. Most of the growth in Japanese imports into Fiji reflects the development of the tourist industry and the associated growth

of duty-free sales of predominantly Japanese goods.

New Zealand's imports to Fiji were given a strong boost by New Zealand's devaluation in late 1967, whereas Australia, which did not devalue, has seen its share of the Fiji market fall from 27 per cent. in 1961 to 24 per cent. in 1970.

EXPORTS: Sugar continued to be Fiji's major single export in 1970 with 329,129 tons, valued at \$31,821,000, being exported. Sugar has made up about two-thirds of domestic exports for a number of years now. With British entry into the European Economic Community imminent, there are fears that the

EEC's 'Common Agricultural Policy' could have unfavourable consequences for the Fiji sugar industry.

Fiji's sugar quota for the American market has risen in recent years, however, and stood at 45,000 short tons in 1970. Coconut oil was once again the second most important export in 1970, with shipments of 18,704 tons worth \$5,130,000.

In 1970 growth in Fiji's manufacturing industries was encouraging, particularly with respect to biscuits, cigarettes, cement, paint, clothing and galvanised corrugated iron. Most of the exports of Fiji's manufacturing industries go to neighbouring Pacific countries which do not have similar industries of their own.

In this respect Fiji is slowly becoming the Hong Kong or Singapore of the South-west Pacific and there is concern that in the future it will prove difficult to attract small-scale manufacturing industry to other countries in the region because of the very strong advantages to businessmen of locating these in Fiji.

REGIONAL TRADE:

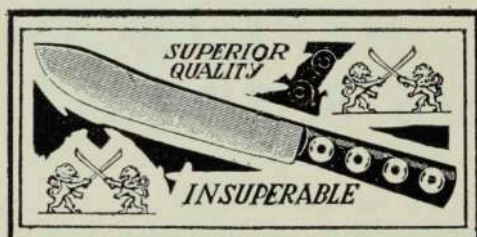
Fiji's Trade with South Pacific Countries, 1970	F\$	
	Total Exports	Total Imports
Cook Islands	249,695	2,177
Gilbert and Ellice Islands	522,473	2,264
Niue	166,558	461
Tonga	1,206,552	12,664
Western Samoa	1,169,792	8,357
American Samoa	866,761	19,013
Wallis and Futuna	412,757	149
New Caledonia	184,325	3,548
New Hebrides	380,170	700
Tahiti	95,419	—
Others	111,227	3,049
TOTAL	5,365,729	52,382 (over)

"UNRIVALLED EXPERIENCE"

Mr Ken Piddington, deputy to Mr Mahe Tupouniua, the new Bureau for Economic Co-operation's first director, will be something more than just a deputy. Mr Tupouniua has an unrivalled experience of the Islands' economic and trade problems as Tonga's Minister of Finance for the last 12 years. Allied to that will be Mr Piddington's knowledge of the economic workings of the NZ Government's mind in relation to a wider, international field. He is coming to Suva from his job of head of the Economics Division of the NZ Ministry of Foreign Affairs.

He is an MA—he got it in French—and no stranger to his new boss. They were together at Auckland University in the 1950s.

BREWO BUSH KNIVES No. 625



TWO LION BRAND

exclusively sold by:

Breckwoldt & Co. (N.G.) Pty. Ltd.

P.O. Box 222,
RABAUL.

P.O. Box 1549, Boroko,
PORT MORESBY.

P.O. Box 185,
MADANG.

P.O. Box 1188,
LAE.

P.O. Box 72,
KIETA.

P.O. Box 237,
MT. HAGEN.

P.O. Box 178,
WEWAK.

BRECKWOLDT & CO.
P.O. Box 47, APIA.

BRECKWOLDT S.A.R.L.
B.P. 65, NOUMEA.

BRECKWOLDT & CO. (S.I.) LTD.
P.O. Box 140, HONIARA.

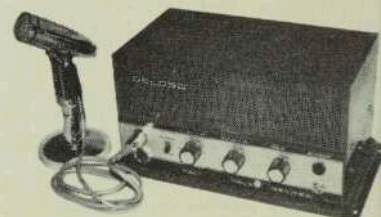


AMPLIFIERS for ALL LARGE or Small PA SYSTEMS

Geloso P.A. Amplifiers, well known for performance and reliability, have models rated from 10 watt to 200 watt for all requirements. Horn and column speakers, mikes and stands can be supplied.

Ideal for installations in factories, schools, clubs, hospitals, stores and sporting complexes.

FULL particulars of all GELOSO P.A. equipment will be forwarded FREE on request. We will be pleased to quote for the particular equipment you may require.



G1/2030 Amplifier with M59
and B80 Table Stand

NOW Hear This! . . . GELOSO "Amplivoce" Model 2583 Loudhailers



The 2583 Loud Hailer, a lightweight, weatherproof "power megaphone", can be heard loud and clear up to 300 yards away. A real boon to construction supervisors, schools, surf clubs, sporting bodies — anyone that must get a message over . . . at a distance.

R.H. Cunningham
PTY. LTD.



VIC.: 493-499 Victoria St. West
Melbourne. Phone: 329-9633.
N.S.W.: Sydney. Phone: 929-8066.
W.A.: Perth. Phone: 49-4919.
QLD.: L. E. BOUGHEN & CO.,
Auchenflower. Phone: 70-8097.

TELEX: Melb. 31447, Sydney 21707

GELOSO AMP. & 2583

P.I.M. 10/72

Name _____

Address _____

MAIL THIS COUPON

In 1970 Fiji's exports to countries in the SW Pacific region were worth \$5,255,000 (representing 8.6 per cent. of total exports). By comparison, imports into Fiji from the same countries were worth a mere \$52,000 (representing only 0.1 per cent. of total imports). Fiji is fortunate therefore in having a favourable trade balance of \$5,200,000 with its regional neighbours.

A third of Fiji's exports to the region (\$1,794,000) are domestic exports while the other two-thirds (\$3,461,000) are re-exports. The two main destinations of the domestic exports are Tonga and Western Samoa.

With Fiji's exports to the region being a hundred times greater than its imports from the region it seems to be high time that Fiji took steps to encourage imports. Fiji can hardly complain about its adverse balance of trade with Australia while its near neighbours have an even greater adverse balance of trade with Fiji.

Import duties on handicrafts entering Fiji and the harsh enforcement of quarantine regulations do little to encourage imports into Fiji from the region.

Perhaps we might see Fiji starting an aid programme to assist its less developed neighbours? Certainly if its buoyant foreign trade position is anything to go by, it may well find itself doing this in the future.

Air Nauru to return to consortium?

While the Pacific leaders were meeting in Suva and then in Apia, other—and maybe more important talks—were going on outside the main arena.

Member governments of the Air Pacific consortium were attempting to lure back to the fold their erstwhile partners Air Nauru, which broke away in March to fly it alone. The talks, President Hammer DeRoburt et drop, were at "ministerial level" and were aimed at persuading Nauru that its future lay within a regional airline.

"I have been approached to go back and there are possibilities" said the president to PIM, "but the most I can say is that I will listen very carefully to what they have to say. We always think there is room for co-operation."

Then, referring to the heated exchanges during the February Canberra Forum which led to Nauru breaking away from the regional air arrangement, the president said: "The clash came because, I think, there was unfriendliness. I think they found it inconvenient; that the existence of

Air Nauru was an inconvenience."

The break, the president stressed, was not the beginning of a wider division. Any suggestion that Nauru wanted to draw closer to its Micronesian relations at the expense of its other South Pacific ties (such as the SPC and Forum) was wrong.

"We are not turning away from the South Pacific," he said. "We must make that quite clear. We feel we are part of both worlds. We have ties with Micronesia which will develop but we also have close ties with the South Pacific. We are part of the South Pacific whereas our relations with Micronesia are not firmly in existence yet."

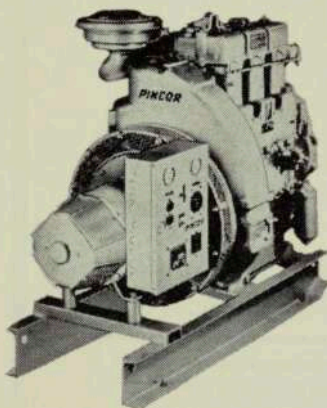
Japanese "want no control"

In Suva in September, the Japanese Ambassador to Australia, Mr Shizuo Saito, was most emphatic that Fiji need have no fears about foreign control by Japanese investors.

"It is not true that Japanese businessmen prefer to have the major shareholding when they invest in a country," he stressed. "I know Fiji would welcome Japanese investment—and we have no idea of going any further than a 50 per cent. shareholding in any venture."

Mr Saito said so far as Japanese

PORTABLE OR STANDBY POWER



PINCOR

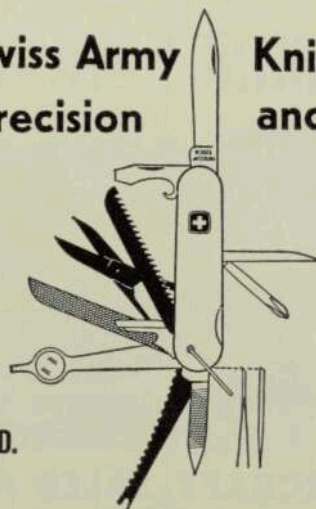
500 - 50,000 watts

When power goes out—PINCOR goes on! A complete selection of dependable generators, alternators, transfer panels, and demand control systems. For further information, see your area PINCOR Distributor or write to:

Pioneer Gen-E-Motor Corporation
5841 W. Dickens Avenue
Chicago, Ill. 60639, U.S.A.

Wenger Swiss Army
unique in precision

Knives,
and efficiency



Sole Importers:
PETER FISHER
TRADING PTY. LTD.
321 Pitt Street
SYDNEY
Telephone 26 1109

WENGER

"All over Australia"
MARSON
HP-4 HAND RIVETTING PLIER



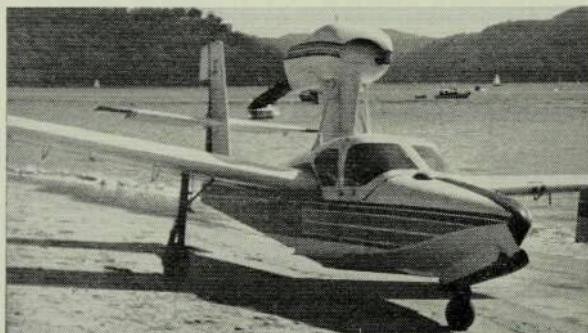
TEST SPECIFICATIONS

80 TONS..... ultimate tensile.
2,000 lbs. approx. net effective at pulling jaws

JAW HARDNESS 58-60 Rc.
CAPACITY... 3/32", 1/8", 5/32", 3/16"
KLIKFAST RIVETS
 Weight, 1.25 lbs.; length overall, 9.75"

Craftsmanship—material—performance
COMPLETELY GUARANTEED BY:
MARSON PRODUCTS (AUSTRALIA) PTY. LTD.
 102 May Street, St. Peters, N.S.W. 51-2285

FREE PARKING Any beach is yours for the taking
 in a 4 seat Lake Buccaneer.



LAKE AIRCRAFT SALES PTY. LTD.
 154 INGLEBURN ROAD, INGLEBURN, N.S.W. 2565, AUSTRALIA.
 Phone Sydney 605-1478. Australasian and South Pacific Distributor.

Tax haven telex

The New Hebrides administration is taking urgent steps to establish telex links for its growing tax haven business. The move follows pressure from some of the newly-established banks and trust companies who were beginning to feel like the wolf watching sheep on the far side of the river—a lot of offshore business sniffing around the New Hebrides has been put off by the absence of a telex link.

investment in Fiji was concerned, tourism had first priority. A consortium of Japanese companies had already bought a major share in the Mana Island resort and the massive real estate company, Nomura Real Estate Co., of Tokyo, had bought \$300,000 worth of sites at the Pacific Harbour resort development, for resale to Japanese investors. Other areas for Japanese involvement in tourism were being considered.

Mr Saito said it was possible that Japan Air Lines would eventually fly into Fiji—"but there was nothing concrete yet." He doubted whether the airline had yet approached the Japanese Government on the question.

"My government sent a three-man team to Fiji for a feasibility study on investment opportunities here and areas of possible co-operation. The conclusions will be made known soon," he said.

Mr Saito mentioned agriculture and fishery as two other areas for co-operation. There might be some possibility of lessening the trade imbalance between the two countries—but he couldn't be more specific at this stage.

He saw no possibility yet of establishing assembly plants in Fiji for Japanese electronic goods—"but this might develop". The exchange of students and technicians was being considered.

Mr Saito said that in addition to economic and trade co-operation between Fiji and Japan, he would like to see closer cultural links, and would be asking Japanese cultural missions to visit Fiji, "in a spirit of enlightenment".

Mr Saito said he could not foresee the development of a Pacific free trade area involving Asia and the South Pacific in the immediate future. Economic development in each country was so different that such a bloc could not be maintained. "We have to have this idea as a target but it is too hard a practical problem to solve at present," he said.

Not all Island administrations believe that government investment corporations, such as the one not long established in Papua New Guinea, are the answer to investment problems. Do they, for example, really involve local people in participation or are they merely looked on locally as another arm of Treasury? PIM invited Mr. E. S. Owens to explain the aims of, and progress made with, the PNG Investment Corporation.

Investment Corp. activities will lead to stock exchange

By E. S. OWENS, Chairman of the Investment Corporation of Papua New Guinea.

The Investment Corporation of Papua New Guinea was established in 1971 as an independent legal entity with its own board of directors and management. The board of directors consists of 10 members, six of whom are white, four are black. The deputy chairman is a Tolai, Mr Pauliasane, from the Gazelle Peninsula. The others are representatives of the different districts of Papua New Guinea. Since the first board meeting in February it has accumulated total assets of approximately \$6.2 million and earned a net profit in excess of \$100,000. As well it has an impressive list of companies operating in PNG currently seeking participation.

The corporation's role is to acquire significant interests in profitable or potentially profitable overseas companies operating in PNG and to involve local people as individual shareholders in its investments.

The corporation has demonstrated clearly that it can put together an attractive portfolio of shares in substantial and profitable companies, despite doubt as to the reaction of existing companies to the placing of significant holdings in the hands of government agency—the corporation. A doubt which in the event proved groundless; in fact the contact has been welcomed because a number of companies have for long hesitated to admit local people as shareholders.

To meet its second commitment the corporation is now actively planning the involvement of the local people as individual shareholders. It's a challenging task when it is remembered that the population of 2.5 million is spread over a half-million square miles of difficult country, speaks some 700 dialects and approximately 40 per cent. are still engaged in subsistence agriculture.

Nevertheless, the people have made

it clear to the Administration through their representatives in the House of Assembly that they want rapid development in their standard of living. The need for investment in roads, hospitals, schools and industries is apparent. But there has been a great basic problem of bridging the gap between the desire for investment on the one hand and their limited capacity to generate savings on the other.

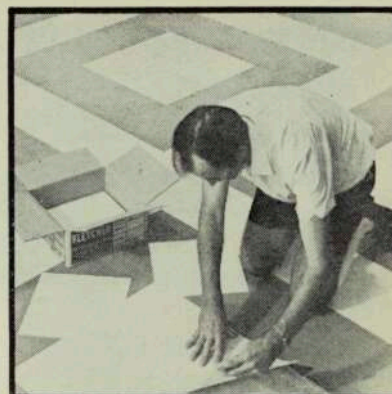
It was in an effort to solve this problem that the Australian Government set up the investment corporation.

The House of Assembly has stated that it sees as essential a continuing sizeable flow of private capital into PNG together with technical know-how and the managerial skills which follow. Without this capital inflow, it is clear PNG will not be able to develop its social and economic standards at the pace which its people want.

Both the first and second Houses of Assembly are on record as welcoming overseas capital and guaranteeing it against expropriation or discriminatory treatment. These declarations have done much to maintain and strengthen the confidence of overseas investors in PNG.

In assessing propositions put to it, the board of the corporation considers the following main criteria:

- Is it a substantial company?
- Is it a viable operation supported by history and/or projections?
- Is it a significant or potentially significant employer of local labour?
- Will it assist in developing PNG on a sound and balanced basis?
- Will it provide employment and training opportunities for local people?
- Will it involve maximum processing of products in PNG?
- Will it involve the provision of



NAIRNFLO

The Commercial
and Domestic

**Vinyl
Flooring**

Nairnflor is a fully flexible vinyl flooring available in 4 thicknesses 1.1mm; 1.5mm; 2.0mm; 2.5mm; Nairnflor is manufactured in accordance with B.S. 3261: 1960 in a range of 19 colours in either 48" wide sheet or 12" x 12" tiles.

Nairnflor
is marketed by



**Fletcher
International**

For further information and name
of nearest stockist contact —

Fletcher International,
Private Mail Bag,
Auckland, New Zealand

Kerr Bros., the Parker Furniture people.

FOR PACIFIC
ISLANDS

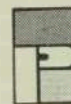
Parker Furniture
undoubted leader
in Australia's
domestic furni-
ture industry
Manufacturers of
modern dining,
lounge, occasional
and bedroom fur-
niture.



KERR BROTHERS PTY. LTD.

Island Merchants,
65 York Street, Sydney.

CABLES: CAREFULNESS, SYDNEY.



Ask for **FOUREX**—the clear sparkling amber beer . . .
available in **BOTTLES, CANS** and **STUBBIES**

**XXXX The Popular
BEER**



'Its Quality Never Varies'

Wholesale Distributors:
C. SULLIVAN
(NEW GUINEA) PTY. LTD.,
Port Moresby, Lae, Mt. Hagen, Rabaul,
Kieta, Lautoka and Suva, Fiji.

AGENCIES:
R. Bensley—Madang. Ping Shee & Co.
—Wewak. E. V. Lawson Pty. Ltd.—
Honiara, British Solomon Islands.



Brewed from the finest Ingredients by Castlemaine Perkins Limited, Brisbane, Queensland, Australia.

INVESTMENT TRUSTS

maximum common user facilities such as roads, ports, etc?

Will it assist the country's balance of payments through development of exports or replacement of imports?

Is a worthwhile shareholding ranging from, say, 10 per cent. to 50 per cent. available to the corporation?

Can the corporation nominate a member for the board of directors?

Based on the foregoing criteria the corporation holds shares in the following companies:

ANG Holdings Ltd., total assets \$5.5 million—20 per cent equity capable of being increased to 26 per cent.

Burns Philp (New Guinea) Ltd., total assets \$30 million—12½ per cent. equity capable of being increased to 26 per cent.

Bougainville Copper Ltd., 1,000,000 shares of \$1 each.

Commonwealth New Guinea Timbers, total assets \$7 million—35 per cent. equity.

Watkins Property Investments Ltd., total assets \$700,000—45 per cent. of equity.

Money on deposit—\$500,000.

These investments have been financed by capital funds of \$2.2 million and the balance by borrowings.

While the corporation will continue to add to its investments, the main preoccupation now is the setting up of a series of investment trusts. Each trust will be designed to appeal to different cross sections of the community. Some will be general in nature, in that they will hold shares in more than one investment, while others will have appeal because of the local nature of a single investment.

The first prospectus or invitation to invest in a corporation sponsored trust is expected to be ready in the first quarter of 1973. By that time the corporation must have established a sound streamlined administration capable of processing accurately, speedily and at low cost the paperwork involved in keeping track of thousands of small and inexperienced shareholders.

It must have established a market for dealing in scrip of the trusts by means of a daily advertised buy back price for each trust and have provided a network of offices throughout PNG where scrip can be exchanged for cash and vice versa.

The current phase of the corporation's activities will be most demand-

ing because public confidence is at stake. There will be no room for mistakes; planning must be meticulous and patience and understanding will be at a premium during the introduction of this new form of saving and investment, which will in fact be the first step towards establishment of a stock exchange in PNG.

The corporation must succeed in this phase because without the involvement of people in business enterprises there can be no understanding of the benefits which can flow from the partnership of capital, management and labour.

The corporation is very conscious of the importance of its role in business education and with this in mind is having a shortened form of its annual report printed in Motu and Pidgin. As well, copies of the full report will be sent to the University of Papua and New Guinea and schools so that young people will have the opportunity to know firsthand the part played by various companies and industries in the development of the country. This report can be the means of opening up new vistas for education and employment as the wide range of business undertakings and opportunities in PNG are brought to the notice of students and others seeking to improve themselves.

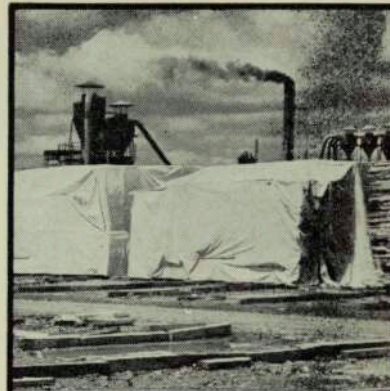
In simple terms the corporation has a threefold task:

- To be a responsible shareholder;
- To encourage and make possible individual shareholding in its investments; and
- To be a vehicle for business and management education.

The extent to which it is able to perform these roles will influence the rate of progress and development of PNG itself.

TOURISM LOOKS BRIGHT.—

Pacific Area Travel Association's executive vice-president F. Marvin Plake anticipates that the 12 months from July will be another excellent year for tourism in the Pacific. In a letter to members he says: "Almost every destination area of the Pacific, and of the world, is up solidly from a year ago. There is no reason to imagine that this trend will diminish. When reports are received from some area which indicates that tourism there is down, a brief investigation almost always shows that it is because of a temporary over-capacity of facilities. I say 'temporary' because it has become obvious that even a severe overbuilding of hotels, for example, will correct itself within two or three years."



CAMLON

Tarpaulin Material

A Cover for all seasons

Camlon is a double sided P.V.C. coated nylon tarpaulin material for use in any situation where protection from the weather is required. Manufactured in rolls 50" wide Camlon can be seam welded to provide a cover of any size or shape.

Camlon
is marketed by



Fletcher International

For further information and name of nearest stockist contact —

Fletcher International,
Private Mail Bag,
Auckland, New Zealand

SULLIVANS

MELBOURNE

SYDNEY

BRISBANE

C. SULLIVAN (EXPORT) PTY. LTD.,
4TH FLOOR, KEMBLA BUILDING,
60 MARGARET STREET, SYDNEY
(G.P.O. BOX 3373).

AUCKLAND

CABLES AND TELEGRAMS: "CHASULL".

LONDON

**OFFERS A COMPREHENSIVE AND EFFICIENT
BUYING SERVICE TO THE PACIFIC ISLANDS**

OFFICES AT:

PORT MORESBY • LAE • RABAU • KIETA • MOUNT HAGEN • BULUMA
• SUVA • LAUTOKA • NOUMEA • HONIARA • PORT VILA

"SULLIVANS FOR SERVICE"



**Looking for an
INTERIOR
PLYWOOD
that won't get
eaten by insects?**

**KLINKII
PRUEPLY**

Made by Commonwealth New Guinea Timbers Ltd, Bulolo, New Guinea
Available from plywood suppliers in the Territory & Pacific area

PC

Basic wage rise in Port Moresby

The PNG Minimum Wages Board inquiry (see p. 55) resulted in a decision handed down September 19 to raise the minimum pay for urban workers in Port Moresby from \$8 to \$11.50 forthwith, with a further rise of \$2.30 to come one year later. Domestic and agricultural workers are not included in the order, but it is expected that the decision will eventually affect them and all other workers throughout Papua New Guinea.

Five trade unions had claimed the wage should rise \$12 to \$20 a week, but the board apparently felt that a 2 per cent. rise was all the economy could be called upon to bear at present.

Nauru consolidates trade link

The success which President Hammer DeRoburt of Nauru had in September in gaining a foothold in the US Trust Territory for the Nauru Pacific Line will mean more opportunities for two-way trade between the North and South Pacific.

Nauru's active shipping line has been servicing Majuro, in the Marshalls, from Melbourne and wanted to extend its operations to various ports in the Trust Territory besides Majuro.

But at two meetings between the Nauruans, Micronesian Government representatives and Transpac officials in Majuro in August and September,

Transpac, which holds an exclusive franchise to TT ports, made it clear that "the present economic situation" in the TT precluded Nauru entering any other port than Majuro.

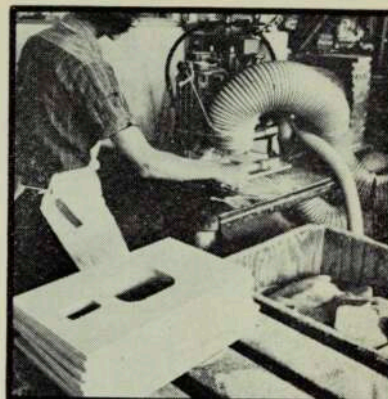
President DeRoburt was able to stress the advantages for Micronesia of a link south, with the result that both sides will meet again in six months to discuss progress generally and to consider extending the agreement to another port in Western Micronesia.

Said a joint statement made at the September meeting, "It is the confident hope of the parties to the agreement that the new arrangement will provide the people of Micronesia access to the markets of Australia, New Zealand and the islands of the Pacific for the purchase and sale of commodities, with regular delivery at reasonable rates."

Take-over bid for PNG brewery

Incorporated in Papua New Guinea on August 1 with an authorised capital of \$4,500,000, San Miguel (PNG) Limited is making a take-over bid for Territory United Brewery Limited with an offer to TUB shareholders of one 50c share in San Miguel for three 50c TUB shares.

The offer is conditional on acceptances representing at least 76 per cent. of TUB's issued capital. If the take-over succeeds, TUB, which has been ailing over the last 12 months, will be managed by Neptunia Corporation Limited, of Hong Kong, itself a subsidiary of the Manila-



PLYCOPYNE

Particle Board

The all-purpose Joinery Board

Plycopyne particle board is a grainless, knot free, all purpose joinery board which will reduce time and labour costs. Plycopyne is an engineered product made under accurate and precise controls and comes close to perfection in workability.

Plycopyne
is marketed by



Fletcher International

For further information and name of nearest stockist contact —

Fletcher International,
Private Mail Bag,
Auckland, New Zealand

WANTED PACIFIC ISLAND TOURIST RESORT ANY AREA CONSIDERED

A young, widely-travelled and experienced Australian family wishes to establish, purchase or renovate a tourist resort somewhere in the Pacific Islands. A joint venture or partnership would be also considered.

Previous experience includes the complete development from scratch of a tropical island resort in another part of the world. All of the international travel contracts and affiliations established then, have been maintained.

Our combined expertise includes:—

Flying (experienced pilot); Diving (commercial deep sea and experienced instructor); Photography; Sailing; Civil Construction Engineering; Mechanical and Electrical Engineering; Architecture; Hotel Management and Nursing.

Please Forward Details of Offers and Proposals to: Family Resort Development, P.O. Box 122, Glen Waverley, Victoria, 3150 Australia.

(Photographs would be appreciated)

COPRA AND RUBBER PLANTATION FOR SALE

SAGARAI ESTATE PAPUA NEW GUINEA

LOCATION:	Milne Bay District of Papua on the Sagarai River. Approximately 220 miles S.E. of Port Moresby and 50 miles W. from Samarai.
AREA:	3,895 acres flat agricultural leasehold plus a special lease for airstrip.
PLANTED:	Rubber: 474 acres planted 1910/35 173 acres planted 1958/68 Coconuts: 92 acres planted 1910 263 acres planted 1967/72 Cattle: 90 head
BUILDINGS:	Manager's house built 1968. Assistant's house, old style, in good condition. Labour quarters—single and married. Trade store, wharf store, aid post.
PLANT, ETC.:	Complete rubber factory—new in 1968. Rubber smoke houses and copra drier. Two I.H.C. tractors with tipping trailers. Two Honda motor cycles. One Jeep (1970). One x 14 ft aluminium boat with 25 h.p. Johnson outboard.
GENERAL:	This estate is in excellent condition and is well found, requiring no expenditure. It is presently staffed with two Europeans and 150 plantation workers. The average annual rainfall is 125 in.
WRITE TO:	Steamships Trading Company Limited, P.O. Box 74, PORT MORESBY, Papua or Steamships Trading Company Limited, 171-175 Clarence Street, SYDNEY, N.S.W. 2000, Australia.

based San Miguel, and by Swan Brewery, of Melbourne, each of which has agreed to make cash subscriptions of \$312,000 for 625,000 shares in San Miguel.

Neptunia and Swan have also agreed to make available a further \$812,000 each as a loan secured by second debentures over San Miguel's assets. The loans, for five years, can be converted during the loan period into San Miguel shares at par.

Directors of San Miguel (PNG) Ltd include Mr B. C. Goodsell, managing director of Burns Philp (NG) Ltd, Mr Clifford Jackson, a well-known Port Moresby businessman and three top executives from Swan Brewery.

San Miguel's incorporation in PNG was made with the object of staging the TUB take-over.

Business briefs

● The Reserve Bank expected returns from rural production in PNG for 1971/72 to be down on the previous year, the June statistical bulletin revealed. Coffee prices have been better, but manufacturing activity was restrained. Building activity was similar, but improvement in both was expected. Retail prices increased 8.4 per cent. in the 12 months to March, 1972. Government spending was up 7.2 per cent. at \$144.6 m. Tax revenue was up and loan raising had been highly successful.

● The Solomon Islands Investment Company, has been floated in the Solomons by Naviti Investments Ltd of Fiji, and is offering 250,000 shares of \$1 for public subscription. The first venture of the new company is a half share in Mendana Hotels, purchased from Guadalcanal Plains Ltd for \$200,000. Work has already begun on a four-stage programme of enlarging the hotel to 106 rooms. Diversification of the company's portfolio, with Solomon Islanders taking a bigger share of economic development, is an aim.

● Two new food factories are planned for the GEIC, a biscuit factory to be built on Betio by the newly-registered Tarawa Biscuit Company, and a bakery and shop which will be opened on Bairiki, opposite the wharf, by the Bairiki Bakery Trading Company. The biscuit company hopes to be able to export to the Marshalls and Nauru and is experimenting with coconut meal to see if it can be used as an ingredient. An oven for the bakery costing \$1,500 is being shipped from Australia.

THE YORKSHIRE INSURANCE CO. LTD.

(Incorporated in England)

A MEMBER OF THE GENERAL ACCIDENT GROUP OF COMPANIES

ALL CLASSES OF INSURANCE

AUSTRALIAN HEAD OFFICE: 10-12 Spring Street, Sydney.

Group Manager for Australia: R. M. Trotter.

PAPUA AND NEW GUINEA BRANCH: Douglas Street, Port Moresby.

Manager: H. M. Harvey.

CHIEF ISLAND REPRESENTATIVES

Rabaul, A.S.P. (N.G.) Ltd.; Lae, Radio Cabs (Lae) Pty. Ltd.; Madang, W. Stokes; Manus, Edgell & Whiteley Ltd.; Honiara, B.S.I.P., E. V. Lawson Ltd.; Suva, Williams & Gosling Ltd.; Noumea, R. Laubreaux; Norfolk Island, Martin's Agencies; Apia, E. A. Coxon & Co.; Vila, C. Sullivan (INT) Pty. Ltd.

Produce Prices

(Unless otherwise stated, quotations are in Australian currency. Australian dollar (September) equals New Zealand, \$1.0020 (buying), \$0.9980 (selling); Fiji, \$0.9708, \$0.9880; Western Samoa, \$0.80, \$0.81, US, \$1.1934, 1886; UK, 48.8 np, 48.5 np; French Pacific, 6.36 FP francs, 104.78 FP francs; Tonga \$0.05.

COPRA

Copra industries are controlled through copra boards in PNG, the Solomons, the GEIC, both moas, Fiji, Tonga and the US Trust Territory. In the Hebrides, the Cooks, French Polynesia and New Caledonia don't have boards and copra is sold individually by growers to overseas buyers or used locally.

NEW GUINEA:—The board, with planters' representatives, directs distribution and sales and pays exporters. 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: Fair-dried, \$108 per ton; FMS, \$105 per ton; smoke-dried, \$103 per ton.

FIJI:—The board fixes prices on Philippines copra, taking into account freight, taxes, selling costs, shrinkage, etc. Prices recently were: 1st grade, \$70.25, 2nd grade, \$60.25, CAS, \$75.

WESTERN SAMOA:—The board makes payments to producers through its agents—local firms—and sells the copra on the open market through a portion to Abels Ltd., NZ. Recent prices: 1st quality, \$84.10; 2nd quality, \$84.40.

TONGA:—All copra is sold to the board which sends it to Europe and the open market. Recent prices to growers were \$160 per ton, 1st grade, and \$148 2nd grade, per ton. Coconut 1.2 c.

SOLOMON IS.—All production through board prices based on Philippines rates. Output is sent to the UK, Japan, Australia and the rest of the open market. Recent prices were: 1st grade, \$75; 2nd grade, \$71; 3rd grade, \$61 per ton, BSIP ports (Honiara, Yandina and Ol).

GILBERT AND ELLICE:—2½c per lb (1st grade); 2c per lb (2nd grade).

NEW HEBRIDES:—Copra sold direct by planters to France and Japan. Official market price on September 15 was \$28, Marseilles 75 French francs (per 100 kilos) September 15.

EXCHANGE RATES

FIJI:—Through Bank of NSW, ANZ Bank, Bank of NZ, Bank of Baroda, First National Bank. Sterling £ on Fiji \$, buying £1 = \$1.085; 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 \$ Tala 1.

PORFOLK IS., PAPUA NEW GUINEA:—Australian currency used; no exchange payable in transactions with Australia.

FRENCH PACIFIC COLONIES:—Pacific francs (P) are used in New Caledonia, New Hebrides (with Australian dollars), Wallis and Futuna Is., and Fr. Polynesia. French Bank, Papeete, on September 19, quoted: Selling, 100 P to the \$Aust., 104.70 (financial); nearly all other transactions. Paris-London: Buying, 12.2525 P to the £ (commercial); 11.9250 francs to the £ (financial). Also £ equals 222.7727 (buying), 222.5909 (selling) Pac. francs; 5.50 CFP 1 metropolitan franc. Banks should be approached for daily quotes.

COOK IS.—Copra goes to Abels, Ltd., of Auckland, who operates NZ's copra crushing mill. Prices for October to December, packed, shipping weights f.o.b., were fixed at \$NZ92.79 1st grade, hot-air dried, \$NZ90.75 1st grade, sun-dried, and \$NZ89.27 standard grade.

US TRUST TERRITORY: \$US92.50 (grade 1), \$US82.50 (grade 2), \$US72.50 (grade 3), delivered district centres; \$80 (grade 1), \$70 (grade 2), \$60 (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 September 19 (September/October shipment) was spot \$530.304 ton, c.i.f.; UK, Continent.

September 19, Quote No. 1: In store Rabaul, export quality, \$535 per ton, delivered ex wharf Sydney, \$610 Quote No. 2: Best quality in store NG ports, \$519 (September/October shipment).

Solomons:—4 cents a lb delivered to a fermentary, 3 cents a lb at buying points.

COFFEE:—PNG: September 19, good quality, A grade, 49c per lb; B grade, 45c; C grade, 44c; Y grade, 45c (ex-store Sydney).

W. Samoa:—Recently, WSTEC ground and dried beans, 49 sene per lb (wholesale).

CROCODILE SKINS:—Honiara: \$1.89 to \$2.25 per inch.

GREEN SNAIL SHELL:—\$350 a ton f.o.b. (nominal).

PAPUAN GUM:—Graded gum \$215 per ton, f.o.b.

PASSIONFRUIT:—Cook Islands, Islands Foods Ltd. pays growers NZ2.5c per lb for good fruit.

PAPAW:—Cook Islands, Island Foods Ltd. pays growers NZ2c per lb for good fruit.

PEANUTS:—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 September 5 were: No. 1 RSS (Malayan cents a kilo f.o.b.), September, 86.25-87.25; October, 86.75-88.25; November 87.75-89.25.

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), September 5, prompt shipment, 15.86 p. (c. and f.).

COPRA:—LONDON, September 19, Philippines, in bulk, \$US141 (October reseller) per long ton, c.i.f., UK/North European ports; US Pacific coast, b \$US113, s \$US115.

COCONUT OIL (Ceylon):—LONDON, September 19 \$59.98 (September/October).

STOCK MARKET

SYDNEY SELLERS

	Aug. 23	Sept. 18.
ANG Hold. 1.00	1.05	1.00
Bali Plantations .50	.39	.30
Burns Philp 1.00	4.85	4.75
Burns Philp (SS) 2.05	3.75	3.90
Carpenter .50	3.10	2.83
Choiseul Plntn. 1.00	b3.20	b3.15
C.S.R. 1.00	4.95	4.80
Dylup Plntn. .50	.65	.54
Fiji Industries 1.02	2.40	2.35
Kerema Rubber .50	.14	.10
Koitaki Rubber .50	.40	.38
Lolorua Rubber .50	.30	.30
Makurapau Plntn. .50	b.52	.55
Mariboi Rubber .50	.20	.20
PNG Motors .50	.45	.45
Plantation Hldgs. .50	.78	.80
Queensland Ins. 1.00	4.60	4.60
Rubberlands .50	b.14	.18
Soger Rubber .50	.49	b.40
Sth. Pac. Ins. .50	1.90	2.00
Steamships Tdg. .50	.72	.66
Territory Brewery .50	.26	.28

OIL AND MINING SHARES

Bougainville .50	3.48	b3.30
Buka Min. .10	.05	.04
C.R.A. .50	6.80	6.60
Cultus Pacific .25	.15	.23
Emperor .10	1.00	.90
Highland Gold .20	b.10	.14
NG Gold Ltd. .35	.60	.60
Oil Search .50	.17	.16
Pacific I. Mines .25	b.03	.03
Placer Dev. .50	40.00	35.00
Southland .25	.53	.49

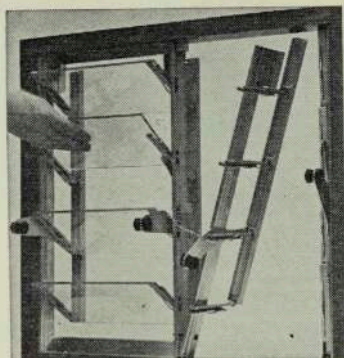
* No par value
Sydney Stock Exchange share price index for ordinaries on August 23 was 589.92. On Sept. 18 it was 570.93.

BUSINESS IN NEW HEBRIDES

● The NZ firm of Fletcher Construction Co (Pacific) Ltd in association with F. Martinez of Vila has been awarded a contract worth \$1,172,000 to build the new British base hospital in Vila. The hospital of 100 beds will consist of a complex of 17 single-storey buildings linked by covered ways across a 15-acre site overlooking Vila's lagoon. The foundation stone is already three years old. It was laid in September, 1969 by the Duke of Kent.

● It looks as if the New Hebrides will be well into the red this year over its trade gap. In the first three months of this year, the condominium's import bill was \$2.3 million more than its export income. During the corresponding period last year the gap was \$1 million less and at the end of the year the deficit was \$5.2 million.

● The Palekula Fishery in the New Hebrides, which has had its factory buildings badly damaged by an earthquake and hurricanes in the last nine months, broke export records in July. It shipped 1,900 tons of frozen fish worth \$1.1 million to the USA and Japan.



SANDYS

EXTRUDED ALUMINIUM ADJUSTABLE LOUVRES

FITTED WITH ALUMINIUM OR GLASS BLADES
FOR SUN AND VENTILATION CONTROL

AVAILABLE FROM:

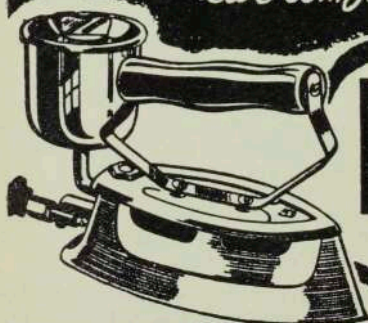
JAMES SANDY PTY. LTD.
637 GARDENERS ROAD, MASCOT,
N.S.W., 2020, AUSTRALIA.

- GLASS MERCHANTS
- ALUMINIUM STOREFRONTS
- ALUMINIUM WINDOWS AND DOORS
- SHOWER SCREENS
- MIRRORS

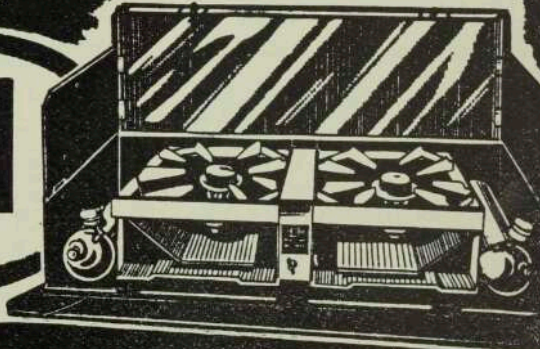


SANDYS EXTRUDED ALUMINIUM GLAZING BAR FOR
ECONOMICAL SIDEWALL GLAZING

WHEN THERE'S NO ELECTRIC POWER
Live comfortably with ...



HANDI
Quality products



PUMPLESS petrol IRON

**KEROSENE
OPERATED STOVETTE**

Australia's best selling non-electric iron! For reliability, ease of handling, and excellence of quality at a low price, you can't beat the HANDI. It's simplicity itself to operate—NO PUMPING IS REQUIRED. IT'S IMPOSSIBLE TO OVERFILL THE FUEL TANK and one filling does approximately 2 hours effortless ironing. Attractively finished in nickel plate. Spare parts always available.

THE PORTABLE OUTDOORS COOKER at a sensible price! Twin independent burners for fast cooking. Twin tanks for double capacity. Steel case, when opened, acts as triple-wind shield. Rust-proof. Noisy or silent burners as required. Small or large porcelain enamel ovens also available separately. HANDI—the lowest priced QUALITY Twin Burner Portable!

HANDI WORKS Pty. Ltd.

Compo Rd., Salisbury North, Ph. 47 2121
BRISBANE, QUEENSLAND, AUSTRALIA

Deaths of Islands People

Mr. Kenneth Gedye Goddard

tribute from Douglas S. Askew:
A very fine old Territorian, Kenneth Gedye Goddard, better known to his friends throughout Papua New Guinea as "Tiger" Goddard, died peacefully in hospital at the War Veterans' Home, Narrabeen, Sydney, the end of August. It would be true to say that he will be remembered as a Very Kindly Gentleman, the soul of courtesy and honesty. "Tiger" was about 82 and led a full and active life in many places. When World War I broke out he enlisted in the Australian Light Horse and served on Gallipoli and in the Sinai Desert. He afterwards spent a number of years on cattle stations in the Northern Territory and was at the time the manager of Wave Hill Station. On the outbreak of World War II "Tiger" again enlisted and despite opposition from some of the Colonels who offered him a job at Victoria Barracks he served with a special mounted unit which patrolled the back in the Northern Territory. These men were a sort of "Inland Eastwatcher" unit because at that time it was suspected that Japanese agents somewhere inland were monitoring radio information and transmitting it to Japan. That was where I first met "Tiger", in a bush camp on the bank of the Ord River. Our next meeting was on another river far removed from the Ord; on the Vailala River, Western Papua, about 1948, and as we both roamed around the territory in the ensuing years we would always be sure to meet again, Rabaul-Lae-Madang-Torokua, even in the "Concrete Jungle" that is now Sydney. So "Tiger" has gone, and we won't be able to hear his special greeting when he raised his glass at any gathering: "Cheers of cheers!". And that was the last time he whispered to me the last time I saw him!

Mr C. Prentice

Manager of the Melbourne Hotel in Suva for many years, Mr Campbell Prentice died in the Colonial War Memorial Hospital in Suva towards the end of August, only weeks after the hotel had closed its doors for the time, before being demolished to make way for an office block. A popular Fiji resident for nearly 20 years, Mr Prentice, known as Campbell to his friends, was 59. He underwent a serious operation in February. He was a child when his parents

left their Scottish home and went to live in Gisborne, New Zealand. He joined the NZ Army as a regular soldier and was posted to Fiji in 1942 to train soldiers of the Fiji Military Forces. He also served on Fanning Island and after the war pioneered a boat-making training section for the FMF and, with the aid of ex-servicemen, started a rehabilitation project.

He leaves a widow, formerly Miss

Margaret Wilson, of Levuka and Suva, a daughter, two grandchildren and a sister.

Mrs Mildred Hill

A direct descendant of the McCoy and Christian families of Pitcairn Island, Mrs Mildred Hill, formerly Miss McCoy, has died at her home in Vila, New Hebrides, aged 79.

She and her late husband, Mr George Hill, for many years Treasurer in the Condominium Treasury and Customs Department, went to the New Hebrides in 1914 from Norfolk Island where she was born.

She leaves a son, Mr Minto Hill, who is in Papua New Guinea.

Don't let your family down

You've worked hard to give them a home, schooling and security. Don't let that hard-won security erode away because you continued to overlook making out a Will. With a properly planned Will, you can be certain in the knowledge that your property will eventually pass to the people you specify, and also that your Estate will be as large as possible after probate and duties. In this regard, we invite you to take advantage of the advisory service we provide, entirely free of obligation. Our specialists in Estate Planning will be delighted to help you plan your Will most efficiently, or to discuss it fully with your solicitor or accountant.



BURNS PHILP TRUSTEE COMPANY LIMITED

EXECUTOR • ADMINISTRATOR • TRUSTEE • ATTORNEY • AGENT

Fiji Office: Mr. A. W. Cooper, Resident Manager, Rodwell Road, Suva. Telephone: 311 777.

Head Office: 51 Pitt Street, Sydney 2000.

Telephone: 241 1021. Telegrams: "BURNSTRUST," Sydney.

Branches and/or Registered Offices: Parramatta (N.S.W.), Canberra, Melbourne, Brisbane, Adelaide, Fremantle (W.A.), Port Moresby (Papua).

BP45

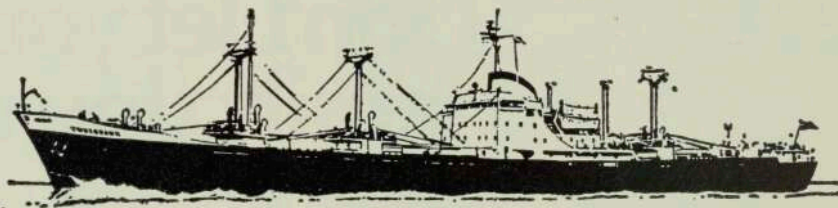
THE BANK LINE

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.

New Guinea Express Lines FAST NEW SERVICE IN FAST NEW SHIPS

M.V.s Lae Express/Moresby Express.
Direct Express Services.

Melbourne • Sydney • Port Moresby • Lae
Sydney • Brisbane • Lae • Rabaul.

80 ft Hatches 20 ton lifts—20 ton Refrigerated containers,
Unitised and Palletised, General Cargo.

Sydney—Refrigerated Express Lines (A'asia) Pty Ltd, 37 Pitt
Street, Sydney, Telephone 2411396.

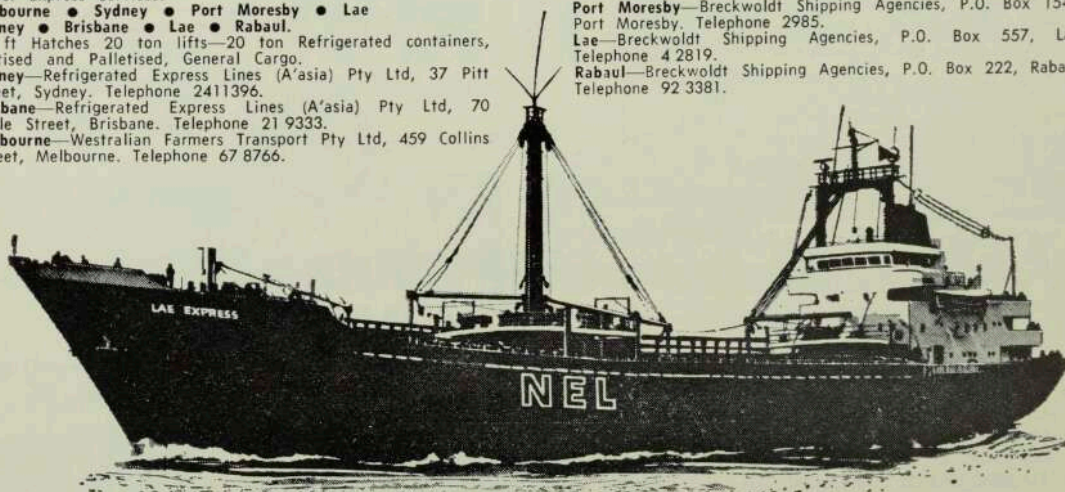
Brisbane—Refrigerated Express Lines (A'asia) Pty Ltd, 70
Eagle Street, Brisbane, Telephone 21 9333.

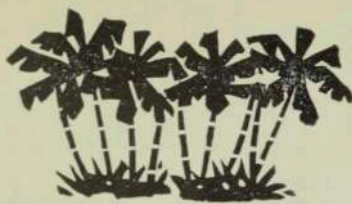
Melbourne—Westralian Farmers Transport Pty Ltd, 459 Collins
Street, Melbourne, Telephone 67 8766.

Port Moresby—Breckwoldt Shipping Agencies, P.O. Box 1549,
Port Moresby, Telephone 2985.

Lae—Breckwoldt Shipping Agencies, P.O. Box 557, Lae.
Telephone 4 2819.

Rabaul—Breckwoldt Shipping Agencies, P.O. Box 222, Rabaul.
Telephone 92 3381.





Shipping & Airways Information

SHIPPING

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 Linis, maintains a twice-monthly passenger service from Sydney via NZ, Suva (Australis), NZ, Tahiti (Britanis and Ellinis). Britanis makes special voyage from Sydney 9/10/72 via Wellington, Punta Arenas, Montevideo, Rio de Janeiro, Tenerife, Lisbon, to Southampton.
Details from Chandris Lines, 135 King Street, Sydney (28-2451).

UK - EUROPE

Chandris Lines, with RHMS Patris, have commenced a shipet service to the UK and Europe via Singapore. The itinerary of RHMS Patris is Sydney, Melbourne, Adelaide, Fremantle, Singapore, from where passengers proceed to various destinations by jet.
Details from Chandris Lines, 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, via NZ, Papeete, Panama and Lisbon and alternatively via South Africa.
Details from Sitmar Line (Australia) Pty. Ltd., 30 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. Passenger accommodation available.
Details from Karlander (Aust.) Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301).

Charqueurs Caledoniens, with the Port de France operates two-weekly cargo service Sydney-Noumea.
Details: Hetherington Kingsbury Pty. Ltd., Bridge Street, Sydney (27-1671).

SYDNEY - GEIC - HONOLULU

Columbus Lines operates monthly passenger-go sailings from West Coast, US to Australia, returning via Tarawa, GEIC and Honolulu to Nth. America.
Details from Columbus Overseas Services Pty., 333 George Street, Sydney (29-2101).

SYDNEY - NEW CALEDONIA - NEW HEBRIDES

Polynesie maintains three-weekly passenger goings—Sydney, Noumea, Vila and Santo.
Details from France Australia, 261 George Street, Sydney (27-2654).

SYDNEY - NZ - FIJI HAWAII - CANADA - US

P and O Liners call regularly at Auckland, Sydney and Honolulu on eastbound and westbound passages between Sydney and the US; occasional calls at Pago Pago and Tonga.
Details from P & O Lines of Aust. Pty., 55 Hunter Street, Sydney (2-0317).

SYDNEY - NZ - FIJI - COOKS - TAHITI

Haw Savill's Northern Star and Ocean Arch make round-the-world voyages each way, and also cruise in Pacific. They call 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 - US - NZ

Karlander (Aust.) Pty. Ltd. operates three-weekly cargo services from Melbourne and Sydney for Suva, Lautoka, Los Angeles, San Francisco, Manzanillo and Auckland with side-port door ships, Woolgar, Slevik, Wyver and Good Mariner.

Details from Karlander (Aust.) Pty. 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 - FIJI - NEW HEBRIDES - NEW CALEDONIA

South Pacific United Lines with "Gange" operate a monthly cargo service from Melbourne, Sydney, Suva, Lautoka, Santo, Port Vila and Noumea.

Details from France-Australia, 261 George Street, Sydney (27-2654).

AUSTRALIA - NEW ZEALAND - TAHITI

South Pacific United Lines with "Wah Fung" operate a regular service from Melbourne, Sydney, Auckland and Papeete.
Details from France-Australia, 261 George Street, Sydney (27-2654).

AUSTRALIA - PNG

Nauru Pacific Line operates regular monthly cargo liner service from Melbourne and Sydney to Port Moresby, Lae and Rabaul.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Intercocean Australia Services, 261 George Street, Sydney (2-0573).

AUSTRALIA - SOUTH PACIFIC AND CORAL SEA SERVICES

Nauru Pacific Line operates cargo/passenger service to Fiji, New Hebrides and South Pacific ports.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Intercocean Australia Services, 261 George Street, Sydney (2-0573).

AUSTRALIA - PNG - BSIP

Compac Pacific Express (Burns Philp and AWP Line) operates three-weekly passenger-cargo service from Sydney and Brisbane to Lae with Tenos, and from Melbourne and Sydney to Port Moresby and Lae 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 and Brisbane, to 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, Rabaul.

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 Little Collins St., Melbourne

(67-8746), Breckwoldt's Shipping Agencies (PNG).
Karlander New Guinea Line's five cargo vessels call at Melbourne, Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Kieta, Honiara, Gizo, Manus.
Details from Karlander (Aust.) Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301).

AUSTRALIA - GUAM - PHILIPPINES VIA NEW GUINEA PORTS

Nauru Pacific Line operates regular monthly cargo/passenger service from Melbourne and Sydney to Guam and the Philippines via New Guinea ports and returning via inducement ports. Rapid delivery to San Francisco via Guam trans-shipment is available.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Intercocean Australia Services, 261 George Street, Sydney (2-0573); Carpenter Shipping Agencies, New Guinea ports.

AUSTRALIA - HONG KONG - TAIWAN

Karlander (Aust.) Pty. Ltd. have been appointed general agents for the Taiwan National Flag Carrier the Eddie Steamship Co. Four vessels will operate an independent non-conference service from Taiwan, Hong Kong to Brisbane, Sydney, Melbourne, Adelaide and Fremantle.

Details from Karlander (Aust.) Pty. Ltd., 19-31 Pitt Street, Sydney (27-6301).

AUSTRALIA - NAURU - MARSHALL ISLANDS - GEIC - KIETA

Nauru Pacific Line operates regular monthly cargo/passenger liner service from Melbourne and Sydney to Nauru, Majuro, Tarawa and Kieta.

Details from Nauru Pacific Line, 227 Collins Street, Melbourne (654-4977); Intercocean Australia Services, 261 George Street, Sydney (2-0573).

AUSTRALIA - PNG - FAR EAST

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 Diakarta (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 four 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 Waikare and/or Auckland at approximately five-weekly intervals for Lautoka, Suva, Niue Is., Apia, Nukualofa and Pago Pago. 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 monthly service to Vila and Santo; five weekly to Honiara and New Guinea; every 10 days to Noumea.

Details from Sofrana, 42 Customs Street, Auckland (37-2228, 36-4521), P.O. Box 3614.

SYDNEY - NOUMEA

Capitaine Scott operates fortnightly. Details from Sofrana, 363 George Street, Sydney (29-2385).

NZ - FIJI - US

Crusader cargo ships call at Levuka and Honolulu on NZ-US west coast trips.

Details from Blue Star Port Lines (Management) Ltd., P.O. Box 192, Wellington (7-0179).

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 Sydney.

Details from Burns Philp and Co. Ltd., 7 Bridge Street, Sydney (2-0547).

UK - PANAMA - SAMOA - FIJI

The Fiji Direct Service, cargo only, is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka.

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

UK - PNG - BSIP - GEIC - N. HEBRIDES - N. CALEDONIA

Bank Line operates a monthly direct cargo service from Europe, via South Africa, to Pt. Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul and Honiara, occasionally extending to Tarawa, Vila, Santo, Kieta, Djayapura and Yandina. Each alternate month vessels sail via Panama and call direct at Noumea before Pt. Moresby.

Details from Bank Line (A'asia) Pty. Ltd., 269 George St., Sydney (27-2041).

US/JAPAN - MICRONESIA

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 Pacific coast ports with the Samoa Bear, Korea Bear, and America Bear to Sydney, Brisbane, Melbourne, Burnie, Auckland, Pago Pago, Honolulu, Los Angeles, San Francisco, Vancouver and Pacific northwest ports. 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 (27-2041).

Pacific Far East Line cruise ships, Mariposa and Monterey operate regularly from San Francisco, Los Angeles, Moorea, Papeete, Rarotonga, Auckland, Sydney, and return via Suva, Niuafoou, Pago Pago and Honolulu to San Francisco.

Details from PFEL 50 Young Street, Sydney (27-4272).

USA - TAHITI - SAMOA - FIJI - NEW CALEDONIA

Pacific Islands Transport's Thorsile 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 Akatere, and Manutai, for general cargo and passengers.

Details: Silk and Boyd, Rarotonga, Ets Donald, Papeete.

AIRWAYS

TRANS-PACIFIC SERVICES

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 DC8, 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., Tue., Fri., and returns Mon., Tue., 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 operates daily between Sydney and San Francisco via Fiji and Honolulu on Mon., Wed., Fri and Sat. with 747Bs and on Tues., Thurs. and Sun. with 707s. Additional services to Fiji from Australia on Fri., Sat. and Sun.

BOAC, with VC10s, operates from Melbourne and Sydney to Los Angeles daily except Mon. and Wed., and Los Angeles to Sydney and Melbourne daily except Mon. and Sat.

SYDNEY - FIJI - HAWAII

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 or NOUMEA - US (via FIJI, NZ or TAHITI)

UTA, with DC8s, operates out of Sydney on Tues. and Fri. and Noumea, on Mon., Tues., Wed., Thurs., and Sun., NZ on Wed. and Fri.

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, Wed., Fri. and Sat. and Hawaii-Sydney non-stop Tue., Thurs. and Fri.

MELBOURNE - FIJI/BRISBANE - FIJI

Qantas operates 707s direct from Melbourne to Fiji on Fri and Sat. and direct from Brisbane on Sat.

MELBOURNE - FIJI - US

Qantas operates Melbourne/San Francisco via Fiji and Honolulu on Fri. with a 747B and on Tues. and Thurs. with 707s.

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.

AUCKLAND - FIJI - HAWAII

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 returns same day.

FIJI - AM. SAMOA - 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. A service from Hong Kong to Port Moresby via Manila operates on Wednesdays, and from Port Moresby to Hong Kong direct 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 island 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 services are operated twice weekly to Majuro and fortnightly to Tarawa and return.
Details: Nauruan Government Office, 227 Collins St., Melbourne.

SYDNEY - FIJI

Air-India, with 707s, operates weekly services to Nadi on Tues., returning to Sydney on Wed.

SYDNEY - LORD HOWE IS.

Airlines of NSW, with flying-boats, operates four times weekly, return services from Rose Bay, Sydney, to Lord Howe. Extras on holidays.

SYDNEY - NEW CALEDONIA

Qantas and UTA operate Sydney to Noumea Mon., Tues., Wed., Fri.; 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.

SYDNEY - NORFOLK IS.

Qantas, with DC4s, operates three times weekly. More in holiday periods.

AUSTRALIA - PNG

TAA and Ansett, with 727s or DC9s, operate 4 times a week from Brisbane, Sydney or Melbourne to Pt. Moresby.

Mon., TAA DC9 T Jet service operates Townsville via Cairns, for Port Moresby, returning Tue. Port Moresby to Cairns, Townsville, Mackay, Brisbane, Sydney. Tue., TAA DC9 30 am Port Moresby to Honiara direct and turning same day to connect to Cairns, Townsville, Mackay, Brisbane and arriving in Sydney at 9.30 pm Tue. On Thurs., TAA Fokkers fly Townsville, Cairns, Port Moresby and return same day 12.35 pm Port Moresby, Cairns, Townsville, Mackay, Rockhampton, arrive Brisbane 9.15 pm.

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 Pago Pago on Thurs. and Sat., and returns 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 Thurs. Air-NZ, with DC8s, operates weekly from Auckland on Sun., returning Sat.

NZ - NEW CALEDONIA

UTA with DC8s operates weekly from Noumea Wed. and return Fri.
Air-NZ, with DC8s, leaves Auckland Sundays Noumea and returns same day.

NZ - NORFOLK IS.

Air-NZ, with chartered Qantas DC4s, operates twice weekly, leaving Norfolk Is. on Sat. and Auckland on Sun.

AUCKLAND - SYDNEY - SINGAPORE

Air-NZ, with DC8s leaves Auckland via Sydney Singapore on Mondays and Thursdays and returns same days.

AUCKLAND - SYDNEY - HONG KONG

Air-NZ, with DC8s leaves Auckland via Sydney Hong Kong on Sundays and Wednesdays and returns same days.

NEW ZEALAND - NEW CALEDONIA

Air-NZ, with DC8s, operates from Auckland-Noumea on Sundays and returns the same day.



DAIWA LINE

DIRECT MONTHLY SERVICE

JAPAN - GUAM - SOUTH PACIFIC

GUAM-TARAWA-SUVA-NUKUALOFA-LAUTOKA
PAPEETE- PAGO PAGO-APIA-NOUMEA-SANTO-VILA

JAPAN - WEST IRIAN - DILI

HONGKONG-DJAJAPURA-BIAK-MANOKWARI
SORONG-DILI

FLEET

"FIJI MARU" D/W 9,840T	"TOKELAU MARU" 11,997T
"ELLICE MARU" 9,935T	"RYUKAI MARU" 3,787T
"SAMOA MARU" 9,519T	"TAHITI MARU" 9,058T
"PALAU MARU" 6,494T	"BIAK MARU" 6,430T
"TACOMA MARU" 30,952T	"HIEI MARU" 25,228T

AGENTS:

GUAM: Atkins, Kroll (Guam) Ltd.
TARAWA: G. & E. I. Development Authority.
APIA: Burns Philp (South Sea) Co., Ltd.
PAGO PAGO: Kneubuhl Maritime Services Corp.
NUKUALOFA: Tonga Shipping Agency.
SUVA: Burns Philp (South Sea) Co., Ltd.
LAUTOKA: Burns Philp (South Sea) Co., Ltd.
NOUMEA: Agence Maritime et Aerienne Caledonienne.
SANTO: Burns Philp (New Hebrides) Ltd.
VILA: Burns Philp (New Hebrides) Ltd.
HONIARA: British Solomons Trading Company Ltd.
PAPEETE: Etablissements Baldwin.
HONG KONG: Ike Maritime Co., Ltd.
SINGAPORE: The Borneo Company (Singapore) Ltd.
DJAJAPURA: P. N. Pelajaran Nasional Indonesia.
BIAK: P. N. Pelajaran Nasional Indonesia.
SORONG: P. N. Pelajaran Nasional Indonesia.
DILI: Sang Tai Hoo.

THE DAIWA NAVIGATION CO., LTD.

OSAKA: "DAILINE" TOKYO: "FUNEDAILINE"

HEAD OFFICE:

No. 2, 5-CHOME AWAJIMACHI
HIGASHIKU, OSAKA.
TEL. OSAKA (203) 1871-5.

TOKYO OFFICE:

No. 20, 3-CHOME KANDA-NISHIKI-CHO
CHIYODAKU, TOKYO.
TEL. TOKYO (292) 2441-5.

INTER - TERRITORY SERVICES

TAHITI - EASTER IS. - CHILE

LAN-Chile, with 707s, operates weekly, leaving Santiago Thurs., arriving Papeete Thurs. evening, dep. Fri. evening, arr. Santiago Sat. Stopover Easter Is. each way.

FIJI - GEIC

Air Pacific, with 748s, operates from Suva to Tarawa via Nadi and Funafuti on Saturdays and alternate Tuesdays and returns to Suva via Funafuti and Nadi on Sundays and alternate Wednesdays.

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 Suva to Apia, returning the same day. This flight crosses the International dateline.

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.

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, returning to Suva on Mon., Wed. and Fri. via

Nadi. 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 five times a week.

FIJI - WALLIS/FUTUNA

Fiji Air Services operates services to Wallis and Futuna Is.

Details: Fiji Air Services, P.O. Box 1259, Suva (22-666).

FIJI - AM. SAMOA - COOK IS.

Air Pacific (chartered by Air-NZ) with HS748s, operates a weekly service from Nadi to Rarotonga, via Pago Pago (technical stop), returning via Aitutaki and Pago Pago. Service leave Nadi on Thurs. and returns on Fri. This flight crosses the International dateline.

HAWAII - AM. SAMOA

PanAm, with 707s, operates from Honolulu to Pago Pago on Wed., Thurs., Fri. and Sat.

HAWAII - AM. SAMOA - TAHITI

PanAm, with 707s, operates to Tahiti, via Pago Pago on Thurs. and Sat. and to Tahiti on Tues. and Sat.

HAWAII - MICRONESIA - OKINAWA

Continental-Air Micronesia with 727s operates from Honolulu, Wed. and Sun. via Midway (fuel stop only), Kwajalein, Majuro, Ponape, Truk, Guam and Saipan; Tues. to Okinawa from Guam and Saipan. Return to Honolulu Wed. and Sat.

NEW CALEDONIA - NEW HEBRIDES

UTA, with Caravelles, operates five return services a week, out of Noumea on Mon., Wed., Thurs., Fri. and Sat. to Vila. Returning Mon. Wed., Fri (2 flights) and Sat.

NEW CAL. - WALLIS IS. - NEW CAL.

UTA, with Caravelles, operates a twice monthly service, leaving Noumea on the second and third Tues. of the month.

NEW GUINEA - WEST IRIAN

TAA operates DC3s Madang to Djayapura and return alt. Tues.

Merpati DC3 Djayapura-Lae alternate Fridays returning Lae-Djayapura 10 am alternate Saturdays.

PNG - SOLOMONS

TAA operates DC9 and DC3 aircraft three times weekly. Tuesday aircraft leaves Port Moresby 8.30 am for Honiara returning same day for Port Moresby and continues to Cairns, Townsville, Mackay, Brisbane and Sydney. Tues. day and Saturday aircraft leave Rabaul for Honiara via Buka, Kieia, Munda and Yandina returning Wednesday and Sunday.

TAA Fokker Friendship leaves Port Moresby 1.10 pm direct for Kieia Mon., Wed., Fri. and Sat. returning Mon., Wed., Fri., direct and via Buka and Rabaul on Tue., Thurs., Sat., Kieia Port Moresby via Rabaul and Lae Sunday.

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. am Fri.; to San Francisco, via Honolulu on Tues. am Sat.; and to San Francisco, via Pago Pago am 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.

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, operate 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 31, Quai Bir Hakeim, Papeete, and UTA offices.

UNION STEAM SHIP CO. of N.Z. LIMITED

Serving the Pacific for nearly 100 years.

Regular Sailings by Modern Vessels

From Auckland to Lautoka, Suva, Pago Pago, Apia, Niue, Vavau, Nukualofa. Also from Tauranga to Lautoka, Suva, Apia, Nukualofa. Regular sailings from Australia to New Zealand to enable transshipment of cargo to all the above ports.

Ship your cargo by a Union Company Vessel.

BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S—Sandefjord, Norway.

Motor Vessels "Thorsisle", "Thorsgaard" and "Thor I"

Regular Freight and Passenger Services between Pacific Coast Ports of U.S.A. and Canada
and

**TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA
NEW HEBRIDES**

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

400 California Street, San Francisco, California, U.S.A.

APIA—Burns Philp (South Sea) Company, Ltd.

PAPEETE — Agence Maritime Inter-nationale Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

NOUMEA—Etablissements Ballande.

SYDNEY—Trans-Austral Shipping Pty. Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAKE/RABAU—Burns Philp (New Guinea) Ltd.

PORT VILA — Comptoirs Francais de Nouvelles Hebrides.

INTERNAL SERVICES

FIJI

Air Pacific, with HS748s, BAC 1-11s and Fokker 44s, operates regular services to Labasa, Suva, Nadi, Nausori and Savusavu. Fiji Air Services, with Beech Baron and Cessna 441, operates 12 services per week (twice daily Mon. to Sat.) to Ovalau, Korolevu, Natadola, Deuba and Castaway and resort. There is also a new service once weekly every Fri. dep. Nausori 12.30 pm, arr. Labasa 13.55, dep. Labasa 14.15, arr. Nausori 15.40. Charter flights operate to anywhere in the South Pacific. Details: Fiji Air Services, P.O. Box 1259, Suva (telephone 22-666).

FRENCH POLYNESIA

Air Polynesie, with Fokker F27 Friendship, 44s, Twin Otters and Islanders, operates to Papeete, Bora, Huahine, Moorea, Rangiroa, Raiatea, Pihahi, Marquesas, Maupiti and Tubuai, Austral Islands. Details from Air Polynesie, P.O. Box 314, Papeete, Bir Hakeim, Papeete, and UTA offices. Air Tahiti, with light aircraft operates shuttle service from Papeete to Moorea and inter service to Raiatea, Bora Bora, Huahine, Rangiroa and Manihi.

GILBERT AND ELLICE ISLANDS

Air Pacific, with Herons, operates regular services between Tarawa, Butaritari, North Tarawa and Abemama.

GUAM - US TRUST TERRITORY

Continental-Air Micronesia with 727s and 737s operates regular service connecting Honolulu, Okinawa and Guam with Saipan, Rota, Palau, Truk, Ponape, Kwajalein and Uro.

Details from Air Micronesia, Saipan. Air Pacific Inc. (not connected with the Fiji-based Air Pacific) with Piper Navajo and a Cessna 441, operates regular services to Guam, Saipan, Tinian, and Rota, and inter services are available to other Trust Territory islands.

Details, Air Pacific Inc., P.O. Box 1689, Honolulu, Guam, 96910, U.S.A.

Boon Aviation Inc. with Grumman Widewings, operates charter services for the Marshall Islands, based on Majuro.

PAPUA NEW GUINEA

QANTAS and Ansett operate throughout the territory.

Aerial Tours operates in Central, Western, and Sepik districts.

Territory Airlines operates from Goroka, Madang, Mt. Hagen, Wewak, Vanimo, Mendi to Highland or coastal centres.

Details from Territory Airlines Pty. Limited, P.O. Box 108, Goroka, Papua New Guinea or Territory Travel Service of Papua New Guinea.

QANTAS operates throughout the territory.

Bougainville Air Services operates daily throughout Bougainville. Details: Arawa, Phone 159; Buka, Phone 16. Box 298, P.O. Kieta.

NEW CALEDONIA

Air Caledonie, with Twin Otters, and Islanders operates regular services to Houma, Isle of Pines, Isle Ouen, Kone, Koumac, Mare, Noumea, Ouvea Touho, Mueo, P. Tiga.

Details from Air Caledonie, Noumea.

NEW HEBRIDES

Air Melanesiae with Britten-Norman Islanders operates to Santo, Malekula (Norsup and Lamap), (Walaha and Longana), Pentecost (Lonon), Erromanga, Tonga, Anietyum, Tanna and Direct connections are available to and from Santo for all international flights arriving via.

Details from Air Melanesiae, P.O. Box 72, Port Vila.

SOLOMON ISLANDS

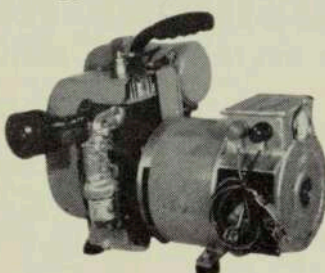
Air, with Beech Barons and Islanders operates to Auki, Avu Avu, Barakoma, Bellona, Fera Is., Gizo Honiara, Kira Kira, Marau, Ma, Parasi, Sege, Yandina, Santa Cruz, Rennell Is., Choiseul Bay and Ballalae. Details from Solomon Islands Airways Ltd., P.O. Box 23, Honiara, BSIP.

GENERATING SETS

MARINE DOMESTIC APPLICATION

D.C. Battery Chargers or A.C. Lighting Sets.

Available as: 12, 24 or 32 Volt D.C. 240 or 415 Volt, 1 or 3 Phase A.C.

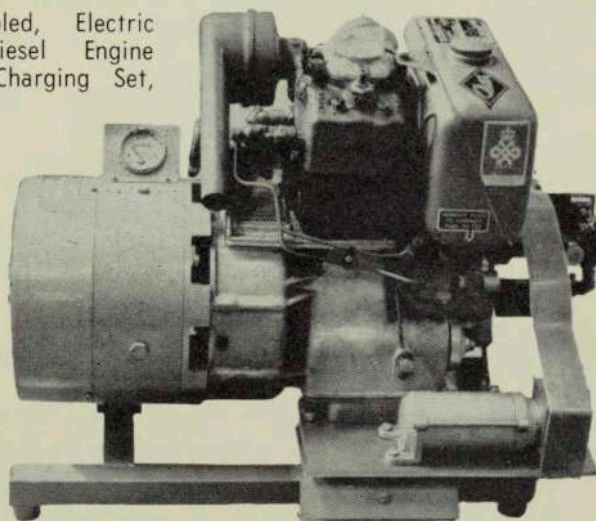


12 VOLT 10/50 AMP BRAYBON/VILLIERS

Electric Start Petrol Electric Set, 86 lbs.

12 VOLT, 50 AMP BRAYBON/PETTER

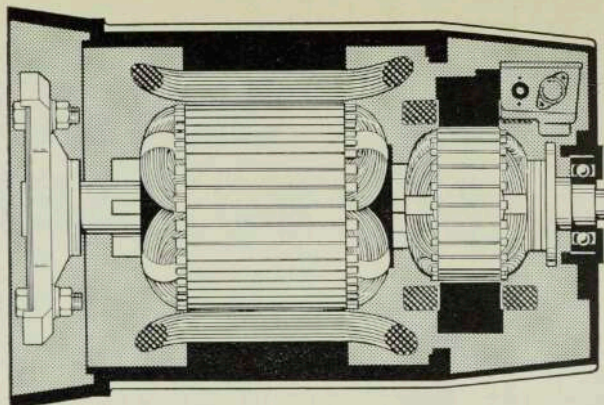
Water-cooled, Electric Start Diesel Engine Battery Charging Set, 250 lbs.



Braybon Bros
PTY. LTD.

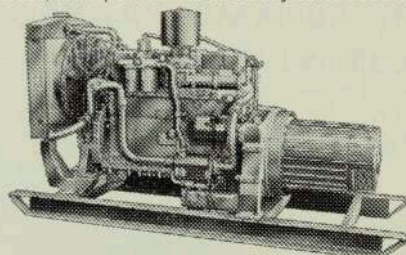
2 ROTHWELL AVENUE, CONCORD WEST 2138.
Tel.: 73-3246.

Please write for free catalogue and obligation free either direct to the manufacturers or through your normal Buying Agent.

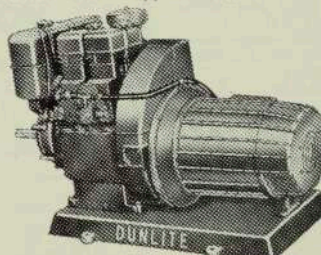


Years ahead in design
Dunlite Brushless Alternators
THE TOTALLY RELIABLE A.C. POWER SUPPLY

Powered by water or air cooled diesel engines of world-wide renown, Dunlite brushless alternators supply unvarying power from 6 K.V.A. to 150 K.V.A. With only one rotating assembly, alternator maintenance is reduced to an absolute minimum. The exclusive Dunlite "Diotran" solid state encapsulated regulator has no moving parts, and is completely sealed against dust, moisture and vibration — ensuring precise voltage regulation. The excellent power-to-weight ratio is another reason why generating sets equipped with Dunlite brushless alternators are the perfect power supply for communications, fire protection, continuous power supply, rural power supply, process plant, crane magnets, mains failure, refrigeration vehicles, train power units and many other commercial and industrial applications.



DUNLITE 75 K.V.A. BRUSHLESS ALTERNATOR,
POWERED BY ROLLS ROYCE SF65C RADIATOR
COOLED DIESEL ENGINE, SKID MOUNTED.



DUNLITE 6 K.V.A. BRUSHLESS ALTERNATOR PLANT, POWERED BY LISTER SR2
DIESEL ENGINE.

DAVEY DUNLITE

DUNLITE
ELECTRICAL COMPANY
DIVISION OF PYE INDUSTRIES

See your local Dunlite Dealer — or mail the coupon below!

To: DUNLITE ELECTRICAL COMPANY, 37 COLCHESTER ST., SOUTH BRISBANE, QLD., 4101.

Please post me details of Dunlite Commercial and Industrial generating sets.

NAME

ADDRESS

DP6771/Q

NORFOLK ISLAND

(Continued from p. 37)

1789, would like to make it known to the public that, despite the prophesies in the mainland papers that "mutiny" is imminent on Norfolk Island, the Norfolk Islanders are, almost without exception, entirely satisfied with conditions on the island.

Visiting journalists eager for copy have mistaken the grumbles and rumours from the Australian company operators on the island, who have been hit by the Federal Treasurer's decision to close Norfolk as a tax-avenue, for genuine and outraged protests from the Norfolk Islanders themselves.

Norfolk Islanders served in the South African war, in two world wars and in the war in Korea. In the last three wars many Norfolk Islanders sacrificed their lives. Their loyalty to the Crown and to the Commonwealth of Australia is unquestionable. They are certainly not planning a legal challenge to the Australian Government's authority over the island as an Australian Territory, as has been stated more than once in the mainland press. Any such challenge will come from the few "mainlander" malcontents on Norfolk who are stirring up trouble to suit their own ends.

The petition to the Queen which began circulating on the island in early September will attract very few signatures from Norfolk Islanders. The nature of the petition is summed up in the following extract concerning the Australian Government's right to legislate for Norfolk Island: "We do not believe that it has ever lawfully been given such a right." Norfolk Islanders are proud of their descent from the Bounty men

and of their heritage on Norfolk Island. And they are also proud of their status as Australian citizens.

G. A. ADAMS.
G. R. QUINTAL.
B. E. CHRISTIAN.

Norfolk Island.

September 5, 1972.

Distribution of this letter caused the organisers of the petition to reflect on whether the petition should be re-worded, especially as in the meantime somebody painted a swastika on The Norfolk Islander's printery.

It was decided that the petition to the Queen should remain as it was and by late September Tom Lloyd had collected more than 350 signatures (the island's electoral roll contains 951 names). A big number of the signatories are of Bounty names. And Lloyd announced in his Norfolk Islander that he intended to leave the swastika where it was, as a reminder to the population of the kind of tactics that existed in less enlightened countries but weren't needed on Norfolk Island.

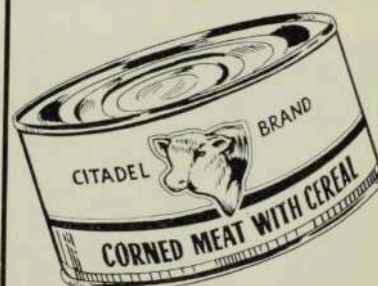
● After 32 years in the Solomon Islands Mr Don Scott and his family are returning to Australia to live. Mr Scott, an Australian, came first to the Solomons in 1924 when his father was appointed Burns Philp manager at Makambo. Following war service in Papua New Guinea and Borneo, Don Scott returned to Gizo in the Western Solomons before finally settling down at Munda.

In 1964 he bought the 40 acre island of Kolo Hite in the Wana Wana Lagoon, an island originally belonging to the Wickham family. Mr Scott has recently negotiated the sale of his island to Mr J. Milldrum of Hawaii for an undisclosed price.

Index to Advertisers

ms Ind.	26, 124	Carpenter,		International		Sharp	28
a-Gevaert	68	W. R.,	41, cov. iv	Harvester	40	Southern Pacific	
Pacific	2	Castlemaine	Perkins	Jacksons Corio	121	Insurance	125
hison	92	Clae Engine	82	Karlander Line	87	Stapleton, J. T.	122
ett Airways	35	Classified	121	Kerr Bros.	106	Steamships Trading	110
ett Hotels	32	Commonwealth N.G.		Knox Schlapp	86	Sullivan, C.	108
ott's	cov. ii	Timbers	108	Kodak	78	Sunbeam	76
s Copco	48	Cunningham, R. H.	102	Lake Aircraft	104	Swire & Gilchrist	66, 95
t. Nat. Uni.	79	Daiwa Line	117	Marson	104	Tabata	70
ardi	34	Davey Dunlite	120	Massey-Ferguson	9	Tait, W. S.	10
k Line	114	Ego Lab.	123	Millers Ltd.	88, 89	Tatham, S. E.	44
k of Queensland	80	Fiat	30, 31	Mungo Scott	96	Toyoko Kogyo	68
phouse	123	Fisher & Co.	125	Namale	122	Toyota	36
A.C.	97-100	Fisher, Peter	8, 103	N.G. Express Lines	114	Trio Electronics	67
rbon	119	Fletcher	105, 107, 109	Nicholas	49	Turners Supply	123
kwoldt, Wm.	102	French Knit	7	Nissan	64, 65	Union S.S. Co.	118
khoff's	58	George & Ashton	84	Pacific Diesel	128	Walker, John	55
ton	94	Gillespie Bros.	62	Pacific Islands	11P	Warburton Franki	60
is Philp	46, 113, cov. iii	Grove, W. H.	125	Transport Line	56	Webster, David	38
ury	3	Halvorsen, Lars	84	Parker Pen	6	Wild	54
meray Marina	92	Handi Works	112	Pillar Naco	125	Wills, W.D.&H.O.	61
ation	22	Hellaby	63	Pioneer Chemicals	103	Wunderlich	74
		Hyster	63	Pioneer Gen-E-Motor		Yorkshire Insurance	110

PACIFIC ISLANDS MONTHLY—OCTOBER, 1972



JACK SONS

GOOD FLAVOUR FOODS

available through our agents:

C. SULLIVAN EXPORT PTY. LTD.

TRADE & TRAVEL DIRECTORY

PARK VIEW MOTEL—BRISBANE

Quiet location—opp. Botanic Gardens. Single, double, family suites, all with refrig., air conditioning, phone, TV, radio, tea making facilities, from \$10. Pool and restaurant.

Phone 31-2695—Telex 40270.

Write for coloured brochure—
Park View Motel, 128 Alice St, BRISBANE,
Qld., 4000.

Stay at—

JOHN OXLEY MOTEL

491 WICKHAM TERRACE,
BRISBANE.

(750 yards City Hall)
Every possible facility.
At very sensible rates.
SEND FOR BROCHURE



VISITING BRISBANE?

Stay at TOWER MILL MOTEL. First class air-conditioned accommodation, T.V., private bathroom and verandah with a delightful view. Two restaurants.

From \$10.00 per day.
Book through your Travel Agent or
Airline office or direct to 239, Wickham
Terrace, Brisbane. Telephone 31-1421.



ESCAPE FROM THE ORDINARY

Here is an idyllic paradise where you can enjoy the unspoiled beauty and serenity of a working coconut plantation. This privately-owned Pacific retreat has been designed for a maximum of 12 people. Gracious surroundings, friendly service, relaxed accommodations with Fijian decor and American conveniences.

Activities available include: Deep sea fishing, reef and shell hunting, skin diving and snorkeling, water skiing, hiking, turf tennis court, badminton, horseback riding, and a beautiful tropical garden to relax in.

Send for free brochure:

The Manager,
NAMALE PLANTATION,
SAVUSAVU, FIJI ISLANDS

Line Advertisements

Per line, 95c Aust.;
Minimum rate. 4 lines.

FAST CRUISING YACHT 32 ft. 27 in. x 9 ft. 6 in. x 5 ft. 8 in. Larson built, Colin Archer, flush deck cutter, reg. Volvo diesel, new aluminium mast, 6 sails, 2 new jibs, radio, depth sounder, dinghy, outboard, frig., etc. \$11,500 o.n.o. Now cruising Barrier Reef. **Les Kenny**, c/o G.P.O., Townsville, Qld. 4810, Australia.

ALL BOOKS AND JOURNALS ON AUSTRALASIA AND THE PACIFIC BOUGHT AND SOLD. Catalogues issued and sent free on application. Correspondence invited. **Berkelouw**, 15-19 Boundary St., Rushcutters Bay, Sydney, 2011. Phone: 31-8215.

BODEN'S BOAT DESIGNS PTY. LTD., 695 George St., Sydney, 2000. Get your Bodens Boat Designs and Boat Building Book from newsagents everywhere. Posted direct \$A2.20 surface mail.

FLEETS 28 ft. carvel sloop, blt. 1965, Dacron sails, 5 berths \$6,300.00. 32 ft. workboat blt. 1957. 30 h.p. Lister \$7,500.00. **Fleets**, Rowe's Bldg., Edward St., Brisbane. Cable: "FLEETS BRISBANE".

NEW ZEALAND exporter of frozen meats offers merchants with refrigerated space facilities regular quotations, personalised service and wide supply access.

Write **LEN R. HARLAND LTD.**, P.O. Box 289, New Plymouth, New Zealand. Cables: "CANLEN".

WANTED FREEHOLD LAND

Am interested in buying a large tract of freehold land in the South Pacific. Might pay cash. Please write: "PAM", c/- G.P.O. Box 3408, Sydney, N.S.W. 2001, Australia.

C. S. JOHNSON YOUNG CO., Box 423 Hong Kong. Export: Camphorwood chests dress materials, plastic flowers, hardware rattan and porcelain ware. Import: Fungus, sharkfin.

CONCRETE BLOCK MACHINE FOR SALE Makes blocks, flags, edgings, screen-blocks garden stools—up to 8 at once and 90 an hour. \$A120 c.i.f. main ports. Send for leaflets. **Forest Farm Research**, Londonderry, N.S.W., 2753.

PENFRIENDS GALORE. A world of new friends—a world of new interests. Write **Five Continents Company Ltd.**, P.O. Box 21219, Henderson, New Zealand.

IN KURANDA, NORTH QUEENSLAND furnished 2 bedroom home, on 1/4-acre. All electric, screened, phone, small orchard. Suit retired couple. Particulars: **J. Dean** 116 Aumuller St., Cairns, Queensland 4870 Australia.

WE WILL PAY FOR NEWS

Required: permanent correspondents in all islands to provide copy for a marine magazine. Full details:

W. J. & J. D. KEANE LTD.,
P.O. Box 1189, Auckland, N.Z.

SUNCOURT REAL ESTATE M.R.E.I.N.Z.

TAUPO, NEW ZEALAND
P.O. BOX 22 — TEL: 674

For Real Estate
Anywhere in N.Z.

YOUR NEXT LEAVE

Modern up to the minute homes at Palm Beach, Avalon, Newport, Church Point, Mona Vale, etc., available to Island Residents for Holidays. Write for information to:—

J. T. STAPLETON PTY. LTD.
ESTATE AGENTS,

133 PITT STREET, SYDNEY, 2000. 25-5305, 25-1737
also Box 32, P.O., Avalon Beach, Sydney 2107. 918-2221.

What the leaders decided

FULL TEXT OF THE COMMUNIQUE OF THE SOUTH PACIFIC FORUM'S SUVA MEETING

The President of Nauru, the Prime Ministers of New Zealand, Western Samoa and Fiji, the Premier of the Cook Islands, the Australian Minister for Foreign Affairs and the Minister of Lands of Tonga met in Suva from September 10 to 14 for the third meeting of the South Pacific Forum.

This meeting, the first to be held in the South Pacific, was welcomed by participants as reflecting the acceptance of the Forum as a permanent regional institution. It was also appropriate that the meeting should be held in the capital of one of its Island members where the Bureau for Economic Co-operation is to be based.

As at the first two meetings in Wellington and Canberra, discussion centred on matters of immediate and practical concern. The measures which were considered were directed towards the social and economic well-being of the peoples of the member countries, with especial emphasis on ways and means of developing mutual trade.

THE SOUTH PACIFIC BUREAU FOR ECONOMIC CO-OPERATION: The Forum decided to conclude as soon as possible an agreement for the establishment of a South Pacific Bureau for Economic Co-operation and approved the terms of a draft text which they initialled. They undertook to recommend its adoption to their governments.

The Forum confirmed the appointment of the Hon. Mahe Tupouniua, Minister of Finance in Samoa, as Director and appointed Mr K. W. Edington, formerly Head of the Economic Division of the New Zealand Ministry of Foreign Affairs, to be Deputy Director. They will be starting work in Suva in November.

MEMBERSHIP OF FORUM AND BUREAU: While holding the principle that membership of the Forum should be restricted to decision-makers in independent or self-governing countries, members wished to find a way in which a country such as Papua New Guinea, which expects to become self-governing by the end of 1973, and which has expressed a genuine interest in becoming a member of the Forum, could be associated with it at an earlier date. The Forum considered that it would be inappropriate to establish different types of membership in either the Forum or the bureau. Prospective members could be invited to attend meetings as observers in the period immediately prior to achieving self-government.

It noted the request made by Mr Michael Somare, Chief Minister of Papua New Guinea, forwarded to Fiji, the host government, raising the question of attendance at the Forum. The Forum decided to invite Papua New Guinea to attend future Forum meetings as an observer until such time as it met the criterion for full membership at self-government or independence. Membership of the bureau need not be restricted to members of the Forum, providing that the Forum itself decides to approve an application from a non-member. The services of the bureau should, however, be available to territories in the region who are not members whether or not they contribute financially.

TRADE AND ECONOMIC CO-OPERATION: The Forum considered how regional co-operation in trade and economic matters might be strengthened and discussed the possibility of arrangements among Forum members to facilitate trade and economic development.

It is appropriate that the co-operation of the Forum countries should have culminated in the formation of the Bureau of Economic Co-operation at a time when the enlargement of the EEC has made changes necessary in the trading patterns of Forum countries.

The options available to certain Island members of the Forum in regard to their future relations with the enlarged EEC were discussed. Members recognised that it would be necessary to weigh up carefully the respective advantages and disadvantages of those options bearing in mind possible regional arrangements in the longer term.

Ways must be found to strengthen the economies of Island members of the Forum by extending the production and processing industries. In particular, special consideration should be given to: the development of further processing of primary products; the rationalisation of import substitution industries, and the establishment of export-oriented manufacturing industries.

The Forum decided that the Bureau for Economic Co-operation should be asked to carry out a commodity by commodity and an industry by industry study to identify where and in what manner development might take place. This study will examine exports by Island members within the region and look at export possibilities beyond the South Pacific. It will

PRICKLY HEAT?

relief is swift with

ISOPHYL

(for adults)

OR

EGOZITE

(for infants or young children)

ask your family
chemist!

EGO LABORATORIES PTY. LTD.
MELBOURNE

Specialists for Dermatological preparations

SPECIALIST EXPORTERS

POTATOES ONIONS
GARLIC BLUEPEAS
FRESH FRUIT AND VEGETABLES
N.Z. DAIRY BOARD GHEE
GERRARD WIRE TYING EQUIPMENT
GENERAL MERCHANDISE — COOLER
— FREEZER

Current Quotations from:

Turners Supply Company Limited

P.O. Box 1370, AUCKLAND.

Cables: "TUSCO" Auckland.

PACIFIC EXPORT DIVISION OF TURNERS & GROWERS LTD. Wholesale Fruit and Produce Merchants, Auckland, New Zealand.

OVERHAULED and NEW MACHINERY FOR SALE

GENERATOR SETS

New sets 40 KVA to 590 KVA.
Overhauled sets 69 KVA to 1,000 KVA.

MINING and QUARRY EQUIPMENT

Jaw and Gyratory Stone Crushers.
Ball and Rod Mills. Hammer Mills.

AIR COMPRESSORS

Both electric and diesel engine driven from 80 c.f.m. upwards.

WINCHES

Air, electric and diesel engine powered.

D. H. BERGHOUSE PTY. LTD.,

Machinery Merchants since 1928.

61-65 Macarthur Street, Ultimo, Sydney, N.S.W. 2007, Australia.

Cables: "Bergmachines", Sydney.

Start precautions against
disease carrying insects
with . . .

The Insect Spray that is Completely Safe, Completely Effective



Rigid testing selects only pure, safe ingredients

In formulating insect sprays, the aim is maximum effectiveness against many species of pests with maximum safety for humans and pets. A.N.I. Research Chemists are at work worldwide to ensure that concentrated Pea-Beu aerosol insecticide satisfies in all respects. Its active insecticidal ingredient is pyrethrins . . . proven the most potent insect-killing substance available. All raw materials must conform to rigid specifications of chemical purity. A programme of progress checking then operates at every stage of processing from mixing the insect-killing concentrate and high-grade 'carrier' to injecting the propellant which produces Pea-Beu's high-speed spray. Rigid quality control of every stage of manufacture ensures that Pea-Beu is brought to you in the purest, safest and most effective form. Because of this Pea-Beu is also really effective against every type of insect pest including flies and mosquitoes.

Pyrethrins: Nature's pest control

From the small, innocent-looking white Pyrethrum daisy, modern chemistry extracts pure pyrethrins. This syrupy fluid is so deadly to all insects, even the microscopic quantities carried in droplets of Pea-Beu spray kill instantly on contact. Yet pyrethrins are absolutely



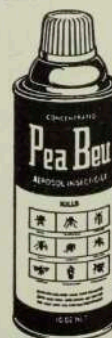
harmless to the human system, even in infants. Pea-Beu aerosol insecticide is also guaranteed safe near any warm-blooded domestic animal and near food. Even in the pure state, the odour of pyrethrins is neither overpowering nor unpleasant.

Harmless to spray freely anywhere

As a powerful space spray, Pea-Beu effectively rids any room of dangerous flies, mosquitoes and other biting insects and plays a major role in family health-protection. In addition it is perfectly safe to spray in kitchen cupboards or on pantry shelves, with no risk of food contamination. The unique strength of the Pea-Beu formula kills the toughest cockroach and colonies of ants rapidly too, yet cannot affect humans or pets in any way.

Pea-Beu aerosol insecticide is so strong it is effective in killing flies, mosquitoes and every type of insect pest.

*Powerful Pea-Beu
kills all insects—yet
it's so pure it's safe
to spray anywhere.*



Pea-Beu-the safe, powerful insecticide

Forum communiqué

take into account quarantine and commercial regulations besides tariffs.

The bureau is also asked to report on the factors which need to be taken into account in deciding whether and on what conditions Fiji, Tonga and Western Samoa should seek associate status with the EEC.

Forum members acknowledged the need to make the maximum use of existing opportunities such as those available under the General Scheme of Preferences for developing countries.

Australia and New Zealand expressed their willingness to work closely with Island members and the bureau in finding solutions to the many important trade and economic matters which they must now face. This could include such assistance as: co-operation in assisting fair commercial access to each other's markets for agreed commodities; facilitation of investment and encouragement of joint ventures in industries using Islands' raw materials; encouragement of co-operation in consultancy services, design and construction projects including joint ventures with a maximum practicable use of Island resources and supporting the negotiation of international agreements to improve the conditions of trade in primary products.

The Forum discussion highlighted the fact that no single or simple action is likely to solve trade problems. There must be continuing action over a wide range of activities if the Islands are to expand and diversify their trade in the region and in wider world markets.

NUCLEAR TESTING: The question of nuclear weapons tests was extensively discussed in the light of the series of tests recently concluded by France.

Members were unanimous in expressing their deep concern that the French Government should have failed so signally to accord recognition to the wishes of the peoples of the South Pacific area despite the views so clearly indicated by both governments and peoples. The fact that radioactive fallout from this year's series was low because of the nature of the test explosions carried out did not lessen their opposition, which would remain unaltered until such time as a firm assurance was given that the South Pacific would not be used as a site for further experimentation of this kind with its resulting implications for man and his environment, and in particular the marine environment.

Members exchanged views as to the way and means by which they could pursue their common objectives of bringing to an end all nuclear weapons tests in all environments in any country. The Prime Minister of New Zealand and the Minister of Foreign Affairs of Australia informed the meeting of the steps being taken by the two governments to invite Pacific member states of the United Nations similarly concerned about this matter to meet in New York during the early stage of the forthcoming session of the General Assembly, and outlined the approach which they intended to adopt. The warm support of other Forum members was voiced for this initiative.

LAW OF THE SEA: The Forum discussed a number of issues concerning the law of the sea including the breadth of the territorial sea, the question of resources' jurisdiction over a wider area of sea and of the sea-bed, a special regime for archipelago states and rights of passage through waters subject to the jurisdiction of coastal states. They agreed that there was a large area of common interest among members of the Forum and that they should continue to be close consultation among them in relation to the prospective conference on the Law of the Sea.

Members of the Forum recognised Tonga's historical association with the Minerva Reef and welcomed the Tongan Government's continuing interest in the area and agreed that there could be no question of recognising other

isms, and specifically that of the Ocean Life Research Foundation, to sovereignty over the reefs.

UNIVERSITY OF THE SOUTH PACIFIC: The Forum agreed that, because they contribute to the University of the South Pacific finances, regional representation on the 1972 University Studies Committee should be increased to four so that members can be appointed from Tonga, Fiji and Samoa.

TELECOMMUNICATIONS: The Forum noted that the British Solomon Islands in addition to the UNDP has recruited two experts to study telecommunications improvements and that their reports will be considered at a technical meeting in 1972.

REGIONAL DEVELOPMENT BANK: The Forum took the opportunity to discuss the report of the UNDP visiting mission which has recommended the establishment of a regional development bank which will be an item on the agenda of the forthcoming South Pacific Conference in Apia.

The Forum considered a paper reporting the results of a recent seminar on shipping held in Western Samoa. Members discussed the possibility of a regional shipping line, inflation-increases in freight rates, the need to improve present services, and a number of features about the trade of the region which could be taken into account in deciding what kind of shipping services are required.

The Forum commissioned the bureau to carry out further studies into the financial and operational structure of a regional shipping line. An important objective of the study would be to determine the extent to which such a line would be economically viable and to make recommendations on ways and means of achieving this aim. The Forum noted the suggestion that Australia might be able to assist the study to be made by the bureau. It accepted with appreciation Australia's offer to do whatever it could to assist.

DEMOGRAPHIC PROBLEMS: The Forum reviewed the cause and effect of population problems, particularly those arising from education, supported an approach to UNESCO to ensure that its programmes are adapted to contemporary needs, and held a conference, in conjunction with the Pacific Commission, to consider population problems, urbanisation and resettlement in the Pacific region.

TOURISM: The Forum discussed the effects of tourism in the region and supported a proposal, to be discussed at the South Pacific Conference in Apia, that UNESCO might be asked to undertake a study of tourism in the South Pacific with particular reference to its impact on the way of life of the islands.

NEXT MEETING: Members gratefully accepted an invitation of the Prime Minister of Western Samoa to hold the next meeting of the Forum in Apia before the 1973 South Pacific Conference.

WHAT'S THE MATTER WITH BABY?

Most probably it's teething troubles and the surest way of soothing baby's sore gums, digestive disturbances and intestinal upsets, is to give baby Fisher's Teething Powders. You'll be delighted how effective they are—and so safe too, if used as directed. Fisher's Teething Powders are available from your chemist or store—only 30c for 20 powders. Fisher & Co., Manufacturing Chemists (Est. 1876), 17 May St., St. Peters, N.S.W. 2044.

PIM 806/72

W. H. GROVE & SONS LTD.

ESTABLISHED 1896

ISLAND MERCHANTS

Exporters to the Pacific of Dairy Products and all New Zealand consumer and manufactured goods.

ENTRUST YOUR REQUIREMENTS TO THE ESTABLISHED FIRM.

P.O. Box 3718,
AUCKLAND

Cables
GROVE AUCKLAND

The easy way to STOP RUST on



FISHOILENE
BRUSH OR SPRAY OVER RUST

Australia's famous fishoil based preparation—penetrates and bonds rust to form tough protective film. Try it!
Trade enquiries to Pioneer Chemicals Pty. Ltd.,
Railway Pde., Rocklea, Brisbane, Australia.



SOUTHERN PACIFIC INSURANCE COMPANY LIMITED

Head Office: Equitable Life Building, 80 Alfred Street,
Milsons Point, N.S.W., 2061.

Specialising in Pacific Island Insurance requirements
for over 30 years.

- FIRE • FIRE AND VOLCANIC ERUPTION • HOUSEHOLD COMPREHENSIVE • MOTOR VEHICLE • COMPULSORY THIRD PARTY • COMPULSORY WORKERS' COMPENSATION • PUBLIC LIABILITY • MARINE

Enquiries invited for all classes of insurance from special representatives at:

RABAU: Jack T. Ray—Manager for Papua & New Guinea, Mango Avenue. P.O. Box 123.
LAE: R. H. Meyer—Manager at Lae, Kam Hong's Building, Central Avenue. P.O. Box 758.
PORT MORESBY: H. A. K. McKee—Manager at Port Moresby, Maloney's Building, Cuthbertson Street. P.O. Box 136.
SUVA-FIJI: L. M. Rolls—Manager for Fiji, McGowan's Building, Margaret Street. P.O. Box 521.

POLYNESIA'S BY-PASSED PARADISE

(Continued from p. 32)

capital and the Tongan mainland and separated from them by Ha'apai, another sub-group. Vavauans are often last in line. However, they are not surprised that their island is becoming the prime tourist attraction of the kingdom, for they feel it should be so.

"Foreigners must surely be tired of seeing Nukualofa which is not beautiful and Tonga (island) which is flat and has no trees," they argue.

Where Tongatapu and Nukualofa are flat, Vavau and Neiafu are high, with undulating wooded hills and fertile soil. The magnificent island-studded harbour which the hotel overlooks, is generally regarded as the most outstanding scenic feature of the kingdom. Although they themselves may never have seen them, the people add that the Vavau group features famous caves which have interested foreigners for 150 years.

They believe they will be able to lure tourists from the hotel refuge and guide them into the interior, across the island to the best beaches, and

among the many smaller islands in the harbour. They are leasing market space for tour offices and clearing the bush to enhance natural beaches.

Unlike Nukualofa, Neiafu has few tourist amenities other than the hotel itself. There are branch offices of the major trading houses, a few other shops and weekend cinema. There is no taxi office, only one bus, and no place to eat or drink. There is much to be done, Vavauans agree. They have little money to do it with.

In 1938, the Union Company ship "Matua" began making regular calls at Neiafu, a custom now carried on since 1951 by the "Tofua". The first shipboard groups of tourists did not stay long in port, but they taught Vavauans the ropes which must now be handled more efficiently. The cruiseships "Chusan" and "West Star" will call five times at Neiafu before the end of the year.

Other communications were sorely lacking until the twice-weekly "Olo-vaha" ferry service was begun last

year. Because of this relative isolation. In fact, up till now, visiting foreigners were always assumed to be yachtsmen. Those who had no yacht had to have patience. The airport at Leimatua, expected to begin operation in October, is the third to be planned and the second to be built in Vavau without the advent of the intended internal air service. But times are changing.

With the assistance of Vavau Governor Ma'afu Tupou, certain stretches of beach are being developed privately by Vavauans. How can a local man with little or no capital build a tourist attraction of international standard? He must be a special kind of dreamer and must have a labour force willing to work for nothing. In short, he must be a Tongan with a large family.

Uiliami Saulala, with his father and his relatives, has already begun such a project at Keitahi, widely recognised as one of the best beaches in the kingdom. Mr Saulala plans to build a model Tongan village where future tourists may spend the night and where presently hotel guests can spend the day. An army of labourers, all in the family and all unsalaried, have been at work for

Continually growing in popularity

HELLABY'S CANNED MEATS

'CROWN'

'PACIFIC'

'ARROW'



months clearing, cleaning, and building at Keitahi.

Toward their dream, the family has made an important purchase—two flush toilets. But more noteworthy than that is the "first-stage" opening feast they held last month for Vavauan guests.

"I don't think this work will bring money," says Saulala, "but it is a good future I can give my sons."

Leading Neiafu merchant, Fanga'a Aea, is also said to be planning a day-outing beach resort at Vaka'eitu land, about 10 miles from Neiafu. Another Vavauan, Siua Moa, was offering "alternative accommodation" even before the principal hotel was begun. His motel at Tahi is a landmark of Vavauan enterprise located usually near the wharf and the hotel. Not every man is fortunate enough to have a beach upon which to build, though with 34 islands in the Vavau group, it is not surprising how many!

While its fertile land has traditionally been the source of Vavau's wealth, if one may call it that, agricultural schemes including citrus,

vanilla and tobacco have come and gone. Vavauans have seen hurricanes destroy their copra plantations. Although the Agriculture Department reports that there is no great move toward increasing table vegetable production for tourist consumption, the people are looking to the hotel to increase the value of Vavau's valuables.

Some are building vehicles from spare parts. The island has 44 miles of roads which are always under repair. Some are building boats. Children are studying English with new enthusiasm so they might some day be in the elite of the hotel-employed.

Vavau women, who have realised the value of their weaving skill, are producing more of the five-foot *uli* baskets (hampers) which is their specialty. The baskets, which take two or three weeks to complete, are being made now for tourists who haven't yet heard of the new hotel. And in this way, each is doing his part to prepare Vavau for its new role as a port of refuge for the tourist.

opponents picked up more than 1,000 votes from Metropolitan transients working for the atomic test centre. Part of this claim is true.

But it is still too early to say for sure what tipped the election balance. The autonomists, who had every reason before the election to believe that they would at least maintain their assembly majority, were completely mystified by the setback. The only way they could figure it was that they had lost contact with the population because they were too immersed in assembly business.

But Te Autaheoraa's results in Papeete, where the best educated voters go to the polls, show me one major reason why Pouvanaa and company fell from disfavour. The autonomists had two major campaign themes—they would obtain self-government for French Polynesia and they would halt nuclear testing here. Two volatile subjects tailor-made for rabble-rousers. You can whip up a crowd by telling them the other guys are colonialist pigs and that nuclear tests are poisoning fish, but can you give a man a job that way?

Te Autaheoraa, which presented a programme of ideas for social and economic progress, captured more votes in Papeete, 1,569, than any other single party.

I saw a political gathering organised by the Here Ai'a for the people of my district, Mahina. Former Assembly President John Teariki did most of the talking. He spoke in Tahitian, which I cannot get myself to understand.

Then up stood my friend Henri, the gas station attendant in Mahina. He was wearing a well-pressed blue shirt. He had taken a leg-crossed seat under a breadfruit tree, approximately in the middle of the crowd and directly in front of the podium, behind which sat Pouvanaa and most of the Here Ai'a ticket.

When he began to speak he was very nervous. He would stare up at the sky and rock back and forth on his feet. His voice cracked occasionally, and he didn't seem to have control of his thoughts. He began very slowly. After 35 minutes of non-stop talking, however, he was coasting. The sing-song tone of his voice had hypnotised at least me. His hands moved with the modulating tones of his voice. John Teariki needed 20 minutes to answer him, point-by-point.

Henri Bouvier afterwards told me gas station attendant Henri, to whom I had once tried to explain the Detroit riot in 1967, had taken every autonomist argument, and with minute logic had destroyed each one, one after the other. Henri is Tahitian and this Territorial Assembly election was decided by people like him.

TAHITI ELECTIONS

Continued from p. 13)

They agreed, primarily with Gaston Flosse, that funds, only obtainable in France, spent intelligently, were the basis of any new political programmes for the territory's well-being. For the first time in more than a decade, perhaps because the electorate is younger and better educated, voters of French Polynesia turned from nationalistic slogans and demanded realistic solutions. The Territorial Assembly has five years and Paris approbation to build the future.

James Boyack comments from Papeete

Thirty years ago, during the war, Pouvanaa A Oopa decided that the French governor was responsible for the very severe rationing of foodstuffs. Pouvanaa, who until that moment in time was a leader of those here who had simultaneously joined General de Gaulle's Free French Forces, drew up a petition claiming there were food shortages in the territory even though the piles were rotting. A number of people from all over the island signed the petition and Pouvanaa took it to the governor.

That the exact situation then was, I have no idea. What happened, however, was that Pouvanaa ended up in prison for a short time, and then he

found himself banished from Tahiti to the outer islands.

Thus began Pouvanaa A Oopa's political career as a gadfly annoyingly buzzing in French ears. He has bounced back and forth from the political arena to gaol and exile. For 30 years the old man has been leader, either in fact or in spirit, of those here who, until last month's election, sought greater freedom from the binds of Paris centralism.

Now, after that election, for the first time in 30 years, Pouvanaa is no longer that important.

Somebody told me it was because he is old. My informant said that the Polynesians lose respect for the feeble old. Life here, to the extent that food gathering is still important, places heavy emphasis on the contribution of the young, strong male.

Gaston Flosse is 41. Charles Taufa is not yet 35. Jacky Teuira, Andre Porlier, Louis Palmer, Guy Rauzy, Michel Law, are others of the relatively young new Territorial Assembly. Pouvanaa and the autonomists he has led for these 30 years have been pushed aside by the educated young in 1972. Because the young people are scared of a future sans economy.

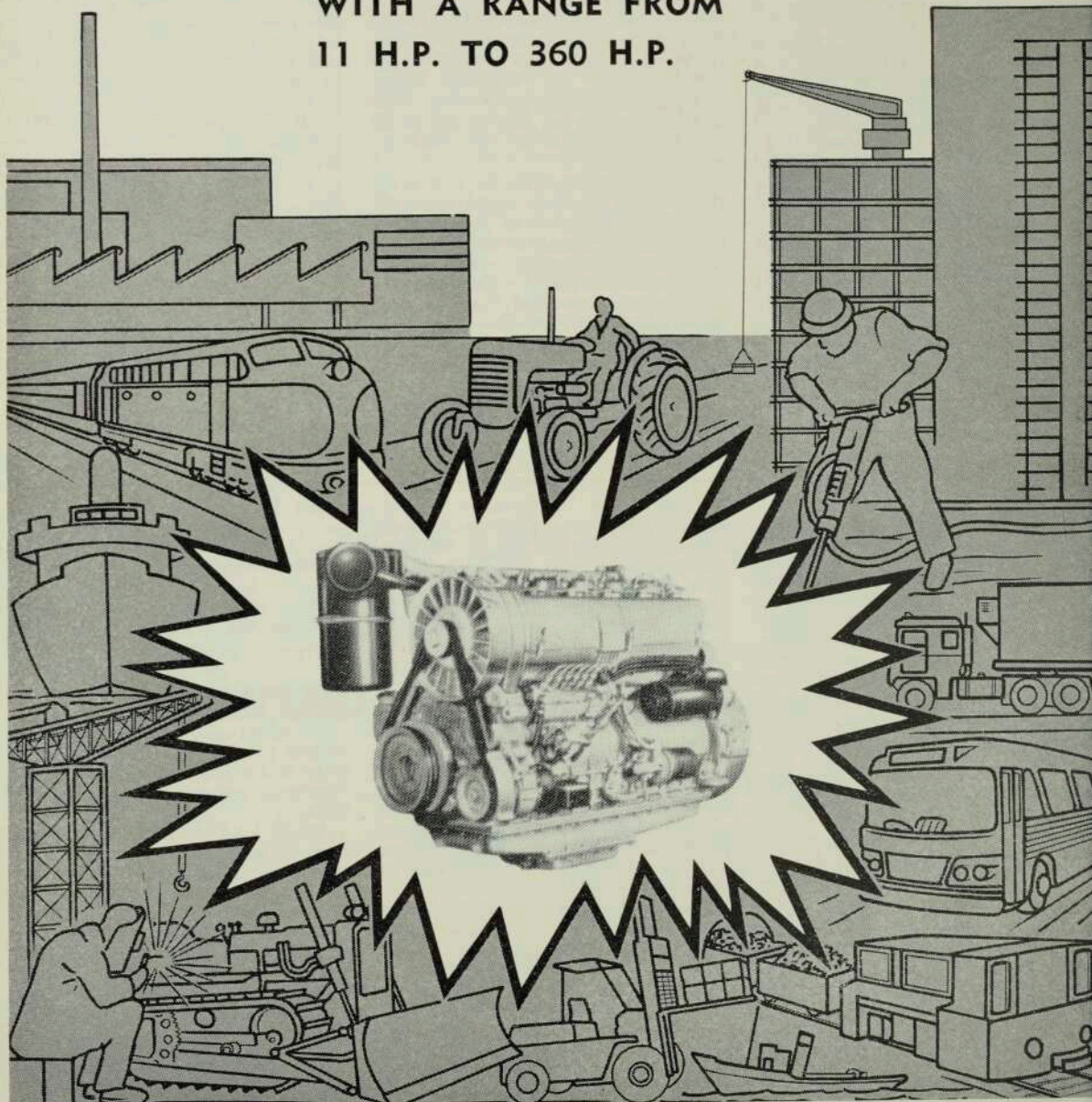
The autonomists were defeated because elegant political Polynesian rhetoric does not fool the searching, suspicious intelligence of the young. You could hear the crowds at pre-election autonomist political gatherings saying, "So, what else is new?"

The autonomists claim that their



DIESELS POWER INDUSTRY

WITH A RANGE FROM
11 H.P. TO 360 H.P.



PACIFIC DIESEL AND TECHNICAL AGENCIES

19 CARRINGTON ROAD, MARRICKVILLE, N.S.W., AUSTRALIA.
(P.O. BOX 7, MARRICKVILLE, N.S.W. 2204.)

Telephone: Sydney 55-3473. Cables: DIESELTECH, SYDNEY.



BURNS PHILP (NEW GUINEA) LIMITED

GENERAL MERCHANTS

SHIPPING AND CUSTOMS AGENTS

Head Office: Champion Parade, Port Moresby.
 PHONE: 2202. TELEX: PM116. CABLE ADDRESS: BURPHIL.

BRANCHES:

BOROKO
BULOLO
DARU
GOROKA
KAINANTU
KAVIENG

PAPUA NEW GUINEA

KIETA
KOKOPO
LAE
MADANG
MT. HAGEN
POPONDETTA

PORT MORESBY

RABAUL
SAMARAI
WAU
WEWAK

Subsidiary Companies

Hotel Moresby Ltd.
 a Motors Ltd.
 Local Laundries Ltd.
 Moresby Hire Services Ltd.
 Papua Hotel Ltd.
 The B.N.G. Trading Co. Ltd.
 The Port Moresby Freezing Co. Ltd.

Overseas Agents

Burns, Philp & Co. Ltd. All Aust. States.
 Burns, Philp & Co. Ltd., London.
 Burns-Philp Co. of San Francisco.
 Burns Philp (South Sea) Co. Ltd.
 Burns Philp (New Hebrides) Ltd.

Agents for

Burns Philp Trustee Co. Ltd.
 Queensland Insurance Co. Ltd.
 Ryds of London.
 Stewarts & Lloyds (Australia) Pty. Ltd.
 Bell Company (Pacific Islands) Ltd.

Distributorships include

British Paints
 Buckingham & Carnatic Textiles
 Byford Products
 Citizen Watches
 "CeCoCo" Machinery
 Conditionaire Air Curtain Doors
 Hardie's Building Products
 Heuga Carpet Tiles
 Jean Patou Partums
 "John" Valves
 Johnson Ceramic Tiles
 Kienzle Clocks
 Marcel Rochas Parfums
 Mikimoto Pearls
 National Radios & Appliances
 Noritake Chinaware
 Rolex Watches
 Ronson Products
 Rover Power Mowers
 Sunbeam Appliances, Mowers &
 Rural Products

Exporters of

Coffee & Cocoa Beans, Peanuts, Rubber

Shipping Agents for

Bank Line Ltd.
 Campagnie Des Messageries Maritimes
 Chandris Line
 Cogedar Line
 Containers Pacific Express Line
 Cunard Steamships Co. Ltd.
 Eastern & Australian Steamship Co. Ltd.
 P & O Lines of Australia Pty. Ltd.
 Nederland Line Royal Dutch Mail
 Societe Francaise de Navigation
 The French Line
 Union Steam Ship Co. of N.Z. Ltd.
 N.Y.K. Line

Airline Agents for

Ansett Airlines
 Qantas Airways Ltd.
 Trans-Australia Airlines
 International Air Transport Association
 Representatives

Travel Department

For World Wide Travel

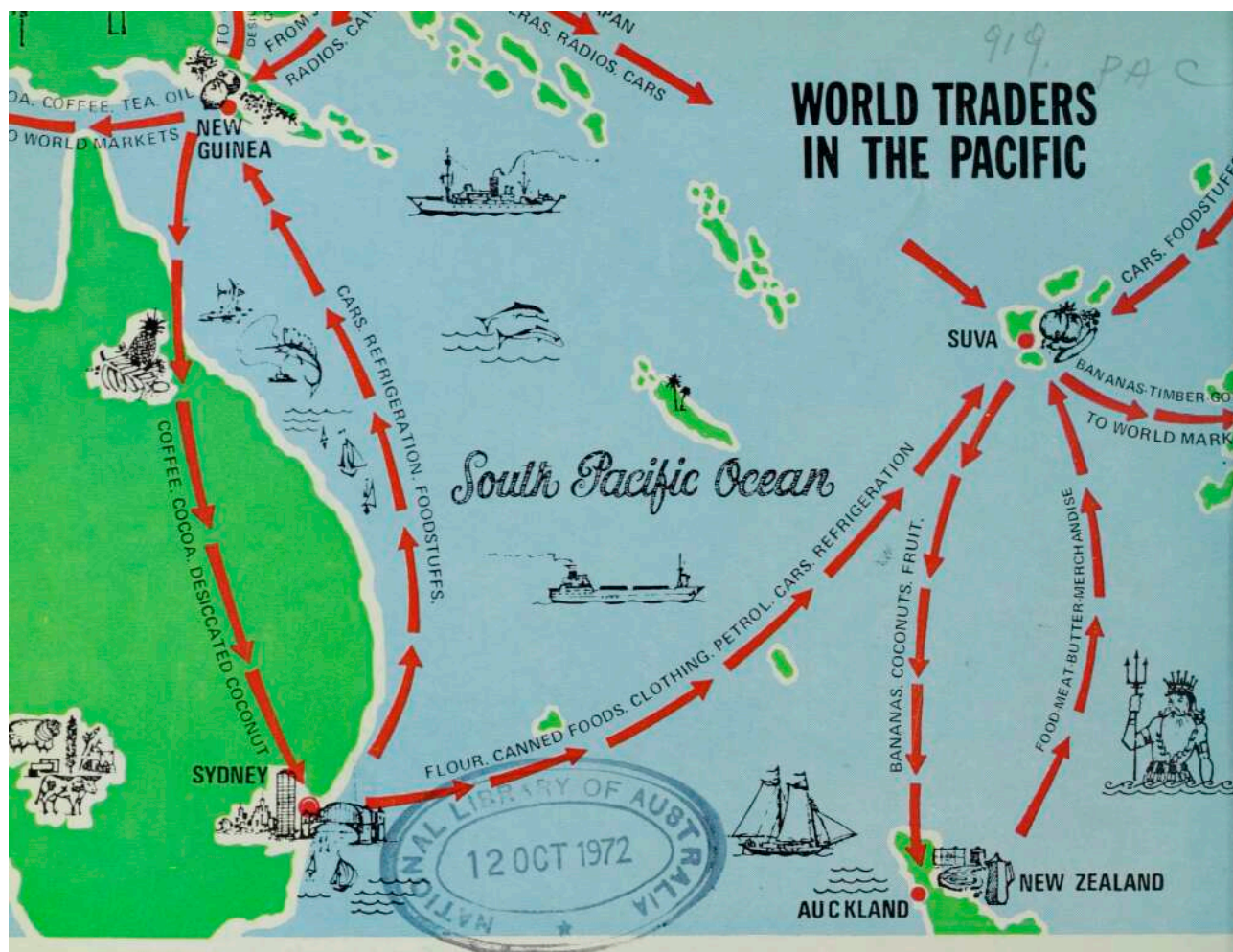


BURNS PHILP

(New Guinea) Ltd.

FOR SERVICE AND REAL VALUE

PACIFIC ISLANDS MONTHLY—OCTOBER, 1972



The W. R. Carpenter Group has been a major trader between the Pacific Islands and the rest of the world for more than 55 years. As a grower, buyer and processor of island produce such as copra, coffee and cocoa beans, the Group has contributed to the economic progress of the area and of its peoples

The Group is also a wholesaler and retailer and holds many leading agencies, including

- NISSAN/DATSUN • FORD • DEWARS WHISKY
- ELECTROLUX • GORDON'S GIN
- EVINRUDE • VICTA

Associated companies of the Group in the Pacific Islands include:

PAPUA AND NEW GUINEA
W. R. Carpenter (T.P.N.G.) Limited.
Coconut Products Limited.
New Guinea Company Limited.
Boroko Motors Limited.

FIJI
W. R. Carpenter (South Pacific) Limited.
Carpenters (Fiji) Limited.
Morris Hedstrom Limited.
Millers Limited.
Island Industries Limited.
Suva Motors Limited.

W. R. CARPENTER & COMPANY LIMITED

68 PITT STREET

CABLES:
"CARPENTER"

U.K. OFFICE:

22 PARK ST. CROYDON, CRO 3NP